



“ALL ROADS POINT TO REGINA,” was the statement made in an influential Eastern newspaper which was recently describing the city's railway position. The reference was to the determination of railway managers to secure an entrance into the Capital of Saskatchewan at the earliest opportunity. The volume of business transacted at this point is the magnet which draws them. The freight revenues alone were estimated to have been \$1,500,000 in 1905, and receipts from other branches of traffic about \$500,000, making a total of \$2,000,000 for one station. No other point in the Dominion of Canada can make such a showing, in proportion to population, and the business keeps on increasing. For July, 1905, the freight returns were about \$150,000, or more than twelve times as great as those at any other point in the province. Such a growth, indeed, has done more than anything else to make Regina an objective point for new railways. The Canadian Northern purchased the Qu'Appelle, Long Lake & Saskatchewan Railway for the purpose of securing an entrance into the Capital, and it has already made plans to build a second main line from Brandon westward to Regina and thence on to Calgary. The Grand Trunk Pacific has decided to make the city the central point in its southern system. The Great Northern is projecting lines running southeast, northeast and north respectively, from the city, and it is understood that surveys have already been taken. From a transportation standpoint Regina's position will, in the near future, be impregnable.