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Draft of Memorandum to be sent to the Hon. Minister of Railways,
Ottawa, The President of the Canadian National
Railways, Right Hon. MacKenzie King, Right Hon. Arthur Meighen, Robert Forke, M.P., and to Andrew Knox, M.P.

073402

One of the proposed Canadian National Railway extensions in Saskatchewan, which received the approval of the Government during the year 1924 but was stopped by the Senate's action, is that which is known as the Kelvington extension. It was originally claimed that this branch, running almost due north from Kelvington, should connect with the Prince Albert-Dauphin-Winnipeg line of the C. N. R. at Tisdale.

The necessity for immediate construction of this branch to serve an already well settled and producing country not, as the present time, served by existing lines has already been recognized by the officials of the C. N. R. and by the Government. There are other very important features in connection with this proposed extension, which possibly have not been called to your attention.

The territory in North Eastern Saskatchewan known as the Carrot River Valley is served primarily by the C. N. R. Swan River branch, which traverses the heart of the district from Prince Albert to Eldersley. There has been and is much dissatisfaction expressed regarding the inadequate and inconvenient service on this line particularly as relating to passenger travel between Prince Albert and Winnipeg. The officials of the C. N. R., on various occasions, have acknowledged these unsatisfactory conditions, but profess inability to alter either the number, size or running time of the trains, owing to the long haul through the timbered district on the line between Swan River and Eldersley. This country, through which the present service must pass, is not settled and hence unprofitable to the railway, such traffic as there is being drawn from a few scattered lumber camps. The muskeg condition of that country does not permit of a solid road-bed and forces the adoption of very slow running time.

We believe that the proposed Kelvington extension will not only be of great benefit to the well settled area not now served by any lines, but will solve many of the railway problems now confronting the people of the entire Carrot River Valley. The firm character of the soil over which this line will pass, together with the shorter distance, should permit at least a two-hour shorter schedule to Winnipeg and the East. The well settled area and prosperous country supporting the then entire line will enable the railway to give more satisfactory accommodations at an increased revenue to itself.

As the C. P. R. has, during the past year, completed the extension from Tufnell to Tisdale and now serves the country adjacent to the original route planned for the C. N. R. and as, in our opinion, a duplication of transportation facilities would be detrimental to both railways, we would suggest and respectfully urge that the route for the Kelvington C. N. R. branch be now directed east of the original plan and to join the Prince Albert-Dauphin branch at a point at or near Peesane or Crooked River.

This suggested route would serve a district badly needing railway service, open up a fine new area for settlement as it progressed north, provide an almost direct route via Yorkton and Neepawa to Winnipeg from the Carrot River Valley which would be immediately revenue bearing to the railway, and would, by eliminating the "long haul through the bush," enable the railway to correct the existing dissatisfactions.

Endorsed by *Prince Albert Board of Trade*

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Signed *John B. Knox*
Secretary