



Hundreds of Thousands for Civic Improvements

During the Summer of 1910 the Council passed by-laws authorizing the city to spend at once several hundred thousand dollars on improvements, and these moneys invested in needful things give an idea of the progress of this future metropolis of Southern Alberta.

How Has Lethbridge Attained Its Pre-eminence?

It is a railway centre, a divisional and a terminal point, with five branches feeding it from five different sections of producing territory—it has two very important lines—the C. N. R. and the C. P. R.—briskly advancing from the East, while the C. N. R. and the G. T. P. are building branches Lethbridge way from the north, which will shortly arrive at Calgary. The Government has guaranteed the bonds of these lines from Calgary to Lethbridge, and they will be built through immediately after entering Calgary, probably reaching Lethbridge in one and a half years and two years, respectively.

If you examine the map at the back of this booklet you will note the city is situated on the C. P. R. line from Winnipeg through the Crow's Nest to the coast, and is its divisional point; that it is the terminal for the Alberta Railway and Irrigation Co., whose main line runs down into Montana, making all Great Northern connections.

The Calgary-Lethbridge connection of the C. P. R. heads north at McLeod for Calgary and Edmonton, while the same company is constructing another road between the same points, but developing a separate tract of wheat lands. This line is operating as far as Carmangay at present, but it is expected it will be completed well on toward Calgary in a very short time.

What is known as the Weyburn branch, from Winnipeg through Weyburn to Lethbridge, has been under construction for some time by the C. P. R., and is being operated for several hundred miles west of the former city. This artery, when completed, will connect, of course, with the Crow's Nest Pass line at Lethbridge, and it is expected they will take over an existing charter and continue on directly to the coast. This would effect a saving of several hundred miles haulage from Winnipeg to Vancouver, and it is hoped give a lower grade to negotiate through the Crow's Nest, than the present main highway over the Kicking Horse Pass, an incalculable saving.

