

for the construction of a railway through to the Pacific coast. That a railway will yet run through the Saskatchewan country and on to the Pacific coast, is now looked upon as a certainty, at no distant date. Indeed it is looked upon as more certain than the completion of the Canadian Pacific to the coast was considered, ten or twelve years ago.

In considering the outlook for railway construction in 1890, only the more important railway schemes, which are almost certain to go on, have been dealt with. There are a number of other railway enterprises in Manitoba and the Territories, in hand, but they are not sufficiently advanced to speak with tolerable assurance regarding them. When the time comes around, however, some of them may show sufficient vitality to undertake construction. There is also a prospect of some railway construction in the province of British Columbia, the most western portion of Western Canada, during this year. Nothing has yet been said in this article about the

HUDSON'S BAY RAILWAY.

Of all the railway enterprises, this is the one upon which the people of Western Canada have set their hearts. That it will be built in time is not the least doubted by Manitobans, whose faith in the route is about as sure as it could be in any enterprise. Upon the opening of this great route, the development and prosperity of this country in a large measure depends, and all other railway enterprises are considered but of secondary importance when the Hudson's Bay road is included. This road has been before the people for years, but the progress made has not yet been very much. In a scheme of this kind, which involves the opening of an entirely new railroad and steamship route, the difficulties to be overcome are very great, but that they will be overcome in time, there is no shadow of doubt in the minds of the people. What position the road is in at the present time, it is not easy to explain, but many believe that the prospects are good for the placing of the scheme in a practical shape to continue construction, before long. Perhaps during 1890 the work of building the road may be undertaken in earnest.

In conclusion, there is just one point which may be brought out, in connection with railway development in Western Canada. That is, faith in the future of the country. Especially is this the case in connection with the Northern Pacific and Manitoba Railway Company. This company, which is really the Northern Pacific railway of the United States, in Canada, has pushed its work vigorously since it first entered Manitoba, and it promises to follow up the same policy during the present year. This company has erected a handsome depot building and covered train shed in Winnipeg. Round house, foundry and machine shops have also been established, and construction has been commenced on a grand hotel building, for this company, which will be one of the finest structures in Canada. Altogether, with the work now in hand, the investments of the Northern Pacific in Winnipeg will not be less than \$1,000,000. If this does not show faith in the future of Manitoba and its capital city, what does it indicate?

ADDITIONAL ASSURANCES.

During the last few days which have elapsed since this article was first written, additional assurances have come to hand which go to still further improve the outlook for railway construction during 1890. The president and the general manager of the Duluth and Winnipeg railway have arrived in this city to look over the situation, and they professed to be greatly encouraged with the prospects. They intimated that they were greatly impressed with the desirability of tapping the trade of this country and hoped that the road would be completed through to Winnipeg within the present year. A bill for the incorporation of the Duluth and Winnipeg railway is now being asked for, which indicates that the company will build its own line from Winnipeg to the Minnesota boundary instead of connecting at the boundary with one of the South Eastern roads, now under construction. It has also been announced that the Duluth and Winnipeg railway company has been successful in negotiating a loan of \$7,000,000, and that the road will be completed before 1891. A positive announcement has also just been made that the Galt railway from Lethbridge into Montana will be built. Capital has been secured for the construction of this road from Lethbridge, Alberta to Great Falls, Montana. It is now stated positively that the contract has been let and construction work will be commenced just as soon as the frost is out of the ground this spring. It is said that the Montana portion of the proposed Galt extension will be built northward from Great Falls, and the Alberta section will be built from Lethbridge to the boundary at the same time. The present Galt railway, narrow gauge, from Duamore to Lethbridge, will be widened to standard gauge by the time the new extension is completed. Preparations are now being made to begin work on the road. Timber, ties, telegraph poles, &c., are being got out, and everything will be in readiness to commence grading just as soon as the frost is out of the ground. The road from Great Falls to Lethbridge, a distance of 210 miles, will, it is claimed, be completed by September next. This road will greatly increase coal mining operations at Lethbridge, as the purpose of the railway is to provide a means of reaching the markets of Montana with this coal.

Another railway project just reported is a branch from the C.P.R., west of Port Arthur, to open up a rich mining section. The latest railway enterprise is a projected railway from Winnipeg in a northwesterly direction, called the Winnipeg and North Pacific, the promoters of which are now seeking Government aid at Ottawa. They propose to reach the Pacific coast by the original northern route first selected for the C.P.R., but afterwards abandoned. They say 100 miles will be built this year, if the necessary aid is granted. This new scheme may be considered doubtful, at least until more is known of it.

The next important item of late railway news is the positive announcement just given that the Northern Pacific Company will build a road northward from Seattle into British Columbia, reaching New Westminster and Vancouver. Some additional local railway schemes are also reported from British Colum-

bia, but these are more or less uncertain in their nature.

Manitoba's Grain Trade. ✓

STEADY INCREASE IN ACREAGE SOWN.

LARGE ADDITIONS TO THE ELEVATOR CAPACITY.

The acreage of land sown to the various grain crops in Manitoba shows a steady increase. In 1885, the acreage sown to wheat in Manitoba was 367,479 acres. In 1889 the area had increased to 623,245 acres. In the same time the area sown to oats increased from 157,026 to 219,744. Barley increased from 52,189 to 80,233, making a total area of these three grains, for 1889, of 922,127 acres, as compared with 576,694 acres in 1885. This shows a very gratifying increase in the amount of land under cultivation. According to official returns last fall, the area of new land broken last season was 135,649 acres. It is therefore safe to count upon at least 1,000,000 acres to be put in crop next season, of which, say 700,000 acres will be in wheat. This total acreage, with an average crop next season of 20 bushels per acre, would give 14,000,000 bushels of wheat, nearly 12,000,000 bushels of which would be available for export. In the heavy crop year of 1887, the average yield of wheat for Manitoba was 32.4 bushels per acre. Should this year therefore return a yield equal to that of 1887 Manitoba would turn out about

22,000,000 OF WHEAT,

and have over 20,000,000 bushels for export. This quantity of wheat for export from our next crop is therefore not at all impossible, though it would not of course be well to count upon such a large export. Still there is nothing impossible about the province returning a crop as large as that of 1887. What has been realized once is quite likely to come about again. These figures do not take in the acreage and yields of grains in the territories, but simply the country within the boundaries of Manitoba. No figures are available of the acreage sown to crops in the territory adjoining Manitoba to the west. In a good crop year, however, the surplus grain from the territories would be sufficient to swell the figures given for Manitoba a few million bushels, making a total crop of 25,000,000 bushels of wheat for this country possible for next season. This of course would only be in the case of a phenomenally large yield all over the country, such as was experienced in the year 1887, and for ordinary purposes it is perhaps best to count on average, and not on remarkably heavy crop years. According to the official reports, the average yield of wheat for Manitoba for a series of years from 1883 to 1887 inclusive, was 20.6 bushels per acre.

The year 1889, as is well known, was an off year all over the west. The spring was remarkably dry, and all vegetation suffered severely therefrom. Still, the wheat crop of Manitoba was by no means a failure. In some districts fair crops were realized, and individual yields up to about 25 bushels per acre were reported from different parts of the country. Coarse grains did not stand the drought as well as wheat, and in oats and barley the crop

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