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By William Francis Tye, C.E., Formerly Chief Engineer, Canadian Pacific Railway Co.

(Continued from last week's issue.)

Before it is possible to arrive at the cure, one must understand what are the reasons which have caused the trouble

Canada may be compared with the Siamese Twins,—two bodies, the east and the west, commercially united by a narrow ligature—the railways. The long stretch of country extending from about Sudbury to near Winnipeg, a distance of nearly 1,000 miles, is practically barren as far as local traffic is concerned, and a big drag on the earnings. Each of the two bodies—the east and the west—is very large in size, and, as yet, sparsely settled. So the railways in each body have a somewhat thin traffic local to that body, and in addition, the transcontinental lines have a through traffic from one to the other, which must be carried across nearly 1,000 miles of practically unproductive territory.

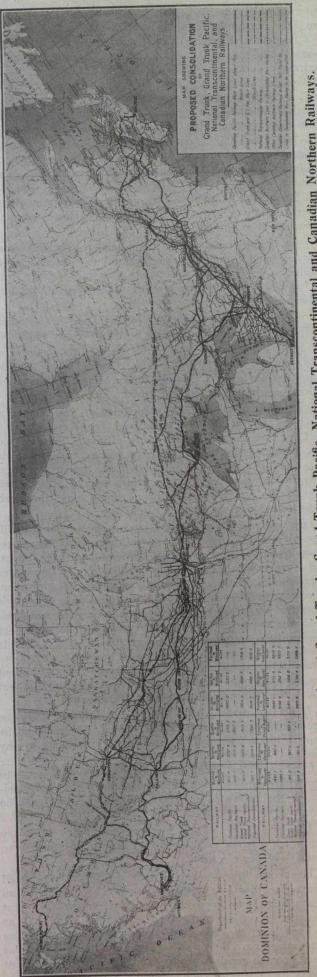
It is thus necessary that any railway connecting the two bodies have an extensive system in each, not only in order to get its fair share of the traffic, in each of the two bodies, but also to gather traffic in one to carry to the other, to enable it to pay the cost of operation on the long unproductive stretch through Northern Ontario.

The Grand Trunk, which is entirely local to the east, has always been moderately successful. It has been expensively constructed and financed. It has been controlled from London, a point too far away for effective control. It has had no opportunity to take part in Canada's greatest development which has gone on in the west, and has, therefore, been only moderately successful.

The Grand Trunk Pacific and the Transcontinental, which really form one system, have been built without any regard to the principles which underlie the economics of railway location and construction. The first essential for any railway is that it get traffic, as without traffic it cannot live, no matter how cheaply or inexpensively it be built, and this cannot be had without an extensive system of feeders. These two roads spent large sums in building main lines far in advance of their present requirements, and very little on feeders or branch lines. The result is 3,550 miles of very expensive main lines, and only 1,200 miles of branch line feeders—fixed charges equal to gross earnings, and a cost on each road of about \$200 to do \$100 worth of business.

The Canadian Northern was built, first as a western road, and while it remained a purely western road, was very successful, but it, too, caught the mania for a through transcontinental railway. It, too, built a long, expensive line across the unproductive country between Montreal, Toronto and Winnipeg, without, at the same time, building an adequate system of feeders and terminals in the east with which to gather traffic for the west, and to support the long, unproductive mileage in Northern Ontario.

The Canadian Pacific, on the contrary, was developed along the proper lines. It built its main line as cheaply as possible, used the funds which it saved by this class of construction rather than the expensive construction indulged in by the Transcontinental and Grand Trunk Pacific Railways, in building a system of feeders in the west and in the east. In this way it had the maximum of traffic and the minimum of fixed charges, instead of the



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