

In Canada, particularly in the eastern part, we find the same service as will be found in the Eastern States of the United States.

Many a Western camp suffers from lack of railroad transportation, and valuable deposits remain useless because they cannot be gotten to the market.

One can jump on a train this evening, and before the middle of the following day find himself in the heart of Canada's great mineral districts. The same can be said of no other camp in the world.

No other mining section in the world is better served with transportation facilities.

Per head of population, Canada has more miles of railway than the United States.

The first railroad built in 1835 was 16 miles, connecting the St. Lawrence with St. John. In 1852, short lines were constructed from inland points to connect with river navigation—222 miles in all.

The Grand Trunk was for years the dominant railway power in Upper and Lower Canada, clinging closely to the habitable sections.

The total railway mileage of the Dominion at the date of Confederation was only 2,065 miles.

To-day, the Grand Trunk alone has 3,949 miles of track in Canada, 650 miles of which is double. South-eastern Quebec is reached directly by this line.

The Grand Trunk Pacific Railroad is now being built throughout to open up and develop almost unexplored sections of the Dominion, from Halifax through New Brunswick and Eastern Quebec to the Cap Rouge Bridge, and crossing the St. Lawrence northwards it will run some 60 miles off James Bay, through Ontario, to the north of Lakes Nipissing and Nipigon, and far north of Lake Superior to the Pacific. It will reach navigation on Lakes Ontario and Superior by north and south branches. From Windsor the western division is in two sections—the first, Prairie, 916 miles to Wolf Creek; the second, Mountain, 840 miles to Prince Rupert on the Pacific.

The Quebec Central touches the principal mining points in south-eastern Quebec, connecting at Levis and Quebec with the C. P. Railway, Grand Trunk, Intercolonial and Canadian Northern and at Sherbrooke with the C. P. R., Grand Trunk, Boston & Maine and Maine Central. This road passes through that part of Quebec rich in mineral deposit, following closely the general trend of the Serpentine belt, which produces Asbestos, Copper and Iron in great quantities.

This road carries about 85% of the world's supply of Asbestos, which is one of its principal articles of freight.

The Beauceville branch is being extended from Beauce Junction eastward for 100 miles through a new country rich in timber and minerals, and will eventually give another connection with the Maritime Provinces and the ocean over the Temiscouata Railway at Cabano.