

### Along the Winnipeg & Southeastern.

In speaking in the Manitoba Legislature recently on the proposal to aid in the construction of a railway southeasterly from Winnipeg, Mr. Greenway said: "This road will be a great advantage to Winnipeg for the reason that it will connect it with a country of great resources. There is building up now even under unfavorable circumstances a little place down there called Mine Centre. The population of the settlement is about 1,500 people. They get their supplies, no doubt, for a short season of the year, from Canada, but at certain times their supplies are purchased from U.S. cities. It is a very great advantage to Winnipeg that this district should be connected with it. One of the most important things we can undertake to do is to provide all the facilities we possibly can for making Winnipeg the great distributing centre of all the surrounding country.

"Perhaps we do not always realize just what that country is. I was curious to look into the matter myself, & I have the opinions of some gentlemen who have traversed the country, & who have something to say in regard to it. They refer first of all to the timber which is to be found there. In that regard I believe the Canadian lumbermen have been husbanding our own timber & drawing their supplies from U.S. territory, & that in the Rainy River country the timber is almost intact."

Surveyor Dawson gives the same opinion respecting the country. He says: "There appears to be a large extent of good land northwest from Rainy River, & there are doubtless large tracts of good land in other parts of the territory, & it is said that the country is very good for agricultural purposes. I think it is generally admitted by those who have looked into it that there is a very fine area adjacent to the river of agricultural lands."

Hon. Mr. Hardy says: "There is a stretch of 80 miles along the Canadian bank of unparalleled fertility, capable of maintaining at least 500,000 people. Wheat threshes out 30 or 40 bushels to the acre. The balance may be called mining or timber districts, with parcels of land capable of being converted to agricultural uses."

Frank Yeigh estimates "the total area of the Rainy River to be 22,500 square miles. The Rainy River takes its course through a rich valley of over 80 miles, & is eminently adapted to support a large agricultural population. Land fronting on the river fit for settlement reaches back 20 or 30 miles from the river. The greater part of this land requires little or no drainage. Very little snow."

Mr. Blue, Director of Mines, Ontario, says: "I saw lands equal to the best in Ontario."

The representative of that district in the Local Legislature, says: "The belt of good land is not confined to the valley of the river, but extends northeast along the shore of the Lake of the Woods & for a considerable distance along the northern shore of Rainy Lake. I estimate the agricultural belt is equal to an area of 140 miles in length by 40 miles in width, or 4,084,000 acres. This by no means includes all the good lands in the district; there are other valleys of excellent land, but none so large as Rainy River valley. The valleys of the Kawawagamog and Seine Rivers, emptying into Rainy Lake for instance. The means of access to this agricultural belt is by way of Rat Portage & Lake of the Woods. Too much cannot be said in praise of this country & its resources as a home for the settler. That it will yet contain millions of people I have not the slightest doubt."

I have a very large number of these extracts, but do not propose to detain the House by reading them all.

As regards the mineral wealth of this country only little is known, but that is sufficient to indicate that considerable traffic must take place over a railway passing through

this territory, & it is safe to assume that a large portion of the produce required must come from Winnipeg or the fertile region about Rainy River. There are numerous mining camps springing up, & the town of Mine Centre on Vermillion Lake is a prosperous place, from which & to which considerable is drawn. Immense quantities of supplies are now drawn from Tower, Minnesota, which on the opening up of this country must be drawn from Winnipeg for the territory now supplied. Numerous small towns would spring up & the mining industry would receive such an impetus that the trade of Winnipeg would be materially improved, & the produce of Manitoba farmers go to feed the miners of Ontario.

### Dominion Railway Legislation.

Following is a list of acts relating to railways passed at the recent session of the Dominion Parliament:—

Respecting the Lake Erie & Detroit River Ry. Co.

Respecting the Hudson's Bay & Pacific Ry. Co.

Respecting the Ontario & Rainy River Ry. Co.

Respecting the Columbia & Western Ry. Co.

Respecting the B. C. Southern Ry. Co.

To confirm agreement between the St. Stephen & Milltown Ry. Co. & the C.P.R. Co.

Respecting the C.P.R. Co.

Respecting the Calgary & Edmonton Ry. Co.

Respecting the Edmonton District Ry. Co.

Respecting the Brandon & South-Western Ry. Co.

To incorporate the Miles Canyon & Lewes River Tramway Co.

Respecting the Montfort Colonization Ry. Co., & to change its name to the Montfort & Gatineau Colonization Ry. Co.

Respecting the Nakusp & Slocan Ry. Co.

Respecting the Kingston & Pembroke Ry. Co.

