



IS situated in the heart, of Southeastern Saskatchewan and is the most important junctional point of the famous Soo Line and the Canadian Pacific Railway between Moose Jaw and the Twin Cities of Minneapolis and St. Paul. Weyburn is the point on the Soo Line where the traffic from Chicago, St. Paul and Minneapolis meets the C. P. R.'s shortest line from Southern Saskatchewan to Winnipeg and its shortest line

from Winnipeg to the Coast, the Western extension of which is now under construction from Ogema to Lethbridge. The Weyburn-Lethbridge line is now in actual operation as far as Ogema, 48 miles west, and is being rapidly extended to its Lethbridge terminus. This line when completed will shorten the distance to the Coast about 300 miles. Weyburn, in all probability, will be one of the important divisional points on this new line,

as is evidenced by the fact that the C.P.R. has now under construction and nearly completed a new home for engine crews, located near its present roundhouse, and built to accommodate 20 families, with living rooms, general reading and recreation rooms, etc., and is projecting other local improvements in the way of increased roundhouse facilities, and machine shops, which clearly indicate its intention to make Weyburn a divisional point on the new Weyburn-Lethbridge line. Weyburn is a junctional point on the Stoughton Branch of the C.P.R., which connects Weyburn with the C.P.R. line from Regina to Winnipeg, by way of Souris, and also with the C.P.R. extension from Lauder north, which is now in operation as far as Alida and which is also being rapidly pushed to completion.

The peculiarly strong strategic position of Weyburn in relation to the international traffic, as well as the southern inter-provincial traffic in Canada West is apparent. In immediate connection with the net-work of railway lines centering in Moose Jaw and Regina on the north, to the east the southern main line of the C.P.R. runs almost as straight as the crow flies from Weyburn to Winnipeg, by way of Stoughton and Souris, 175 miles shorter than any other line from Winnipeg into Saskatchewan, while to the west the giant arm of the Weyburn-Lethbridge division of the C.P.R. is plunging mile by mile, reaching for its goal 400 miles away, opening new areas of fertile land to cultivation, planting new tributary towns and centres of population by the way, with lavish hand, and shortening the transportation distance between Winnipeg and the Pacific Coast, by way of Weyburn, at least 300 miles.

Weyburn is, therefore, not only destined to be the pivotal point on the short line from Winnipeg to the Coast, but, situated as it is, it is bound to be in a position to intercept the bulk of the traffic and transportation from the States to Northwestern Canada and Pacific Coast points, as well as the traffic from these points to Southern Canada West and over the international boundary line to Minneapolis, St. Paul and Chicago.

Weyburn has been well named The International Gateway. It is the most important commercially strategic town and railway centre entered by an international railroad west of Brandon, in the Province of Manitoba, which is 200 miles distant to the east. Weyburn is the natural and inevitable point of international traffic diversion to and from the States, both eastward and westward—it is the International Gateway for Canada East, Canada West and the United States.

A glance at the map issued by the Great Northern road will show the numerous feeders which it is throwing out towards the Canadian border and it is well known that preliminary surveys have been made by the Great Northern through Southeastern Saskatchewan, taking in Weyburn as one of the objective points under consideration. The extension of either the Rugby-Antler branch or the Granville-Sherwood branch or the Berthold-Crosby branch of the Great Northern into North Saskatchewan would be almost certain to enter Weyburn in their natural course.

The Canadian Northern also have now under consideration a connection with Weyburn, from either their Regina-Brandon division, north-west of Weyburn, or from their Maryfield branch, now under construction to Lethbridge to the south of Weyburn or both. In response to a letter from the C.N.R. Superintendent, as reported in the Weyburn Review of April 11th, 1911, the Board of Trade of Weyburn appointed a delegation to meet the officials of the C.N.R. road to confer upon right of way, etc. This committee met with Mr. McLeod, the general manager of the C.N.R., and were given very favorable assurances of the future intentions of the C.N.R. in regard to Weyburn. The C.N.R. will, in all probability, enter Weyburn from the south by way of Radville, and an extension to Maryfield to connect with Weyburn is also under consideration. It is understood that the preliminary surveys for these extensions are now being made.

In addition to this, it is almost beyond doubt now that the Grand Trunk Pacific will enter Weyburn with a very important line in the near future. The following letter from the Vice-President and General Manager of the Grand Trunk Pacific road, written to the Secretary of the Board of Trade of Weyburn, will not only give evidence of the intentions of that company to push this projected line into Weyburn at an early date, but it will also give some idea of the probable route to be chosen and which, it may be clearly seen from the tone of the General Manager's letter, will establish a most important connection between Weyburn and the main line of the Grand Trunk road.

SECRETARY, BOARD OF TRADE, WEYBURN, SASK.

DEAR SIR:—

In further reference to the question of our proposed branch line in a southerly direction through Weyburn, I have been giving the matter a good deal of thought and am now inclined to the view that it would serve your community better, as well as serve our purpose, if the said branch were constructed in a south-westerly direction and thence westerly, keeping a distance of from 12 to 20 miles north of the international boundary through the Province of Saskatchewan. The line easterly from Weyburn might also in the future be extended to join our main line somewhere near the eastern boundary of Saskatchewan, giving a cross country road that seems to me would be of very great benefit to all communities concerned. \*\*\*\*\*

I am anxious to get a survey party in the field as soon as possible, and will be obliged if you will let me hear from you regarding this matter at an early date. I may add that the first proposition to build a line south from Weyburn to the boundary does not appeal to me as a promising one from the standpoint of railway operation, as at best it would be but a spur or side line with a very limited service. On the other hand the line I now suggest would serve a much larger territory and Weyburn would have the advantage of being placed on a through line.

Your Board, of course, will understand that as yet we have no charter for the branch in question, but this is a matter that we will doubtless be able to arrange for through the Provincial Government.

In the meantime we will proceed with the location of the line so that there may be no delay in having this important branch constructed.

Yours truly,

E. J. CHAMBERLAIN,  
Vice-President and General Manager.

GRAND TRUNK PACIFIC RAILWAY, MAN., July 4th, 1911.