

A GREAT RAILWAY CENTRE.

IT may be truthfully said that railways make and unmake cities. The great cities of the west have been largely built up by the railways. Of course, other advantages, such as geographical position, manufacturing advantages must not be overlooked. Nevertheless it is true, that many promising places have been destroyed by railways, while less favored points have been built up to flourishing cities. The tendency of railway building is to multiply small towns and build up a few large centres. This accounts for the fact that many promising towns are injured by railways. A town may have a large section of country from which to draw trade. But in time railways are built here and there through this section; a number of new towns are started, which cut off the trade of the older place. Towns depending on local trade are thus frequently injured by railways, while the few commercial centres of a country are built up by the expansion of trade, due to the general improvement of the country from railway construction. While the multiplication of smaller towns tends to decrease the trade of other local towns, they in turn act as feeders to the trade of the larger commercial centres. Therefore, railways have the tendency of dividing up trade on the one hand, and on the other hand their influence is to concentrate business and create great commercial centres.

For Winnipeg it may be fairly claimed that the city will become a great railway centre. In fact it is hardly necessary to say "will become," for this city is already a railway centre of really great importance. Only a few years ago the only means of reaching the city (then a hamlet) was by the prairie trail or the tortuous course by water afforded by the Red River. Now there are about a dozen railways centering here, with many hundreds of miles of railway tributary to the city.

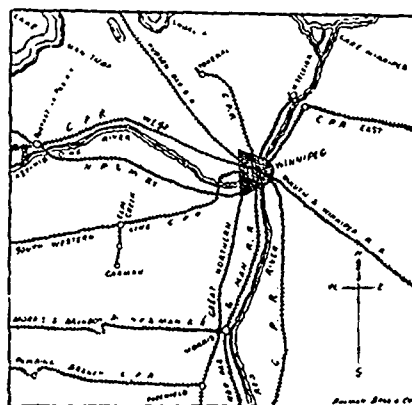
MANITOBA'S FIRST RAILWAY.

In the year 1880 the first railway reached Manitoba. This was the St. Paul, Minneapolis and Manitoba railway, recently changed in name to the Great Northern, which was extended northward from St. Paul, Minnesota, touching the Manitoba boundary at Emerson. Previous to this time river steamers and Red River carts were the means of travel. Long journeys were made in Red River carts, in the early days. A journey from Winnipeg to St. Paul, a distance of 500 miles, was considered nothing remarkable a few years ago, by this means of travel. St. Paul was the nearest market for the Red River colonists for many years, and goods were brought into the settlement either via the Hudson Bay or across the prairies from St. Paul. During the season of open navigation, flat boats and steamers were used on the Red River, which shortened the journey by land very greatly. Long trips, a thousand miles or more, westward from Winnipeg were also made with carts, these trips extending as far as Edmonton, and to the very base of the Rocky Mountains.

Railway construction represents development in all its branches; the building up of towns and cities; the peopling of the great prairie with a thrifty and industrious population; the rapid extension of the agricultural, industrial and commercial interests of the country; the opening up of our rich mineral regions, in short it means progress, with all that the word implies.

CENTERING AT WINNIPEG.

The city of Winnipeg is the central point of the great railway system of Western Canada. Some of the lines running into the city are connected with branch roads at points outside, and are really equal to two separate roads. Thus, for instance, the Pembina branch of the Canadian Pacific is really two roads diverging into one before the city is reached. There are two distinct train services on this line running directly into the city. One connects at the boundary with the Great Northern railway, thus providing a through service between Winnipeg and St. Paul; the other branches off to Deloraine. The same is the case with the Morris-Brandon line, over a portion of which a through train service is run to Minneapolis, St. Paul and Chicago, in addition to the local branch road between Winnipeg and Brandon. The Manitoba and



North Western railway also runs its trains into the city, over a portion of the Canadian Pacific main line from Portage la Prairie, so that while the exact number of lines running into the city is nine, there are really twelve separate lines centering in Winnipeg. This certainly gives the city the claim to be a railway centre of importance.

There are four Pacific railways on the continent. Three of them have main lines centering at Winnipeg—the Canadian Pacific, the Northern Pacific, and the Great Northern. At no distant day a railway to Hudson Bay and a railway to the Pacific Coast via the vast and rich Saskatchewan valley will be built, and another line to Lake Superior, terminating at Duluth, is a certainty within a year or two. These great trunk lines with their feeders through the country will centre here, and this city will become one of the

GREATEST RAILWAY CENTRES ON THE CONTINENT.

We said at the outset that railways make and unmake cities. There is a time in the history of a city when it becomes independent of railways in a sense. Instead of the city seeking the railways, the railways are obliged to seek it. When a place becomes a recognized centre for a large district of country, the railways are obliged to build into that centre to obtain traffic. Winnipeg may now be said to have fairly reached that position. She has reached such a position that it is in the interest of the railways to come into the city, rather than to centre at outside points in the vicinity. The construction of railways all over the country, and the building up of many new towns, will increase, rather than injure her commercial importance. The geographical position of the city and the fact that