

## Railways that Pioneer Progress

The railways are of course at the head and tail of the entire programme. The fertility of those many millions of still uncultivated acres may be taken for granted, but their wealth cannot be tapped until they are effectively served by transportation facilities. This year of grace 1911 will see a development in this respect unprecedented even for Canada with its wonderful record of the Canadian Pacific.

That pioneer and colossal transport company is double tracking on important reaches of its service and cutting across fresh territory away to the West that will open up scores of new and populous town sites in as many months.

The Canadian Northern has in the splendid additions it has made to its service, added a mile of new road every day for fourteen years. Think of it! The completed engineering shops to the South of Winnipeg are not the least of its many impressive structures, and at the moment of writing, they are embellished by the arrival of an imposing group of brand new engines of the most massive type that give the assurance that they are not likely to pay out under the severest test.

These North American locomotives are something really worthy of the contemplation of Eastern engineers. They do not possess the decorative front of the green, blue, chocolate and gold of those grand machines of the great English companies, but their titanic strength is if possible accentuated by their plain business-like sable hue as they take their place at the head of anything from fifty to a hundred heavily laden freight cars of from 40,000 to 60,000 pounds capacity each.