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FACTS

CONCERNING
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FACTS

Concerning the Proposed

Grand Trunk Pacific Railway

DISTANCES: (approximate).

When Columbus set sail for the Orient, from Palos, one of the principal ports of the chief maritime nation of his age, he sought the shortest and most direct route between the ports of Europe and Asia; following the 36th degree of North latitude, he would have sailed a distance of about 12,700 to 13,000 miles, approximately, to reach the ports of Yokohama or Hong Kong.

The construction of the Suez Canal established a shorter route, that is now being used exclusively by the ships of the greatest maritime nation of modern times, en route to Asia; the distance from Liverpool and London to Yokohama being about 11,250 miles. The distance from Liverpool by the European Railways (via Berlin) to Moscow, and thence via the Trans-Siberian Railway to Yokohama is approximately 9,650 miles—shortening the

distance as compared with the Suez Canal route 1,600 miles.

An opportunity is now presented to the people of the premier colony of the British Empire as represented by their Parliament at Ottawa, for the construction of a modern railway across Canada, which, in conjunction with suitable steamship service,—that is certain to follow,—will give the British Empire the shortest possible route to the Orient, an accomplishment that has been the dream of her statesmen for more than 500 years; this route having the additional advantage of being via the great commercial centers of Canada.

The proposed Grand Trunk Pacific Railway, which will extend from Quebec to the Pacific Coast, via North Bay, the junction with the present Grand Trunk Railway, a distance of about 3,025 miles, will not only afford the shortest route to Yokohama, Japan, from London, Liverpool and Glasgow, and other ports of Great Britain, but from Halifax, St. John, Quebec, Montreal and Toronto; as well as from New York, Buffalo and Detroit, as illustrated by the following statements showing the distances, as compared with the present routes across the North American Continent:—

NOTE: (Distance Tables).—The following statements are based on figures given by the "Official Guide," standard maps, etc., issued by responsible publishers and by the Government.

While these statements show the distances to Yokohama as a common point, it may be added that Port Simpson is also about 550 miles nearer the ports of China, Vladivostok and Manila than Vancouver or Seattle, and about 650 miles nearer than San Francisco, while it is no farther away than the above ports, from Hawaii, Australia and other important South Sea ports.

QUEBEC TO YOKOHAMA.

Grand Trunk Pacific Railway.

	Miles
Quebec to North Bay,	525
North Bay to Port Simpson,	2,500
Port Simpson to Yokohama, (S.S.)	<u>3,860</u>
Total	<u><u>6,885</u></u>

Canadian Pacific Railway.

Quebec to Vancouver,	3,078
Vancouver to Yokohama. (S.S.)	<u>4,335</u>
Total	<u><u>7,413</u></u>

From **Quebec**, the proposed line will be shorter by about 525 miles than the Canadian Pacific Railway.

MONTREAL TO YOKOHAMA.

Grand Trunk Railway and Grand Trunk Pacific Railway.

	Miles.
Montreal , via North Bay (488 miles), to Port Simpson,	2,988
Port Simpson to Yokohama, (S.S.)	<u>3,860</u>
Total	<u><u>6,848</u></u>

Canadian Pacific Railway.

Montreal to Vancouver,	2,906
Vancouver to Yokohama, (S.S.)	<u>4,335</u>
Total	<u><u>7,241</u></u>

From **Montreal**, the proposed line will be the shortest as compared with existing roads, by about 390 miles.

HALIFAX TO YOKOHAMA.**Via Montreal.**

	Miles.
Intercolonial Ry.,	837
Grand Trunk Railway & Grand Trunk Pacific to Port Simpson	2,988
Port Simpson to Yokohama (S.S.)	<u>3,860</u>
Total	<u><u>7,685</u></u>

Via Montreal.

Canadian Pacific and Intercolonial Railways.

Halifax to Vancouver,	3,740
Vancouver to Yokohama, (S.S.)	<u>4,335</u>
Total	<u><u>8,075</u></u>

(Via St. John this route is 80 miles shorter.)

From **Halifax**, the proposed line will be the shortest by 310 miles, taking the short line mileage **via St. John**.

ST. JOHN TO YOKOHAMA.

Via Intercolonial, Grand Trunk and Grand Trunk Pacific Railways.

	Miles.
St. John to Quebec,	577
Quebec to Port Simpson,	<u>3,025</u>
Port Simpson to Yokohama (S.S.)	<u>3,860</u>
Total	<u><u>7,462</u></u>

Via Canadian Pacific Railway.