To incorporate the Windsor & Detroit Union Bridge Co.

Respecting the St. John Bridge & Ry. Extension Co.

To incorporate the Montreal & James Bay Ry. Co.

Respecting the Brockville & St. Lawrence Bridge Co.

Respecting the Lake Manitoba Ry. & Canal Co.

To incorporate the Seven Miles Canyon & White Horse Tramway Co.

Respecting the Ottawa & New York Ry. Co.

To incorporate the London & Lake Huron Ry. Co.

Respecting the Vancouver, Victoria & Eastern Ry. & Navigation Co.

Respecting the Canada Atlantic Ry. Co.

To incorporate the Timagami Ry. Co.

To incorporate the Canada Atlantic Transit Co.

To incorporate the Toronto & Hudson Bay Ry. Co.

To authorize the Canada Eastern Ry. Co. to convey its railway to the Alexander Gibson Ry. & Mfg. Co.

To incorporate the Lake Bennett & Klondike Ry. & Tramway Co.

Respecting the Saskatchewan Ry. & Mining Co.

Respecting the London & Lake Huron Ry. Co.

Respecting the transport contract between her Majesty & the Winnipeg Great Northern Ry. Co.

Respecting the repayment of the moneys advanced to the St. John Bridge & Ry. Extension Co.

To confirm a certain award in favor of the Dominion Atlantic Ry. Co.

Incorporating the Western Alberta Ry. Co.

To further amend the Railway Act.

To incorporate the Ottawa Inter-Provincial Bridge Co.

Respecting the Montreal & Southern Counties Ry. Co.

Respecting the Montreal & Province Line Ry. Co.

Respecting the Great North-West Central Ry. Co.

### Lunenburg Marine Railway.

The port of Lunenburg, N.S., 45 miles west of Halifax, & the most important fishing centre in the Dominion, has lately had completed the most up-to-date marine railway in the Maritime Provinces. It is constructed specially for handling the bank fishing fleet & vessels engaged in the West India trade, although it can accommodate vessels of 400 tons capacity. There are 2 cradles, 120 ft. & 75 ft. in length on one track. These cradles can be operated separately or together, at will. The foundation is of piling driven to bedrock, & all the timber used in the construction of the track is pitch pine & hard wood, sheathed from low water mark outward with zinc & iron over felt. The hauling is done by a pair of horizontal coupled reversible engines of the most improved pattern. No expense was spared in the construction, & it is considered as good a wooden railway as can possibly be built. It is owned by the Lunenburg Marine Railway Co., & cost \$20,000.

### C.P.R. Land Sales.

	Acres.		Amount.	
	1898	1897	1898	1897
Jan. ....	21,044	9,943	\$73,924.00	\$33,872.00
Feb. ....	20,550	8,163	66,399.00	27,573.00
Mar. ....	35,421	8,727	109,010.00	29,080.33
April. ....	43,145	10,785	140,275.84	37,745.69
May. ....	43,148	15,802	13,783,500	51,508.00

There are 41 ships engaged in the ocean cable telegraph service. The total capital invested in the submarine lines is estimated at \$200,000,000 & the number of lines is 1,305, of which 37 are over 1,000 miles long & 93 over 500 miles.

Kingsmill, Saunders & Torrance, solicitors for the Canada Southern Ry., have sent J. Montgomery, from their Toronto office, to take charge of their St. Thomas office, where the local railway work is transacted. He succeeds Mr. Plunkett, the previous clerk in charge.

A report sent out from Vancouver to the effect that the C.P.R. steamships Athenian & Tartar were to be leased to the U. S. Government for the carriage of troops to Manila is not believed to have any foundation in fact, as the C.P.R. officials most likely to know of such a matter deny it emphatically.

The Government has acquired 9 Wagner cars to be attached to the Maritime express running between Montreal & Halifax on the Intercolonial. They consist of 6 sleeping & 3 dining cars, their total value being placed at about \$175,000. The sleeping cars are named the Raritan, Raleigh, Riauxke, Inca & Inex, & the dining cars are nos. 600, 402 & 403. They are identical with the Wagner cars running on the Lake Shore between New York & Chicago.

In answer to Mr. Ganong, M.P., the Minister of Public Works recently stated in the House of Commons that in June, 1897, a cursory survey was made with the S.S. Newfield, which was then on the ground engaged in cable repairs, with a view to ascertain the cost of establishing telegraph communication by cable between Deer Island, Charlotte County, N.B., & a point on the mainland near Eastport, Me. The approximate cost was placed at \$3,500, which would include telephone communication between the fishing villages on the island & the landing-place of the cable.