

SUPPLEMENT TO

# The Commercial

A Journal of Commerce, Industry and Finance, especially devoted to the interests of Western Canada, including that portion of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

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*The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desk of the great majority of business men in the vast district designated above, and including northwestern Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.*

WINNIPEG, FEBRUARY 10, 1890

## Railway Construction in the West.

A SPLENDID SHOWING FOR 1889.

GREAT POSSIBILITIES FOR THE FUTURE.

A little over a year ago, in speaking of the outlook for railway construction in Western Canada, THE COMMERCIAL said: "There is good reason to believe that the present year will be one of more than usual activity in railway construction in Western Canada. In fact, 1889 promises to be the most active in this respect of any year since 1882." This prediction was made in view of the abrogation of the monopoly exercised by the Dominion Government, in behalf of the Canadian Pacific railway, and of the entrance of the Northern Pacific railway into the country. It is hardly necessary to say that the forecast made in this journal, in its first issue of January, 1889, has been abundantly fulfilled. The past season has certainly been an active one in railway building, and the record of mileage constructed in Manitoba will surpass any year since 1882.

**NEW RAILWAYS IN 1889.**

The new Northern Pacific and Manitoba Railway Company, working in connection with the Northern Pacific railway in the United States, obtained its first footing in Manitoba in the fall of 1888. This road, it was expected, would do considerable construction work in Manitoba in 1889. With the opening of the season, work was commenced on an extension of the railway system of this road from Winnipeg to the town of Portage la Prairie. This branch had been put under construction during

the fall of the previous year, but owing to legal difficulties thrown in the way, the work could not be completed. However, it was resumed in the spring of last season and completed and opened last summer, thus adding fifty-five miles to the railway mileage of Manitoba. The Portage branch leaves the main line at Winnipeg, near the southern boundary of the city, and runs westward to the Portage. The road runs on the south side of the Assiniboine river, crossing this river to the north side a few miles from Portage. The road opens up a new district, comprising some excellent farming and hay lands, while toward the Portage end of the road there is a belt of quite heavy timber country. Portage la Prairie is now connected with Winnipeg by two distinct lines of railway. At the Portage the Northern Pacific and Manitoba connects with the Manitoba and Northwestern railway.

In addition to the Portage branch, the Northern Pacific and Manitoba Company has also built a railway from Morris, on its main line, to Brandon. A small amount of work was also done on this branch in the fall of 1888. Work was resumed last spring and the branch completed to Brandon, adding another 145 miles to the railway mileage of the province. Owing to difficulties at Brandon concerning the right of way, terminal facilities at Brandon have not yet been arranged, but this is only a temporary matter. The road is under operation as far as Wawanesa, where it crosses the Souris river, about twenty miles from Brandon. The Morris-Brandon line runs westward from Morris about midway between the two southwestern branches of the Canadian Pacific, turning northward toward Brandon, at a point about south of Glenboro. It runs through a fine country, and already a number of towns have sprung into existence along the new road, with grain elevators and other facilities. In fact, the Northern Pacific and Manitoba railway has already created about fifteen new grain markets in Manitoba. At Brandon the branch will probably soon be connected with the Northwest Central, a road building northwest from that place.

**NEW C. P. R. LINES.**

It was expected that the advent of a new competing line of railway would stir the Canadian Pacific up to do something in Manitoba during 1889. This has proved to be the case. The Canadian Pacific people have been promising to build a branch from Brandon in a southwesterly direction every year since 1882. No attempt, however, to carry out these promises was made until last summer. In order to get ahead of the Northern Pacific, which is heading for the same region, the Canadian Pacific people started in to build this line, which is known as the Souris branch, last summer. The branch leaves the main line at Kemnay, the first siding west of Brandon, and runs in a southwesterly direction. The branch has been graded for a distance of about fifty miles, to the neighborhood of Melita post office. The first eighteen or twenty miles, as far as Plum Creek, has been ironed. The only other new railway construction done in Manitoba by the C. P. R. last summer was a short extension of the Southwestern branch from Barnsley to Carman, about six miles.

**OTHER NEW LINES IN MANITOBA.**

The Great Northwest Central, which has been before the people for some years under different forms and names, seems to have at last been placed on good footing. This road apparently was conceived as a boodling scheme, by certain politicians who had sufficient influence with the Government to secure a land grant for it. It is now supposed to be in the hands of an English syndicate with capital to push it through. At any rate, the work now is in a more definite shape, and last year the first fifty miles of the road were ironed and made ready for operation in the spring. The road starts at a point on the C. P. R. a few miles east of Brandon, and runs in a northerly direction to within a short distance of Rapid City, where it turns to the west. It is expected that the southeastern end of the road will be continued into Brandon, where connection will be made with the Northern Pacific.

Other railway work done in Manitoba during 1889, consisted in the commencement of construction on two roads, each running in a southeasterly direction from Winnipeg. One of these roads is called the Winnipeg South Eastern, and the other the Manitoba South Eastern. A few miles of grading was done on each road. They are rival railways, and the objective point of each is supposed to be the United States boundary, where connection is to be made with a road building toward Winnipeg from Duluth, Minnesota, and known as the Duluth and Winnipeg. It is evident, however, that only one of these roads can connect with the Duluth and Winnipeg, and it is expected that the outcome will be that eventually the rival companies will be amalgamated, or failing this, that one will be forced to retire.

In addition to the railways mentioned, a little new railway work has been done within the city limits of Winnipeg. This is the Winnipeg Transfer railway, a short line of a mile and a half or so in length, but likely to become a valuable property. The road runs along the Red river front, through the city, and is intended to connect the Canadian Pacific and Northern Pacific systems, for transfer purposes. The property along the road has the advantage of both railway and river frontage, and will become very valuable for warehouse purposes.

**IN THE TERRITORIES.**

In the territories west of Manitoba, some construction work was done in the direction of extending the Manitoba and Northwestern railway. The western terminus of this road is now beyond the boundary of Manitoba. About twenty-five miles of this road was graded last summer, continuing westward from the end of the track at Saltcoats.

The most important railway work done in the Territories was in connection with the Qu'Appelle, Long Lake and Saskatchewan railway. The construction of a road in a northerly direction from the town of Regina was commenced in the year 1886. About twenty miles of road were completed, but there the matter ended. The road had been given a valuable land grant, but this did not seem a sufficient inducement to capitalists to take hold of the enterprise. Meanwhile, the people in the northern settlement of Prince Albert, on