St. John to Montreal,	481
Montreal to Vancouver,	<u>2,906</u>
Vancouver to Yokohama, (S.S.)	<u>4,335</u>
Total	<u><u>7,722</u></u>

From **St. John**, the proposed line will be shorter by 260 miles.

LIVERPOOL TO YOKOHAMA.**Via Halifax and Montreal.**

Grand Trunk and Grand Trunk Pacific & Intercolonial
Railways. Miles.

Liverpool to Halifax, (S.S.)	2,450
Halifax to Port Simpson,	3,825
Port Simpson to Yokohama, (S.S.)	3,860
Total	<u>10,135</u>

Canadian Pacific Ry. and Intercolonial Ry. Route.

Liverpool to Halifax, (S.S.)	2,450
Halifax to Vancouver, via St. John,	3,660
Vancouver to Yokohama, (S.S.)	4,335
Total	<u>10,445</u>

Via St. John and Canadian Pacific Railway.

	Miles.
Liverpool to St. John, (S.S.)	2,700
St. John to Montreal,	481
Montreal to Vancouver,	2,906
Steamship and Railway mileage,	6,087
Vancouver to Yokohama, (S.S.)	4,335
Total	<u>10,422</u>

**Via Quebec and Grand Trunk Pacific
Railway.—The Shortest Route.**

Liverpool to Quebec, (S.S.)	2,632
Quebec to Port Simpson,	3,025
Port Simpson to Yokohama, (S.S.)	3,860
Total	<u>9,517</u>

LIVERPOOL TO YOKOHAMA (Continued).

Via Canadian Pacific Railway.

Liverpool to Quebec, (S.S.)	2,632
Quebec to Vancouver,	3,078
Vancouver to Yokohama, (S.S.)	4,335
	Total
	10,045

Via Montreal—The shortest route, with the exception of that via Quebec.

Grand Trunk and Grand Trunk Pacific Railways.

Liverpool to Montreal, (S.S.)	2,770
Montreal to Port Simpson,	2,988
	Steamship and Railway mileage,
	5,758
Port Simpson to Yokohama, (S.S.)	3,860
	Total
	9,618

Canadian Pacific Railway.

Liverpool to Montreal, (S.S.) - - - - -	2,770
Montreal to Vancouver, - - - - -	2,906
	Steamship and Railway mileage, - - - - -
	5,676
Vancouver to Yokohama, (S.S.) - - - - -	4,335
	Total - - - - -
	10,011

Via New York.

Liverpool to New York, (S.S.) - - - - -	3,050
New York to Chicago, (N. Y. Central) - - - - -	979
Chicago to San Francisco (C. & N. W. Ry. and U. P. Ry.) - - - - -	2,331
	Steamship and Railway mileage, - - - - -
	6,360
San Francisco to Yokohama, (S.S.) - - - - -	4,470
	Total - - - - -
	10,830

From **Liverpool**, via Halifax and Montreal, the proposed line will be shorter by 310 miles than via Halifax and the Canadian Pacific Railway.

From **Liverpool**, via Montreal, the proposed line will be shorter by 393 miles than via Montreal and the Canadian Pacific Railway, and by 1,212 miles than via New York and Chicago. It will also be somewhat shorter than via Moscow and the Trans-Siberian Railway.

While from **Liverpool** via **Quebec**, "the **shortest route**" will have less mileage, by 528 miles than the Canadian Pacific Railway, also 1,313 miles shorter than via New York and San Francisco, and about 130 miles shorter than via Moscow and the Trans-Siberian Railway.

NEW YORK TO YOKOHAMA.

Via Montreal.

Grand Trunk and Grand Trunk Pacific Railway. (Via Central Vermont Railway.)

	Miles.
New York to Montreal - - - - -	490
Montreal to Port Simpson, - - - - -	2,988
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Railway mileage, - - - - -	3,478
Port Simpson to Yokohama, (S.S.) - - -	3,860
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Total .	<u>7,338</u>

Via Delaware & Hudson R.R. to Montreal, mileage is about 115 miles less, or total - - - - - 7,223

Rutland Ry. and Canadian Pacific Ry.

New York to Montreal, - - - - -	400
Montreal to Vancouver, - - - - -	2,906
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Railway mileage, - - - - -	3,306
Vancouver to Yokohama, (S.S.) - - - -	4,335
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Total -	<u>7,641</u>

NEW YORK TO YOKOHAMA (Continued)**Via Chicago and San Francisco.**

	Miles.
New York to Chicago, via N. Y. C. & L. S. & M. S. Rys. - - - - -	979
Chicago to San Francisco, via C. & N. W. & U. P. Rys. - - - - -	2,331
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Railway mileage, - - -	3,310
San Francisco to Yokohama, (S.S.) - - -	4,470
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Total -	<u>7,780</u>

Via Galveston and San Francisco.

