

The Steel Rail and National Development

WHAT CANADA OWES TO HER RAILWAYS

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The development of the three great railway systems of the Dominion, the Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific, is the greatest factor in making the Dominion of Canada the wonder of the twentieth century. Lord Stratheona recently said that by the end of the century the population of the Dominion would outnumber that of the United States at the present time, and no doubt the men who made the United States had no more vast visions of the growth of their own country than the nation and Empire builders of Canada. Some of the best brain and much of the determined energy of the British race are at the present devoted to planning and building cities, railways, and steamship lines in Canada faster than the map makers can record them. A gigantic struggle is going on between the railway builders in the endeavor to be the first to take their respective lines of steel into every important centre of the great fertile provinces of Canada. Each system is vying with the other to secure the best strategic base in the tidal waters of the Atlantic and Pacific.

No one heard of Regina, the capital of Saskatchewan, a few years ago, for the very good reason that there was no Regina. But Regina is destined very soon to have three transcontinental railways with lines radiating to the Pacific and Atlantic Oceans with branch lines to the Hudson Bay and the North-West. This enormous expansion of the steel octopus will give the progressive cities of Winnipeg, Brandon, Edmonton and Calgary additional sources of real competition and friendly rivalry in the industrial development of the West.

The importance of the branch lines from these main arteries of commerce is unlimited, not only for the particular centre directly interested, but for every small town having connections. In this respect the railway map shown giving the transportation facilities of Regina is a typical illustration of how the resources and products of the out-lying districts can be developed to the advantage of its own community, the chief distributing centre and the railway most directly concerned.

Industries in Small Towns.

In many instances the Boards of Trade and Industrial Bureaus throughout the Dominion have seriously neglected the smaller townships surrounding them, overlooking the fact that if the resources and progress of these do not keep pace with the particular centre mostly concerned it will eventually deter its own development. The tendency of small townships situated near the larger centres of supply is to develop manufactures. The establishment of new factories, be they ever so small, give opportunities for the employment of local capital and an outlet for surplus labor from the surrounding district. With the many agricultural appliances employed to-day, it seems only natural that the young men on the farm, through temperament or their abilities will turn their attention and capital

into some line of industry supported by local demands, thus linking the commercial interests of the small towns and larger centres together.

Transcontinental Race.

The Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railways are all endeavoring to deliver the ever-increasing grain yields of Saskatchewan, Alberta and Manitoba by the shortest and quickest route. The following figures will give a fair idea of the enormous amount of grain to be carried and 25 per cent. can safely be added each year:

	Wheat	Oats	Barley	Flax
Manitoba*	28,660,616	28,361,890	657,620	4,100,200
Saskatchewan†	68,416,000	83,500,000	6,199,200	3,797,590
Alberta*				
Spring	5,370,013			
Winter	1,955,784	16,849,200	2,207,250	91,950
	104,402,413	123,711,090	9,064,070	7,989,740

*Free Press Estimate.

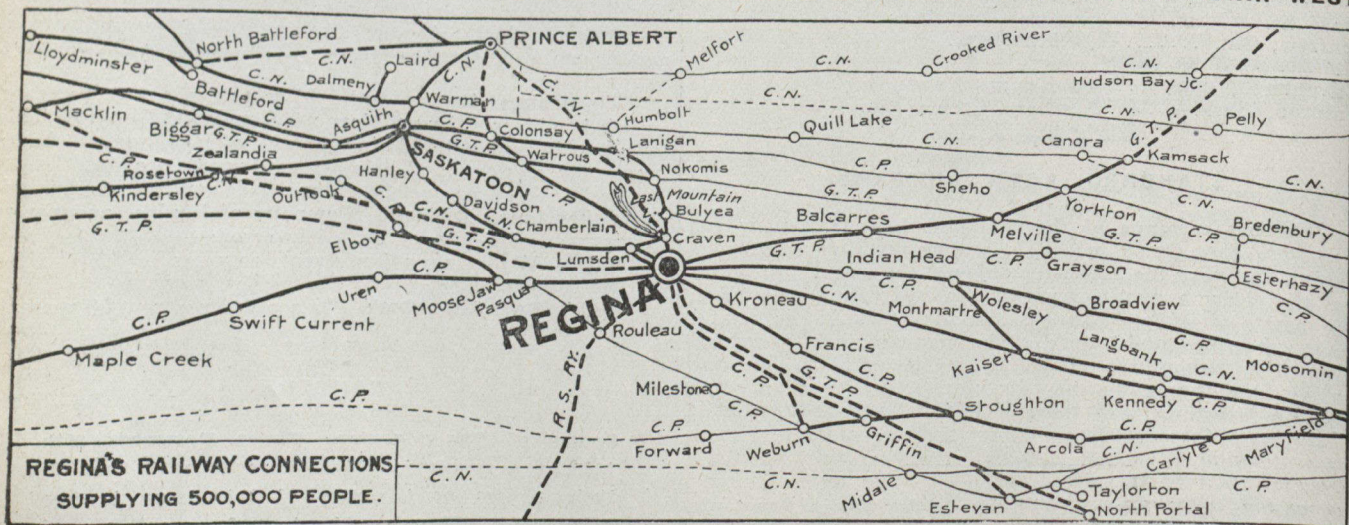
†Government Estimate.

These three great transport systems are well matched in the struggle to reach the Pacific with equal advantages. The process costs billions of dollars, but the future warrants it. The Pacific terminus of the Grand Trunk is a wonder in itself. Prince Rupert is destined to become one of the great ports of the world. It is a day and a half nearer the Orient than Vancouver. It offers an area for docks alone of fifty miles, and with the protection of the Island in front of it, affords one of the finest harbors for shipping in the world. All these facts spell increased competition, and when the Canadian Northern Railway stretches its trunk and branch lines throughout British Columbia, there is no doubt every inhabitant of this rich province will feel the advantages of the foresight and wisdom of those two Cecil Rhodeses of Canada, Sir William Mackenzie and Sir Donald Mann, of the Canadian Northern.

In reviewing the history of railways in Canada, it is interesting to note there were only twenty miles of railroad in 1835. The total mileage for 1910 will be over the 28,000 mark. The feeding of these great systems is now complete with the ever growing fleets of steamships plying on the Atlantic and the Pacific. One system already carries you across the Atlantic, meets you on arrival in Quebec, and conveys you across a continent in order to ship you in its Pacific fleet to China, Japan or Australia, and landing you in Yokohama in twenty-two days—under the British flag all the way.

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TRANSPORTATION FACILITIES OF REGINA, THE DISTRIBUTING CENTRE OF THE CANADIAN WEST.



Railway Connections of the Canadian Pacific, Canadian Northern and Grand Trunk Pacific. Supplying 220 Towns and Villages within a radius of 100 Miles of Regina.