

# CANADA HAS ENOUGH RAILROADS FOR EIGHT MILLION PEOPLE

That is the Opinion Expressed by James J. Hill at Montreal This Week—  
Some Facts, Figures and Hillisms.

While expressing every confidence in Canada's future, James J. Hill said at Montreal this week that the Dominion has about enough railroad mileage at present for eight million people to support. He calculated that the Dominion has more miles of railway per capita than the United States and advised the country to go slowly, even though it was rapidly being populated. He did not think the policy of the Federal Government in subsidizing railways was a wise one, as it causes lines to be built that will not pay for a long time to come.

Mr. Hill could not point to any American legislation that was doing the railway enterprises very great damage at present, neither was there any labor trouble in sight, although these things, Mr. Hill said, were liable to come into existence at almost any time. "One thing is certain," he added, "both Canadian and United States roads are charging a great deal less for carrying freight than those of any other country, while they pay a great deal higher wages than foreign railways."

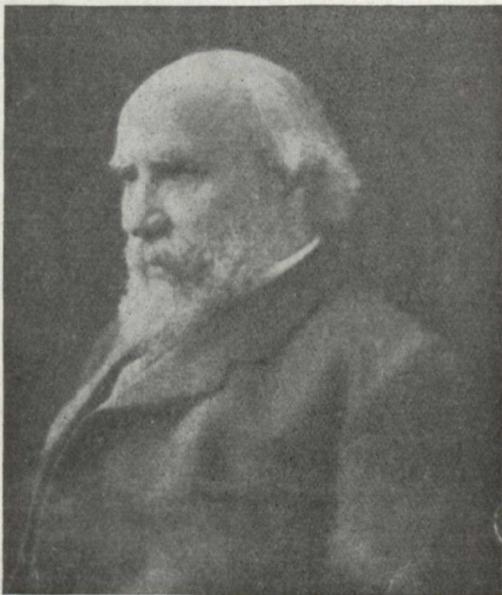
### No Hurry for Further Railroads.

"Is it on your programme to build your projected road east to Winnipeg in the near future?" Mr. Hill was asked.

"The line will be built in due time," he replied, but did not specify the date. "Canada generally has a good start in railway building and is in no great hurry for any further expensive projects at present."

"I do think," said Mr. Hill, "that this country has been borrowing a little too freely. You see the boys have been a little too ambitious and the western municipalities have been going ahead somewhat rapidly. These municipalities are selling a large amount of securities, and if the buyers want to sell back here, and there are no buyers they will say, 'What have we purchased?' They might want to realize at times, and if they found no market the effect on the country generally would be unfortunate to say the least."

The Great Northern Railway, of whose board Mr. James J. Hill is chairman, owns 6,504 miles of line of which it



**JAMES J. HILL,**

**Who Advises Canada to go Slowly With its Railroad Building.**

leases 20 miles to other companies, leaving net total lines of 6,484 miles owned and operated. In addition, it owns 545 miles by the medium of controlled companies. These figures include considerable mileage in Canada, the most important of which is as follows:—

Manitoba Great Northern Railway, international boundary near Greta to Portage la Prairie, Manitoba, 76.52 miles.

### JAMES J. HILL

Seventy-five years ago James J. Hill changed the vital statistics of Rockwood, six miles from Guelph, Ontario. Later at St. Paul, Minnesota, he penned away as a shipping clerk. Seeing that the railroad would outstrip the inland steamboat and change American geography he started in business as a railroad and shipping agent. Establishing a steamboat service on the Red River, then the most important trade highway to the northwest wilderness, he entered into competition with the Hudson Bay Company, which later combined forces with him. Early in 1874, Donald A. Smith, now Lord Strathcona, then living at Montreal as the chief commissioner in America of the Hudson Bay Company, conceived the idea of securing the control of the St. Paul and Pacific Railroad, a disconnected system of about five hundred miles. The road was under a receivership. Norman W. Kittson, another Hudson Bay man, and Donald Smith picked James J. Hill as the man to secure control of the road. After extraordinary energy and labor, the property was purchased by the St. Paul, Minneapolis and Manitoba Railroad Company, which had been formed by a syndicate of four for the purpose. The profits of the bond transaction amounted to \$3,500,000 for each member of the syndicate. But these were on paper. Hill had to put the road upon a paying basis. In two years it was not only paying the interest on its bond issue, but commenced paying dividends on its stock. One of his assistants says that he was baggageman, conductor, engineer, track-walker, fireman, passenger agent, freight agent, traffic manager and everything else on the road at different times. His has been an extraordinary career of success. Canada is proud to have cradled him. Interviewed on his seventy-second birthday three years ago, he referred to the recent talk of conserving water, conserving land, conserving coal and conserving iron. "It is too bad," he added, "that someone did not say a word about conserving commonsense." Which is a typical Hillism.

Brandon, Saskatchewan and Hudson Bay Railway, international boundary near Bannerman to Brandon, Manitoba, 69.45 miles.

Crow's Nest South Railway, international boundary at Gateway to Michel, B.C., 74.18 miles.

Nelson and Fort Sheppard Railway, international boundary near Waneta, B.C., to Troupe Junction, B.C., 55.42 miles.

Red Mountain Railway, international boundary near Paterson, B.C. to Rossland, B.C., 9.50 miles.

New Westminster Southern Railway, international boundary at Douglas to South Westminster, B.C., 23.73 miles.

Vancouver, Victoria and Eastern Railway and Navigation Company, 219.40 miles.

### In British Columbia.

The last-named company comprises the following lines:

International boundary at Laurier to international boundary at Danville, B.C. (including line to Grand Forks, B.C.), 16.47 miles.

Grand Forks, B.C., to Pheonix, B.C., 25.82 miles.

Grand Forks, B.C., to Granby Smelter, 4.74 miles.

International boundary near Midway to international boundary near Molson, B.C., 28.89 miles.

International boundary near Chopaka to Princeton, B.C., 59.11 miles

International boundary near Blaine, Wash., to So. Westminster, B.C., 21.05 miles.

New Westminster, B.C., to Vancouver, B.C., 14.79 miles.

Vancouver, B.C., to Burrard Inlet, 1.93 miles.

Port Guichon to international boundary near Huntingdon, B.C., 46.60 miles.

The Great Northern has also trackage rights to the extent of 247.20 miles. These, too, include rights in Canada of which the chief are Northern Pacific Railway, Seattle to Vancouver; Northern Pacific and Spokane, Portland and