

sticking together on closing the book. This precaution has helped to keep it in excellent preservation. The contents are chiefly drawings, made by a fine style, representing scenes from village and rural life. At the end there is a large catalogue in Latin of various kinds of animals, with a translation into old Norwegian; and from this it has been conjectured that the greater portion of the book dates from the close of the thirteenth century. But there are indications that part of the book is of earlier date. The tablets are fastened together at the back, and the cover is carved and inlaid with various small pieces of differently coloured woods. The book has been placed in the Museum of Antiquities in the University of Christiania, and it is intended to publish it shortly in facsimile."

AN IMPORTANT RAILWAY

The late driving of the last spike on the Canadian Pacific railway has called forth a large amount of comment, which presumes to be wise, from the American press. This comment, while it admits that the work accomplished is of great importance, is generally adverse to the prospective profitability of the railway. The men who scribble off their diurnal editorial filling for the morning newspapers assume to know that the country through which the Canadian Pacific runs is mostly barren of natural resources. Their idea is that the region is too far north to amount to anything for settlement or development. Besides, it is in Canada, and patriotism demands that the new thoroughfare and the territory it traverses be depreciated, though likely as not the young fellows who do the scribbling are recent importations from her majesty's dominions.

The *Lumberman* aims to be fair in the treatment of foreign as well as domestic affairs. It is fully aware that when American newspapers assert that the Canadian Pacific railway will have meagre resources for local traffic they are in grave error. As a matter of fact the road, for its entire length, runs through territory rich in resources. Much contempt has been thrown at the section north of Lake Superior region, which is described as utterly barren and worthless. The truth is that though the Lake Superior region is rocky, and much of it unfit for agriculture, those ancient and primitive ledges, said to be the oldest of earth, enclose the richest of iron, copper, and silver deposits. These have been sufficiently developed, especially in the vicinity of Port Arthur, to prove beyond doubt that the region will one day teem with industry, and that the Canadian Pacific will be freighted with results moving east and west. An important factor of local traffic on this portion of the route will be the rich deposits of building stone that abound. Lately the finest marble of the Scotch variety, has been developed near Port Arthur, and is already being shipped. The Rabbit mountain silver mine shows what can be done in the unearthing of this precious metal. It is well known that the most promising silver discoveries have been made on the north side of Lake Superior. Silver Islet and Isle Royal testify to this assertion.

Further west, in the Lake of the Woods region, the country is seamed with iron and other minerals. In that district, also, is a wealth of timber, much of which is pine, that has already become the source of a great lumber industry. To the eastward in the region of Lake Nipissing, is another vast and rich timber section. It is simply nonsense to talk of lack of natural resources for traffic along that portion of the Canada Pacific between Lake Nipissing and Winnipeg. As well might we say that there were no resources for traffic for a railroad running through the mountain districts of Pennsylvania or West Virginia. There are wide areas west of the Lake of the Woods that are swampy covered mostly with tamarac, and there is a heavy growth of poplar on sections; but as the prairie country to the westward becomes settled this swamp timber will be utilized for wood pulp, railroad ties, and other purposes, and become sources of traffic.

West of Winnipeg is that vast reach of prairie land, spreading away to the Rocky mountains, 700 miles, and from the American

line to beyond the North Saskatchewan, 400 or 500 miles. Nearly all this territory is good agricultural or grazing land, and will one day be completely settled with a thrifty population. Already there is a line of settlement and numerous growing towns from Winnipeg to Calgary, near the mountains. The main line of road has several branches striking out into this agricultural region, and others are projected. These serve as feeders of traffic. It is true that the country traversed by the Canadian Pacific lies in a zone of cold winter temperature yet excellent crops of wheat, rye, oats and barley are raised, while cattle do excellently well. The country lying just east of the Rocky Mountains, included in the district of Alberta, is milder than that further east; indeed, the climate there is as fine as can be found anywhere. There is nothing in the climate of the Canadian Northwest to prevent its occupation by farmers. How silly it is, then, to talk about the Canadian Pacific not having any local resources of traffic. It will not only have its home traffic, but it has already begun to capture the cattle trade of northern Montana, which naturally belongs to the Northern Pacific.

Thus we see that the Canadian Pacific begins in the populous sections of old Canada, runs through a region of vast timber and mineral resources to Winnipeg, and thence 700 miles to the Rocky mountains, through a rich prairie country, already partially settled, and destined to support at least 10,000,000 of people. What better situation for way traffic could be conceived? The farming and pastoral population of the prairie regions will want the lumber, the iron, copper, lead and building stone of the Lake Superior country, either in the raw state or manufactured. In process of time the Lake Superior and Lake of the Woods sections will become seats of great manufacturing enterprises, simply on account of the timber and mineral resources that abound in them. The prairie country will be the market for these manufactures. On the other hand the mining and manufacturing sections will want the products of the farms and the pastures to the westward. Thus an interchange of traffic must surely grow up, the like of which exists between the east and west of the northern states. In nature had planned out two sections of country on purpose for connection by railroad, a better hit could not have been made than is apparent in the situation along the Canadian Pacific.

Yet there are other advantages to be mentioned in connection with this great transcontinental thoroughfare. From Calgary to Port Moody the road traverses the Rocky mountain portion of its route, which is also rich in timber, mineral and coal. The newspapers on this speak with inexcusable ignorance of this part of the route. British Columbia possesses almost countless articles of raw material that can be worked into commodities for the millions of people who will inhabit the great interior. The coast country will also become famous for its manufactures, while the market will be to the eastward, necessitating railway transportation.

Thus has been outlined the native resources for way traffic along the Canadian Pacific. Nothing has been said about through business, which all acknowledge must be immense. The endeavor has been to simply correct a misapprehension concerning a natural advantage of the new Canada, which has been gondered of, guanoed, or prompted by national prejudice.

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