

(Continued from Page 327).

CANADIAN NORTHERN RAILWAY.

In 1896, Mr. Wm. Mackenzie and Mr. D. D. Mann, two railway contractors, who had been partners for ten years, purchased the Lake Manitoba Railway and Canal Company's charter, and built 100 miles of railway under it. Some extensions were built, and in 1889 a line from Winnipeg to Lake Superior was begun. In 1902 the Manitoba lines of the Northern Pacific were leased, they being exceptionally valuable to the then rapidly growing railway on account of the terminal facilities in Winnipeg. In the same year the road from Winnipeg to Port Arthur was completed. In 1905 the line westerly to Edmonton was finished, passing through a magnificent agricultural territory hitherto without any railroad facilities. It is interesting to note that this line is located 290 miles north of the International Boundary, as noted earlier in this article. British engineers in 1874 were of the opinion that it was an utter impossibility to construct a transcontinental line of railway north of the International boundary line. In 1906 double entrance was gained to Prince Albert.

During the past year work on the line from Saskatoon to Calgary has been rushed ahead, about 200 miles of which are completed.

In British Columbia work on the Vancouver-Edmonton line has commenced, and will be pushed ahead as rapidly as men and supplies can be procured. This will be, without doubt, the best location through the Rocky Mountains, passing westerly from Edmonton through the Yellowhead Pass down the North Thomson River to Lytton, thence following the Fraser to Yale, and on to Vancouver, the best Pacific seaport on Canadian territory.

While 3,500 miles of track have been secured in the West, the elements of a transcontinental have been secured in the East. The Canadian Northern Ontario has been built for 300 miles from Toronto to the Moose Mountain iron mines, which via Key Harbor, a new port on Georgian Bay, will give Cleveland and Pittsburg an additional unlimited supply of first-class iron ore five hundred miles nearer than that which comes through Duluth.

About one hundred miles of the line from Toronto to Ottawa will be in operation by next spring, and construction work on the balance commenced.

The Canadian Northern Quebec gives Ottawa a new connection with Montreal and Quebec. With the governance of the Quebec and Lake St. John Railway have come first-rate terminal facilities on the St. Lawrence, and access to the greatest pulp-wood forests in America. In Nova Scotia, 431 miles of line have opened up the ocean shore between Halifax and Yarmouth; and have tapped great coal deposits in Cape Breton Island. This year two magnificent steamers, the "Royal Edward" and "Royal George," were placed in commission, plying between Bristol and Montreal. The first train in this system ran on December 19th, 1896. In the first year the gross earnings were \$60,000. The staff totalled about twenty. West of Port Arthur alone the earnings are now on a basis of \$10,000,000 per annum, and 10,700 people are on the regular pay-roll.

The growth of this wonderful system of railways has been phenomenal, due in a great measure to the far-sightedness and indefatigable energy of the promoters, Mr. Wm. Mackenzie and Mr. D. D. Mann.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement with the Dominion Government, dated July 29th, 1903, and under a modifying agreement,

dated February 18th, 1904, ratified by the Act of that year, the Grand Trunk Pacific Railway Company have undertaken the construction of a line of railway wholly upon Canadian territory, between the city of Moncton, in the Province of New Brunswick, and the navigable waters of the Pacific Ocean, at or near Port Simpson, or some other port in British Columbia. Prince Rupert, situated 550 miles north of Vancouver, has been decided on as the western terminus. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the Provinces of Quebec and Ontario, and in the Province of Manitoba to the city of Winnipeg, 1,800 miles, and the western division, between Winnipeg and the Pacific Ocean, 1,760 miles. The eastern division is being constructed by the Government under four commissioners, appointed by Governor-in-Council, under the name of "The Commissioners of the Transcontinental Railway," and on completion is to be leased to, and maintained and operated by the company who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of 3 per cent. per annum upon the cost of its construction; the first seven years to be free of rent. Both divisions are to be equipped by the company.

By way of assistance to the company in the construction of the western division it is provided that the Government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent. of the cost of its construction, such amount not to exceed \$13,000 per mile, in respect to the prairie section, from Winnipeg to the eastern limit of the Rocky Mountains.

A subsidiary company was incorporated by Act of Parliament in 1906, under the name of the Grand Trunk Pacific Branch Lines Company, having as its object the construction of various branch lines, or feeders to the main line, as above described. Charters have been obtained for branch lines to Brandon, Regina, Prince Albert, and Calgary, and to Dawson City, in the Yukon Territory. Work has been pushed rapidly and a freight and passenger service has been inaugurated between Winnipeg and Edmonton. The construction of the railway easterly from Prince Rupert has been under way since the first part of 1908.

Yellowhead Pass has been selected as the route through the Rocky Mountains, and better gradients have been obtained than were possible through the Kicking Horse, Peace River or Pine River Passes. On the eastern or Government section, the work is proceeding rapidly, and the Moncton-Quebec portion is nearing completion.

The cost of the eastern section has greatly exceeded the estimates, due principally to the increased cost of labor and materials.

From Quebec to Winnipeg the line traverses an almost unsettled country which, however, is rich in timber and minerals, and a great portion of it suitable for agriculture.

Notwithstanding all that has been done in the past, as Sir Wilfrid Laurier has stated on more than one occasion on his recent tour through Western Canada, this vast territory, comprising the Dominion of Canada, must have more railways; without railways we cannot develop. Settlers from the British Isles and United States are pouring into the country, and facilities must be provided to enable them to convey their crops to European markets.

There is undoubtedly immense areas of fertile land suitable for agriculture hundreds of miles north of the present railways, which will be rapidly taken up when transportation facilities are afforded.