

Therefore, the C. N. R. built branch lines in all directions, wherever they saw good territory within reach.

The knowledge that this must be the effect of creating a new main line to the Great Lakes justified the Manitoba Government in giving its bond guarantee, for the completion of that new main line, through another province. Though the contract said nothing about new railways in Manitoba, yet both the government and the company understood that this would be the necessary consequence. Mackenzie & Mann, the owners of the C. N. R., are energetic western Canadians; they know the country and its capabilities; and, even while the main line was being built, they contracted for the construction of no less than 620 miles of new branch line. (Statutes of Manitoba, 1902, cap. 42).

#### RAILWAY COMPETITION IN CONSTRUCTION.

The C.P.R. were naturally not disposed to sit down and watch the C.N.R. occupy all the good territory. The C.P.R. also expanded their system, and bent their energies and their great resources to the construction of new lines. The Grand Trunk saw what was going on; saw how population and development followed the extension of railway facilities, and resolved that they could not afford to be left out.

#### RAILWAY FIRST, DEVELOPMENT AFTER.

The homestead maps published from year to year show how population and development kept away from territory until railway construction was secured. Today, land near railways, or near the line to be followed by railways contracted for, is worth from \$10 to \$40 and \$50 per acre. But great areas of land equally good are not touched though they are open for free homesteading. Why? Because no one knows when they will have railways.

Who is going to go into a country to raise crops, or to develop it in any other way, if he cannot get his products to market; or if the cost of getting them