

WESTERN RAILROAD DEVELOPMENT.

Some more information, if it is to be believed, has come to hand respecting the plans of James J. Hill for railroad building in Canada. A despatch of recent date from St. Paul, Minn., states that he had confirmed the report from Montreal that the Great Northern will build a third trans-continental road through Canada, from the Atlantic to the Pacific, and that all possible speed would be observed in pushing it to completion. It must be confessed, however, that this seems highly improbable. The plans of Mr. Hill are said to contemplate the construction now of a line from Vancouver, B.C., to Winnipeg; but it is in no broad sense a Canadian line. As we are informed, it begins at or about Vancouver, and soon dips into the United States, running through Washington and Idaho and part of Montana, then up into Alberta, and across Saskatchewan and western Manitoba, and downward to St. Paul, Minnesota. Another account says, however, that construction is under way from Vancouver, B.C., over the coast range easterly to Princeton. The route follows the south bank of the Fraser River, and inclining northerly, it strikes just north of the Tulameen River. The line will cross near where the Pasayton and Similkameen Rivers come together in a fork at Princeton. The line proceeds along the Similkameen Valley on through the copper district. After crossing the Okanagan River, the

route swerves in a northerly direction to Midway, B.C.

From Midway the Great Northern already has a line built to Nelson—Grand Forks and Marcus being among the important points along it,—while coming down to Spokane connection is made with a line that runs from Bonners Ferry north to Kuskonook. One proposition is that a connecting link be put in between Nelson and Fernie and another between Kuskonook and Fernie. While the Great Northern, however, is thus actively engaged in invading Canadian territory, the C. P. R. is carrying on analogous operations through various ramifications of its Soo line.

—Mr. Thomas Tait, the Canadian manager of the State railroads of Victoria, Australia, continues his tale of success.—For the seven months ending January 31, 1906, these lines made substantial gains, both in net and gross earnings. Indeed for the last month of the year, January, both the gross and the net revenues were the highest ever earned in the history of this railway system. For the first seven months of the fiscal year, as mentioned above, the gross revenue amounted to £2,211,000, as compared with £2,075,000 for the corresponding period in 1905. This makes a gross increase of £136,000, and the increase in net revenue amounts to £106,000. The system has now a total of 3,394 miles.

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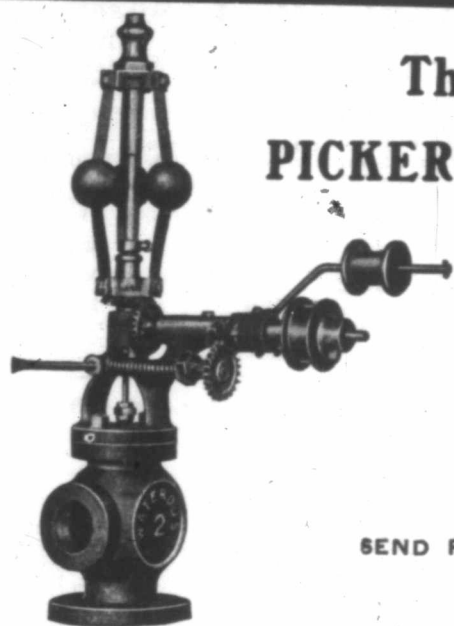
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