

# -a Compound of Canadian Constructive Energy and British Investment

## A Vital Force for Expansion Within the Dominion

**V**ISION and courage of a high order are essential to the successful conduct of big pioneering operations. The management of the Canadian Northern demonstrated repeatedly, that it possesses these qualifications in large degree. Indeed, when the first 100-mile stretch of what is now the Canadian Northern Railway System was built in Central Manitoba in 1896, there were many who prophesying disaster, were astounded when the road paid its expenses and fixed charges and retained a small surplus at the close of the first year of operation. This was under the superintendency of Mr. D. B. Hanna, now Third Vice-President and operating head of the Canadian Northern Railway System.

So it was, also, in 1902, when the Canadian Northern was granted power from Parliament to build westward to Edmonton through the Yellowhead Pass and down to the Pacific Coast. People who should have known better, declared without qualification, that the country through which the road was to run was frost-bound and would produce little or nothing.

To refute this charge, the late Land Commissioner of the Canadian Northern, Col. A. D. Davidson, journeyed on horseback through the territory to be opened up, testing the soil as he proceeded. When, a little later, members of the Western American Bankers' Association in two special trains, visited the Saskatchewan Valley country, as his guests, they were so convinced of the sterling worth of the region that several millions of acres were purchased outright. The sale of this virgin territory in small parcels to their country correspondents in the United States brought about the peaceful American invasion which has been such an esteemed and influential force in the development of Western Canada.

Indeed, throughout its 20 years of expansion, the Canadian Northern has performed development work within the Dominion on a scale that is not yet fully realized.

Some 600 shipping points—villages, towns and cities, owe their planning—even their very existence—to the Canadian Northern Railway. The railway, building through, determined their location and to a large extent found the settlers to produce the farm products necessary for each shipping point to attain success as a marketing centre for each little community.

**T**HROUGH these marketing centres on the Canadian Northern, together with those it serves in common with competing railways, there has passed the last two decades a steadily increasing stream of grain, cattle, dairy products and all the things that go to make up agricultural production in the western country. Approximately one-third of all the grain handled by the railways in Canada, is moved over the rails of the Canadian Northern Railway. And year by year, through additional acreage going under the plough, production is increasing in the territory it serves.

Leading newspapers in Britain have not been slow to recognize the imperial significance of Canadian Northern growth, and have pointed out in clear language, the value of the substantial contribution to the foodstuff supplies of the Allies from the areas traversed by its rails; nearly all of which, also cultivated for the first time during the last 15 years.

The building of Canadian Northern lines was hailed in the West as a most potent means to relieve overland transportation worry. The first fruits of their construction was the marketing by modern methods of the products of the farm through newly created centres. But, closely allied with that boon, came marked reductions in freight rates, which it is conceded have meant the saving of millions of dollars to the farmers along the lines of the Canadian Northern. The saving, indeed has been much greater, even, than that. The laws of competition made it necessary for the C. N. R.'s chief competitor west of the Great Lakes to meet the cut, and, so, the saving has been extended to all points reached by rails in Manitoba, Saskatchewan and Alberta.

It is not possible to over-estimate the importance the work the railway has done in opening up to settlement the vast areas of fertile land within the Dominion, and in sending information of that fertility to land-hungry people everywhere. Agriculture, as everyone knows, is at the base of the economic structure in Canada. General Canadian prosperity trends in the wake of the binder with mathematical precision. The wheels of eastern industry turn largely because the western farmer barter the proceeds of his farm products for the factory output eastern Canadians are paid to produce. Each settler in the western provinces has meant a speeding-up of industry in the eastern provinces. Each family the Canadian Northern has located along its lines in the West has been an important source of revenue, if indirect, to the wage earners of Ontario and Quebec.



One of the 600 Marketing Centres on the C. N. R. in the Wheat Belt.

**A**ND when, in addition, it is considered that through the building of its lines, the Canadian Northern has thrown open vast areas since developed through lumbering activities, and mining activities, on a large scale, its contribution to the general progress of Canada is manifest.

The work being done in Northern Ontario is characteristic of its record during the last 20 years.

The desire for the making of countless heads of wheat to grow where none was grown before, can be traced to the inner core of its initial plans.

Seventy-five per cent. of the aggregate population of the cities and towns of all Canada having 5,000 inhabitants or more are on its 10,000 miles of line. Its trains carried last year, 7,254,000 sacks of flour, nearly 132 million bushels of grain, nearly two billion feet of logs and lumber, in addition to livestock, coal and miscellaneous freight.

The Canadian Northern is a compound of Canadian constructive energy and British investment gold—a vital force for expansion within the Dominion. Toronto, August 10, 1917.

