

## CANADIAN NORTHERN DEVELOPMENT

## Pen Picture of the Pioneering Work of a Coming Transcontinental

By REX CROASDELL.

When the Canadian Northern Railway system commences its career as a coast-to-coast road, it will be the first transcontinental in America to acquire such a distinction, having its own feeding lines to collect goods from local districts in all parts of Canada. The Canadian Northern was first a provincial road, contained in the limits of old Manitoba. Then it became inter-provincial, then national, and lastly an imperial project, with a line of steamers from Great Britain to Canada, a line nearly completed across the continent, and the prospect of a fleet on the Pacific to complete the chains of communication from the Old Land to Asia and the possessions lying under the Southern Cross.

There are three especial aspects of the Canadian Northern to be considered before any decision can be reached as to its beneficent relations with the people of Canada. These are: its work as pioneer and blazer of new trails; its method of populating, or assisting to populate, the areas it opened up; its policy of development of the natural resources its lines brought within reach of the general public. The first of these is in close communion with the life and prosperity of all new countries, in which classification Canada still remains; the second and third hold the key to the expansion of the areas served, in addition to determining in a large sense the future of the railway which performs that service.

## West of Port Arthur.

The Canadian Northern Railway is best known west of Port Arthur. Its lines in Western Ontario, Manitoba, Saskatchewan and Alberta total to-day approximately five thousand miles. From that far-flung section of the Dominion we should look for opinions as to the pioneering character of the Canadian Northern or otherwise, not only at the time of its inception, but right on down to the present. Any honest-minded man who was in the West in 1896 will confirm the statement that, when construction was commenced upon the first hundred miles of the Canadian Northern Railway—from the village of Gladstone to the site of Dauphin, in Manitoba—in that year, the folks were not few who dubbed the builders as visionaries, and classified the road as one that would not pay because the areas it opened up were not populated. No other company would build the line. Yet it paid the first year, and when the members of the Legislature of the Province of Manitoba went up to Dauphin by special train in October of 1897 they were fired with enthusiasm over the enterprising town which had been a field of golden grain a short year before. The people of Dauphin drew the attention of the law-makers to a rumor of splendid fertility as applied to the country in the valley of the Swan River.

The legislators believed. The Canadian Northern Railway opened it up to settlement. There is no need surely to go on reciting instances which are history in the West. A glance at any map of the Dominion showing railway lines will convince any observer of the determination to pioneer evidenced by the builders of the Canadian Northern Railway. Theirs are the northern lines. They traverse the rich valley of the Saskatchewan to Edmonton; go north from Winnipeg almost to the upper end of Lake Winnipegosis, and then turn west to Prince Albert, opening to settlement all that rich belt of diversified land, which one day will be the agricultural backbone of this Dominion; another line swings west from the Manitoba capital through the prairie section, touching Brandon, Regina, Saskatoon, and finds its present terminals at Prince Albert. These are the so-called main lines. They have been connected up by so many branches that the effect is a veritable network, both in the open prairie districts and northern mixed farming lands.

## Settlement for Thousands.

By reason of its construction into areas where no roads before existed the Canadian Northern, in the West alone, has opened lands for settlement to tens of thousands and has given the blessing of new environment to other tens of thousands of aliens who have sought Canada's shores in search of a new home, and a better home than ever was theirs before.

There remains the last of the three aspects set out for consideration—the policy of development of natural resources and its relation to the life of the nation, and of the railway.

To state that the Canadian Northern has made development of natural resources by new lines wherever possible a plank in its construction policy is not to make the claim that it was done out of charity. Far from it. Exploitation of resources means added tonnage to the railway, and that is what is sought in the last analysis. Modern railway building has become a tremendous scientific task. In addition to the battle of grades, there must be considered the ability of the districts served to produce steady revenue in the shape of loads for box, flat and passenger cars.

That is why the Canadian Northern Railway extended into the rich, new northern areas of the western provinces, where the right kind of settlement policy has resulted in steady returns in goods for shipments; to the lands where timber abounded, and to areas where the economic ores awaited the boon of transportation. No one will deny the vital relation of this class of development work to the general prosperity of the country, and the wisdom of the Canadian Northern Railway policy will show up to better advantage in the years that are ahead. It has given the country the rich lands of the Saskatchewan River valley, and the splendid rolling lands to the north of the provinces, Manitoba, Saskatchewan and Alberta, which are ideal for the practice of mixed farming. It has opened up the great timber riches of the north and brings out the products of mills which are among the largest in the world.

## Iron Deposits.

The vast iron deposits of the Mattawin and Atikokan ranges came into the national arena when the Canadian Northern Railway constructed its line from Winnipeg to the head of the Lakes as recently as 1902. The Pacific section of the transcontinental will traverse an area known to be rich in timber and minerals, while the line which will connect the west with the east opens up the Clay Belt, back of Lake Superior, with all its wealth of timber, its water-powers and its fertile soil. Canada already has had a vision of what this clay belt means in the way of agriculture through the development that has taken place in the Temiskaming country. Essentially the problems solved there are the same as those which will be met with in the lands opened by the Canadian Northern Railway, and there is not the slightest doubt that this country, long regarded as waste, will be the home of thousands of prosperous tillers of the soil, while market towns will spring up at intervals all through the district. Competent engineers have estimated that the Clay Belt will support two million people. The race there will be strong and self-reliant, and not among the least of the citizens of this Dominion.

## COMPANIES CHANGING NAMES

The following companies in Alberta have changed their names: Rockland File and Rasp Company, Limited, to Weno File Company, Limited. Maple Leaf, Limited, to Weber Brush-Cutting Company, Limited.

The following companies in Manitoba have changed their names: The Townsend-Caven Company, Limited, to the Townsend Plumbing and Heating Company, Limited. The Prudential Realty and Construction Company, Limited, to the Prudential Grain and Construction Company, Limited.

The following companies with Dominion charters have changed their names: The Richard Company, Limited, to Beliveau, Limited. The Campbellton and Gaspé Steamship Company, Limited, to the Gaspé and Baie des Chaleurs Steamship Company, Limited.

The following companies in Ontario have changed their names: Montgomery and Company, Limited, to the Standard Financial Agency, Limited. The Ottawa Motor Transport, Limited, to Ottawa Motor Transport, Limited. The Canadian Tap and Die Company, Limited, to Wells Bros. Company of Canada, Limited. Blair Bros., Limited, to B. Blair Company, Limited. Read, Frankland, Limited, to A. H. Read, Limited.

The following company in Saskatchewan has changed its name: Caufield Farms, Limited, to Cross Ranch, Limited.

"We certainly anticipate that the productive power of Canada will show very great and rapid increase in the next few years, but of course a very large increase in production and in population is needed to provide the traffic required to pay the interest charges upon the capital expended upon the construction of the new railways built in the last few years."—London Statist.