

the Saskatchewan river, were crying out for a railway, and from that important but isolated settlement deputations and petitions were sent to Ottawa, to urge upon the Government the necessity of aiding in the construction of a railway, to give the settlers the greatly needed outlet. The Manitoba and Northwestern was heading in the direction of Prince Albert, but the progress of the road was not at all rapid enough to suit the northern settlers, and at the same rate it would be many years before it would reach the Saskatchewan. At the session of the Dominion Parliament in January, 1889, the Government decided to grant additional assistance to the Regina & Long Lake, or as it is now called, the Qu'Appelle, Long Lake & Saskatchewan railway, as an inducement toward the rapid construction of the road through to the northern settlements. Under the additional assistance granted, the Canadian Pacific Company took hold of the enterprise, and the road is now practically a part of the C. P. R. Grading was commenced on the road last summer and carried through as far as Saskatoon, on the south branch of the Saskatchewan river, a distance of 150 miles from Regina. Of this distance about 120 miles have been ironed. This includes the twenty miles built in 1886; but this old section of the road was in such bad shape, that it had to be practically rebuilt.

So much for railway work in the Territories. In the Port Arthur district of Ontario, which is usually included in the term Western Canada, being more closely connected with Manitoba than with the country east of the lakes, something has also been done in the direction of railway construction during 1889. The Port Arthur people have been working for years to secure the construction of a road to open up their rich mining country. The scheme is now apparently in good shape, and a fair start has been made in building the road, which is to be known as the Port Arthur, Duluth & Western railway. A portion of the road has been constructed, and it is understood it will be pushed next summer. Great things are expected from this road in the development of the rich mineral country through which it will pass.

NEARLY 550 MILES OF NEW ROAD.

Altogether the showing is a good one, and such as the people may well be satisfied with. Summed up, we find that nearly 550 miles of new railway have been graded in Western Canada during 1889, of which all but about 100 miles have been ironed. Construction has been done on ten different railways, not including the Winnipeg Transfer railway. Following shows the new railway work for 1889, in miles:

	Ironed.	Graded.
Northwest Central	50	—
N. P. & M. Portage branch	55	—
Brandon branch	145	—
C. P. R. Souris branch	20	30
" Carman extension	6	—
M. & N. W. extension	—	25
Qu'A. L. L. & S	120	34
Manitoba South Eastern	—	20
Winnipeg "	—	10
P. A. D. & W.	15	—
Total	411	119

THE OUTLOOK.

The outlook for the present year for railway construction is even more bright than it was at this date a year ago, and it is almost certain that the record for 1890 will greatly surpass that of the past year, however pleasing that record is. Without considering any of the doubtful schemes, the work which is almost certain to be undertaken is very large, surpassing in amount what could ever before be counted upon at the commencement of the season. The Northern Pacific & Manitoba company have given assurance of a vigorous railway policy for next season, and a number of other roads are practically assured. As a proof it may be stated that there are more men employed in the woods this winter than ever before in the history of Manitoba, and a large number of these are getting out ties, bridge timber, etc., for railway work next year. Material in the way of iron, etc., is also being brought in, with which to commence work in the spring.

As to exact mileage likely to be built next season, it is of course impossible to give figures, but at least 500 miles of new road can safely be counted on, and the figures may reach nearer 1,000 miles. In Manitoba the Northern Pacific and Manitoba company are likely to build at least two roads, one being probably an extension of the Portage branch into Northern Manitoba. It is also understood that this company will build a road into the Souris coal district of southwestern Manitoba, connecting it with the Brandon branch. The Canadian Pacific company will of course complete its Souris branch, in order to keep ahead of the Northern Pacific. Some extension of the two Southwestern branches of the C. P. R. is also looked for. By next fall the Souris coal fields will be opened up by probably two roads, which should have the effect of cheapening fuel in our cities and towns. The Northwest Central have given assurance of a vigorous policy next summer. About 100 miles of road has been located beyond the present terminus. The objective point of this road, according to its charter, is Battleford, on the North Saskatchewan, a distance of about 450 miles from its present eastern terminus. This road also has charter powers to extend westward to the Rocky Mountains, and thence through the Yellowhead Pass to the Pacific coast, consequently it may some day become a

GREAT THROUGH ROUTE

to the Pacific coast. It has a land grant of 6,400 acres per mile for the first 450 miles of road. Of the two roads put under construction last fall, running south easterly from Winnipeg, it is tolerably certain that at least one will be continued next summer. Recently assurances have been given that the Duluth and Winnipeg railway will be completed to the Manitoba boundary during the present year. This road will give Winnipeg a new and more direct connection with Duluth.

In the Territories, the charter of the Manitoba and Northwestern calls for the completion of at least twenty miles of new road. It is also announced that financial arrangements have been completed for the extension of the Northwest Coal and Navigation company's railway (Galt road) from Lethbridge into Mon-

tana. This road is at present something over 100 miles in length, and connects the Galt coal mines at Lethbridge with the Canadian Pacific at Dunmore station. It is said that a large trade could be done in exporting coal to Montana from these mines, and an effort was made last year to make financial arrangements to extend the road from Lethbridge into the state of Montana. It is now reported that financial arrangements for building the road next summer have been made.

Undoubtedly the most important railway work which will be done in the Territories next year will be in connection with the

QU'APPELLE, LONG LAKE AND SASKATCHEWAN railway. Every arrangement has been made to commence work early in the spring and complete the road through to Prince Albert. The contractors claim that they will have the road completed to Prince Albert by the first of October. A large bridge will be built over the South Saskatchewan, near Saskatoon, for which timber is now being prepared in British Columbia. Car loads of rails and other material by the score have been sent forward, so that no delay need occur in pushing the work early in the spring. It has also been reported that an extension of this road through the North Saskatchewan country next summer is not improbable. At any rate, surveys for such a road are being made. The most important feature of the Qu'Appelle, Long Lake and Saskatchewan railway is that it will be the first road to open up the great North Saskatchewan country. Isolated settlements have existed in this country for years, such as the Prince Albert, Battleford and Edmonton settlements. It was originally the intention of the Government to have the main line of the Canadian Pacific run through this northern district, but when the road passed into the hands of the present syndicate, the route was changed to the southern line. The great Saskatchewan country is described by all who have visited it, as a grand region. The earliest settlements made in the great prairie country of Western Canada, outside of the Red river region of Manitoba, were formed along the Saskatchewan. Battleford, on this river, was the first capital of the Territories, previous to the construction of the railway. The settlements were reached by boat from Winnipeg, via Lake Winnipeg and the Saskatchewan river, which is navigable for a distance of about 800 miles. Since the construction of the main line of the Canadian Pacific through the southern portion of the prairie belt, attention has been drawn from the famous Saskatchewan country, and isolated as they were from the rest of the world, the settlements have not increased much of late years. But they are now to be opened up to railway communication, and thus a

NEW ERA

in the development of the great West is about to set in. The vast country included in the Saskatchewan valley is to be opened for settlement. The Saskatchewan region is considered an excellent farming and stock country. It is a mixed prairie country, having plenty of wood and water, in distinction to the more open prairie to the south. The Saskatchewan valley is on a line with the Yellow Head pass, which is said to be the most favorable pass yet found