

ed to become an important feeder to the main line, and the country along that road will no doubt add materially to the agricultural exports of the country.

No sooner is one road completed than another is commenced. A second railway to the North Saskatchewan, to be known as the Calgary and Edmonton was commenced during the year, and about 100 miles were completed, extending from Calgary northward. This road for its entire length, from Calgary to Edmonton, will run through and open up an exceptionally fine agricultural and stock region, and no doubt a stream of immigration will at once be turned in that direction. The end of the track is at present at the crossing of the Red Deer river, where a bridge is being built this winter, so that construction northward can be resumed in the spring. There is now an important settlement about Edmonton, which will welcome the completion of this road.

Another railway of which we have to speak is the road between Lethbridge, Alberta and Great Falls, Montana, which is now completed, and regularly operated. The construction of this road is of special importance from the fact that it is the first road to cross the boundary into the United States west of Winnipeg. It is not built as a colonization road, and there are no settlements along its line to be opened up on this side of the boundary. It passes through an open prairie country, in which is practically no agricultural settlement and devoted only to a limited extent to ranching. The primary object in building this railroad was to open a market in Montana for Lethbridge coal. The Lethbridge coal is of a superior quality to that found in Montana, and by the construction of a railway to Great Falls, a large market has been opened for Alberta coal. The length of the railway from Lethbridge to Great Falls is about 200 miles, of which about 80 miles is through Canadian territory. Preparations have been made during the past summer to increase the output of coal from the mines at Lethbridge, in expectation of a large demand on the completion of the railway. Three new shafts have been put down, and other preparations made for a large output, and already the demand for Lethbridge coal in Montana has fully met expectations. Thus an important Alberta industry has received a great impetus.

The Manitoba Northwestern has also extended its line about 20 miles from its former northwestern terminus at Saltecoats, to Yorkton. A colony was established here some years ago, known as the York colony, and the advent of the railway is a matter of general rejoicing to these people. The length of the Manitoba Northwestern, from Portage la Prairie to Yorkton, is 223 miles, in addition to which there are the Kussell and Rapid City branches, aggregating 26 miles. The mileage of the road is mostly in Manitoba, about fifty miles of the western portion of the main line being in the territory of Assiniboia. During the year this company made an arrangement for running over the Canadian Pacific between Portage la Prairie and Winnipeg, so that its trains now run right into Winnipeg instead of terminating at Portage la Prairie as formerly.

IN BRITISH COLUMBIA.

British Columbia, as stated, has made its

first connection by rail with the United States during 1890. On account of the fact that water communication exists at all times of the year, between British Columbia and the Pacific coast states, the matter of railway communication is not of as vast importance as it would be in an interior province like Manitoba. Still it is a very important epoch for the province. The first railway to give the province connection with the United States is the Westminister Southern. The northern terminus of this railway is on the Fraser river, just opposite the city of New Westminister. It is expected that the river will be bridged in time, so that the trains may run right into the city. In the meantime a railway ferry may be used. When the river is crossed, the road can be connected with the Canadian Pacific, a branch of which latter line reaches New Westminister. From New Westminister, or rather from the point on the Fraser river opposite that city, the road runs in a southerly direction to the United States boundary at Blain, in the state of Washington. At the boundary connection is made with the Fairhaven and Northern railway, and thence there is connection through to Pacific coast points south. An important feature in connection with this road is the fact that it will be controlled and operated by the Great Northern. This means that New Westminister is to become practically the northern terminus of the Great Northern on the Pacific coast.

Other important railway work has been done in British Columbia during the year. Work has been progressing on a branch extending from Mission, on the main line of the Canadian Pacific, in a southerly direction to the United States boundary, where connection will be made with a railway which is being built in a northerly direction in the state of Washington, known as the Seattle, Lake Shore and Eastern. The length of the connection in Canadian territory is only a few miles, and the most important portion of the work is the construction of a bridge over the Fraser river, near Mission station. The work is now nearing completion.

In the interior of British Columbia railway work was commenced during the year on a railway from the Columbia river to the new mining town of Nelson. This is a short line of railway, but it is likely to become a link in a more extensive system. It will open up a rich mineral region and give Nelson connection with the steamboat lines on the Columbia river. This railway also connects two extensive systems of navigation, namely, the Columbia and Kootenay rivers.

Work was also commenced on the Shuswap and Okanagan railway—another important interior road in the province. This road starts from the main line of the Canadian Pacific at Sicamous, and is being built in a southerly direction, having Vernon, on Okanagan lake, as its objective point. It will open up an excellent agricultural region, including the Enderby district, where there is already an important settlement. Considerable progress has been made with this road.

THE OUTLOOK FOR 1891.

Prospects for railway construction during 1891 are good. Continuation of work on the railways now under construction will alone

make a fairly active season, even if no new enterprises are undertaken. In the territory west of Lake Superior and east of Winnipeg there will be the continuation of work upon the Port Arthur, Duluth and Western. There is also a probability that another railway will be undertaken to open up the Atikokan iron deposits.

In Manitoba the Souris branch of the Canadian Pacific will be extended southwestward. A considerable quantity of material is being gathered at the end of the track, to resume work in the spring. The Glenboro branch of the Canadian Pacific will also be extended to Souris, to a junction with the Souris branch. The Northwest Central will no doubt be obliged to do something this year, though it would be rash to make any forecast as to what the road is likely to do. The Winnipeg and Hudson Bay railway is another enterprise about which it would be very unsafe to make any forecast. While it is desirable that the work should be continued, there is at present no reason to believe that anything important will transpire during 1891. There is a reasonable prospect that the Duluth and Winnipeg railway will reach Winnipeg during this year. This consummation alone would be sufficient to mark the season as an important one in railway construction, so far as Manitoba is concerned.

In the territories the most important railway work during 1891 will be the completion of the Calgary and Edmonton railway. About 100 miles of this road remain to be constructed, and definite assurance has been given that this will be accomplished. There is also good reason to believe that the southern extension of the Calgary and Edmonton, from Calgary to Macleod, will be built this year. No less a personage than Mr. Van Horne, of the Canadian Pacific, has stated that the road will be completed to Macleod during the year. The Calgary and Edmonton, including the southern extension to Macleod, it is understood will become a portion of the Canadian Pacific system. The Manitoba and Northwestern railway will no doubt be continued this year towards its objective point at Prince Albert. Though progressing slowly, it has extended more or less every year. A line from Saskatoon, on the Prince Albert branch, to Battleford, is considered as among the probabilities of the year, though no definite announcement has been made to this effect.

In British Columbia there is the line from Mission southward to the boundary, the Shuswap and Okanagan, and the Columbia and Kootenay railways, upon which work will be continued. The Westminister Southern may now be considered completed, though some important work remains to be done in arranging terminal facilities at New Westminister, which may include a bridge across the Fraser river. The latter alone would be a work of considerable magnitude.

In considering the outlook for this year, we have only mentioned such as may be called permanent railway enterprises. Besides these, there are any number of railway "schemes," as well as a large number of applications for charters from new roads, which have been passed over, some of which, however, may take more definite shape during the year.