

however, was done westerly from the northwesterly end of the line, in Saskatchewan territory. This part of the line, it is understood, will be pushed vigorously this year, and ultimately the road will be extended through to the Pacific coast. Via Prince Albert, Edmonton and the Yellow Head pass.

The purchase of the Northern Pacific lines in Manitoba gave the Canadian Northern company a line extending in a westerly direction from Winnipeg to Beaver, a point some twenty miles west of the town of Portage la Prairie. This left only a short link to construct between Beaver and Gladstone, to connect the line with the northern section of the company's system, commencing at Gladstone. This link has now been built, giving the company a through main line from the extreme north-western corner of Manitoba to Lake Superior, via Gladstone, Portage la Prairie, Winnipeg and Port Frances to Port Arthur. Previous to the purchase of the Northern Pacific lines in Manitoba, the Canadian Northern had no connection between the Southeastern section, terminating at Winnipeg, and the northern section which had its southern terminus at Gladstone. The company, however, had secured running power over the Canadian Pacific Railway from Gladstone to Winnipeg.

Besides the construction of the link between Beaver and Gladstone, the Canadian Northern last year started work on a new branch line from Winnipeg in a southwesterly direction to some distance beyond the town of Carman, a total distance of 85 miles.

The construction work done this year is as follows: Northwestward extension of main line, about 24 miles, graded only. Link in main line between Gladstone and Beaver, 18 miles. Ontario section of main line, from crossing of Pease River eastward, in junction with the line running westward from Port Arthur, about 100 miles. Grand total of new road built this year, 257 miles, including portion of northern extension which is graded only. To this must be added the Northern Pacific lines in Manitoba acquired by purchase, amounting to 332 miles in all. Thus the Canadian Northern system has been extended during the past year by the construction of 257 miles of new road and the purchase of 332 miles of road, making a total extension during 1901 of 600 miles.

This, with the road constructed in previous years, gives the Canadian Northern a total mileage of 1,130 miles of completed road, not including the section graded only at the north-western end of the main line. Thus, from the small beginning with the line in Manitoba extending northward from Gladstone, formerly known as the Dauphin road, the Canadian Northern has now become a great trunk line, extending clear across the province of Manitoba from the extreme northwestern corner of the province to the extreme southeastern corner and thence on to Lake Superior, with nearly 400 miles of branch lines, all of the latter being within the province of Manitoba. It is now well understood that the road will be extended through to the Pacific coast, and it is also believed that within a few years at least the Canadian Northern will have an all rail route eastward from Port Arthur to Eastern Canada points. As the eastern terminus for the present is at Lake Superior, it forms a through route to the east coast during the season of navigation on the lakes, in connection with the

lake steamship lines. The length of the main line is 753 miles, or from Winnipeg easterly to Port Arthur, 438 miles, and Winnipeg westerly and northwesterly to Erwood, 315 miles.

The work done in connection with the Canadian Northern during the past year, included the construction of two large steel bridges, one over the Red river at Winnipeg and the other across the Reiny river at Beaudette. The road runs for a short distance through the state of Minnesota, in order to pass around the Lake of the Woods, and crosses back into Canadian territory at Beaudette.

A lot of work has been carried out in connection with the equipment and improvement of the line. At Port

Arthur a large grain elevator has been built and terminal facilities are being arranged at that point on a large scale. At Winnipeg extensive yard and terminal improvements have been provided, including the new bridge and approaches. The shops at Winnipeg, formerly owned by the Northern Pacific, but now the property of the Canadian Northern, have been extended, with the intention of manufacturing new work as well as repairs at Winnipeg. At Emerson, the track has been extended across

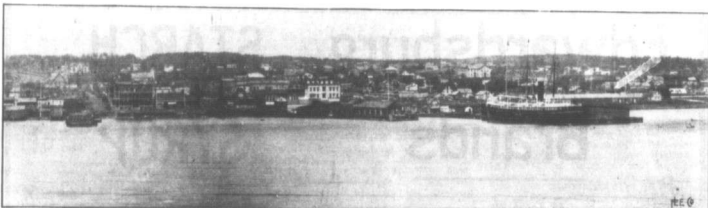
F. W. Thompson Interviewed in Montreal Gazette.

