

of the great Northern Pacific system, but the roads in Manitoba are operated under a provincial charter. A Dominion charter has just been granted. The construction of the Red River Valley road was undertaken by the Provincial Government of Manitoba, as a means of overcoming the C. P. R. monopoly. The road was commenced in 1887, but was not opened till the fall of 1889, owing to the many legal and technical difficulties in the way, and to the opposition of the Dominion Government and C. P. Ry. Co., to the enterprise. The struggle in Manitoba to overcome the monopoly claimed by the C. P. R. in this province, and backed up by the Dominion Government was a long and severe one. The Northern Pacific & Manitoba railway is the outcome of that struggle. Railway monopoly is now fairly put down, though it has cost the province a great deal to achieve the victory.

The Southwestern railway, included as a branch of the C. P. R., was originally an independent road, but it is now controlled by the C. P. R. Co. The latter corporation, with official assistance, squeezed the Southwestern out of existence and obtained the valuable land grant of the Southwestern road.

In addition to the roads completed and in operation, already mentioned, about forty miles of the Hudson's Bay railway has been constructed, but the road has not yet been regularly operated. Altogether, therefore, we have in Manitoba about

957 MILES OF RAILWAY,

of which all but 40 miles is now in operation. By the end of the present year this railway mileage will be very considerably extended. The new Northern Pacific and Manitoba company will do a good deal of building next summer. The Portage la Prairie extension of this road, about 55 miles in length, is now graded, and the rails are at present being laid. The road will be completed to Portage this spring. This road would have been completed last fall, but for the opposition of the C. P. R. company in refusing to allow the new road to cross its line. After a legal fight, the new road obtained the power to cross the C. P. R. lines. The Portage branch may be extended westward a distance of about 100 miles this season, though definite announcements have not yet been made on this point. The N. P. & M. Co. have also a branch under construction, running westward from Morris to Brandon. At least 150 miles will be built on this branch this summer, and perhaps an additional 100 miles will be constructed, to carry the road into the Souris coal fields.

The Northwest Central railway graded about 50 miles of road last year. This will likely be ironed and put in operation this summer, and another 50 miles or more may be built. It is reported the road will be completed as far as the Assiniboine river, near Fort Ellis, this summer. This road begins at Brandon and runs in a northwesterly direction. Nothing definite is known concerning the other roads, but it is not improbable that the C. P. R. Co. may do some railway building in Manitoba next summer, probably in the extension of its branches running southwest from Winnipeg. There is also the Duluth & Winnipeg road, which is under construction and building toward Win-

ipeg, but it is not certain that it will reach Manitoba this year. The Great

HUDSON'S BAY RAILWAY

has not been pushed ahead as actively as could have been desired, but the people here are firm in the belief that this road will ultimately be built. Hudson's Bay forms the natural outlet and inlet to the great prairie region of Western Canada, and sooner or later, a road to Hudson's Bay must be built. What may be done on this road next summer is not yet known. There are a number of other railway schemes which have been granted or have applied for charters, but only those which have taken some practical shape have been mentioned. It is safe, however, to count on 300 miles of new railway in Manitoba for 1899.

In the Territories to the west of Manitoba, the railway mileage at present in operation is as follows: Manitoba Northwestern, from the Manitoba boundary to the end of the track at Saltcoats, 25 miles; main line of the C. P. R., from the Manitoba boundary to British Columbia, say 750 miles; the N. W. C. & N. Co.'s Ry. (Galt road), from Dunmore to Lethbridge, 109 miles; Regina and Long Lake, running northwest from Regina, 20 miles. In all we therefore have about

870 MILES OF RAILWAY

in the Territories. For 1889 the Galt Co. are arranging to extend their road from Lethbridge into Montana, in order to open a market there for their coal, as this company operate the Lethbridge coal mines. There is a so some probability that the Regina and Long Lake road may be extended northward some distance this year. There is a magnificent agricultural and grazing country between Calgary and Edmonton, and there is some prospect of a railway being constructed through this region at an early date. A road through this region would open up a large section of the very richest country on this continent. There is also a fine country between Calgary and Macleod, which should be opened to settlement, and doubtless will be in the not distant future. There is a charter for a railway through this section. Nothing definite, however, is known as to what extent railway construction may be carried on in the Territories during 1889, either by the roads mentioned, or by a number of other companies which have or are applying for charters.

In British Columbia there are about 625 miles of railway, including the main line and Westminster branch of the C. P. R., the Esquimalt & Nanaimo (Island Railway), and the short road at Comox, lately built to the Union coal mines.

TOTAL RAILWAY MILEAGE.

In the territory between Lake Superior and Manitoba, the only railway at present in operation is the main line of the C. P. R. From Port Arthur to the eastern boundary of Manitoba the length of the road is about 330 miles. There is some prospects of a railway being constructed southwest from Port Arthur, with the primary object of developing the mineral wealth of the district, and ultimately extending the road southward to Duluth and westward to Manitoba. The Ontario Government has offered a bonus of \$3,000 per mile for the first 50 miles of this road. The total railway mileage of this country, west of Lake Superior, is therefore as

follows: Between Lake Superior and Manitoba, 330 miles; in Manitoba, 957 miles; in the Territories, 870 miles; in British Columbia, 614 miles—total, 2,771 miles. To this should be added the 55 miles of the Northern Pacific & Manitoba, from Winnipeg to Portage, which will be completed in a few weeks, making a grand total for Western Canada of 2,826 miles of railway. With the exception of the Emerson branch and some work on the C. P. R. main line between Winnipeg and Port Arthur and in British Columbia, all this railway mileage has been built since the spring of 1881. In Manitoba and the Territories the monopoly lately held by the C. P. R. Co. has prevented a more rapid expansion of the railway mileage, but now that the monopoly privileges of the company have been bought out, under the terms of the bill passed at the last session of Parliament, the construction of independent lines will not be retarded. Prospects for the building of competing lines of railway in the near future are therefore good, and the outlook is very much more satisfactory than it was a year ago.

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