The Montreal Gazette publishes the following interview with Mr. Thompson who is now in the east, in a recent issue:

"Over \$20,000,000 has already been received by the farmers of Manitoba and the Northwest, as a result of last season's grain crop, and I am con-

vinced that the farmers of the Northwest will exceed all previous records by at least 20 per cent. This means that over 3,000,000 acres will be devoted to wheat alone in Manitoba and the Territories. The Americans have been large buyers of the best farm lands in Manitoba during the past few months, and a large majority of these purchasers have expressed their intention of locating permanently in the country, and this I regard as the strongest evidence that practical men consider that farming in the Canadian West has long since passed beyond the experimental stage.

"We can, therefore, gauge the future possibilities when we realize that less than 10 per cent of the fertile lands in Manitoba alone is under cultivation, and this certainly justifies the claim that our western country is the future granary of the British Empire."



Port Arthur, the Lake Superior Terminus of the Canadian Northern Railway

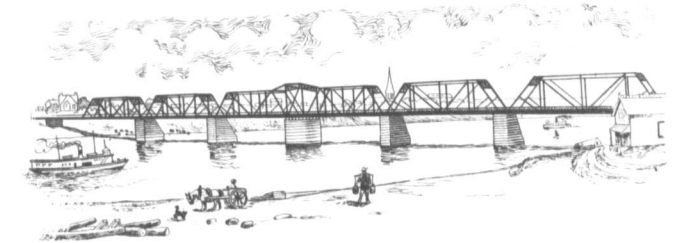
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dent that the total amount will reach at least \$30,000,000 before the end of the crop year," said Mr. F. W. Thompson, of Winnipeg, general manager of the W. W. Ogilvie Milling Company, yesterday, at the Windsor hotel.

"That means," continues Mr. Thompson, "the selling price for the grain alone. It is true there has been shortage of cars, yet the transportation companies deserve every credit in having so well met the unusual situation. Such large crops always demand certain unpreparedness on the part of both the farmers and the transportation companies, and I think

Extending Business.

Geo. A. Clare, of Clare Bros. & Co., manufacturers of stoves and furnaces, of Preston, Ont., who was in Winnipeg for a few days in connection with his company's business here, returned east on Monday. Horace Wilson, who has managed the Winnipeg branch of Clare Bros. & Co. for some years, has resigned that position, and will be succeeded by H. A. Clare, of Preston, and John Brockless, late traveller for the McClary Manufacturing Co., Winnipeg. H. J. Clare has been connected with the business at Preston for some years, and is a practical



New Canadian Northern Railway Bridge over the Red River at Winnipeg

the river and brought close to the business portion of the town. A good station building and round house have been erected at Port Frances. At Atikokan, some 140 odd miles west of Port Arthur, a divisional point has also been established, with round house, etc. These two points—Port Frances and Atikokan, will be the divisional points between Winnipeg and Lake Superior.

The portion of the Port Arthur, Duluth & Western road, extending from Port Arthur westward to Stanley, a distance of 10 miles, is now included in the main line of the Canadian Northern. The Port Arthur, Duluth & Western runs in a southwesterly direction from Stanley to the Minne-

apolis is due the Canadian Pacific, as well as the Canadian Northern, for the large amount of traffic they have been able to handle in such a comparatively short time.

"I am also confident that the experience derived from a season like the present one, must result in a great advantage to the Canadian West, by the increased preparations, which, I understand, are now in contemplation. I am credibly informed that the railway companies are making unusual efforts to cope with the constantly increasing product of our western country."

Mr. Thompson was asked as to the coming season's operations, in view of what has been done by the farmers of Manitoba during the year, and he replied:

"From the largely increased sales of farm lands, I estimate that the acre-

age under crop next season will exceed all previous records by at least 20 per cent. This means that over 3,000,000 acres will be devoted to wheat alone in Manitoba and the Territories. The Americans have been large buyers of the best farm lands in Manitoba during the past few months, and a large majority of these purchasers have expressed their intention of locating permanently in the country, and this I regard as the strongest evidence that practical men consider that farming in the Canadian West has long since passed beyond the experimental stage.

"We can, therefore, gauge the future possibilities when we realize that less than 10 per cent of the fertile lands in Manitoba alone is under cultivation, and this certainly justifies the claim that our western country is the future granary of the British Empire."

Farmer Hayseed (to railway ticket agent)—I want a ticket to Ontario.

Ticket Agent—Single?

Farmer Hayseed—No, married; but wife can't leave home at this time of year, we're too busy.