New York to Galveston, via Mallory Line, (S.S.) about - - - - -	2,500
Galveston to San Francisco, via Southern Pacific, - - - - -	2,150
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	4,650
San Francisco to Yokohama, - - - - -	4,470
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Total -	<u>9,120</u>

From **New York**, via Montreal, the proposed line will be shorter by 418 miles than via Montreal and Canadian Pacific Ry., and by 555 miles than via Chicago and San Francisco, and by about 1800 miles than via Galveston and San Francisco.

BUFFALO TO YOKOHAMA.**Via Toronto.**

Grand Trunk & Grand Trunk Pacific Ry. via Toronto.

Buffalo to Port Simpson, - - - - -	2,844
Port Simpson to Yokohama, (S.S.) - - -	3,860
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Total -	<u>6,704</u>

BUFFALO TO YOKOHAMA (Continued)

Canadian Pacific & T. H. & B. Ry. & N. Y. C. Ry.

	Miles.
Buffalo to Vancouver, (Via Carleton Jct.) -	3,100
Vancouver to Yokohama. (S.S.) - - - -	4,335
Total -	<u>7,435</u>

Via Chicago.Michigan Central, C. & N. W., U. P. Ry. & Southern
Pac. Ry.

	Miles.
Buffalo to San Francisco,	2,875
San Francisco to Yokohama, (S.S.) . . .	4,470
Total .	<u>7,345</u>

From **Buffalo** the proposed line will be shorter by 731 miles, than via Canadian Pacific Railway and Vancouver, and by 640 miles, than via Michigan Central, Chicago and San Francisco.

DETROIT (AND TOLEDO) TO YOKOHAMA.

(Distance Detroit to Toledo 60 miles.)

Via Toronto.Grand Trunk and Grand Trunk Pacific Railway via
Toronto.

	Miles.
Detroit to Port Simpson,	2,952
Port Simpson to Yokohama, (S.S.) . . .	3,860
Total .	<u>6,812</u>

Via Detroit, Grand Haven & Milwaukee Ry. (G. T. Ry.), Milwaukee, and C. M. & St. P. to St. Paul, Nor. Pacific Ry., and Canadian Northern Ry. to Winnipeg, and Grand Trunk

Pacific Ry. to Port Simpson, - - - - -	2,607
Port Simpson to Yokohama, (S.S.) -	3,860
Total -	<u>6,467</u>

DETROIT (AND TOLEDO) TO YOKOHAMA (Continued)

Canadian Pacific Ry. (Via Carleton Jct.)

	Miles.
Detroit to Vancouver, - - - - -	3,217
Vancouver to Yokohama, (S.S.) - - - -	4,335
Total -	<u>7,552</u>

Via Chicago.

Mich. Central Ry., C. & N. W. Ry. & U. P. Ry.

Detroit to San Francisco, - - - - -	2,608
San Francisco, to Yokohama, (S.S.) - -	4,470
Total -	<u>7,078</u>

From **Detroit**, the proposed line (all G. T. Ry.) will still be the shorter line by 740 miles, as compared with the Canadian Pacific Railway (via Toronto) and Vancouver, and by 610 miles as compared with the Michigan Central, via Chicago and San Francisco, taking the Grand Trunk short line via the Detroit, Grand Haven and Milwaukee Ry. to Milwaukee, via St. Paul, Winnipeg and Grand Trunk Pacific Railway.

CHICAGO (and MILWAUKEE) to YOKOHAMA

(Distance Chicago to Milwaukee 85 miles.)

Via Toronto.

Grand Trunk and Grand Trunk Pacific Railways.

	Miles.
Chicago to Toronto, - - - - -	506
Toronto to Port Simpson, - - - - -	2,727
Railway mileage -	3,233
Port Simpson to Yokohama, (S.S.) - - -	3,860
Total -	<u>7,093</u>

Direct mileage via St. Paul and Winnipeg will be 6,190

CHICAGO (AND MILWAUKEE) TO YOKOHAMA (Continued)**Via St. Paul.**

Chicago, Milwaukee & St. Paul & Can. Pac. Ry.

(Soo Line.)

	Miles.
Chicago to St. Paul, - - - - -	410
St. Paul to Vancouver, - - - - -	1,811
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Railway mileage -	2,221
Vancouver to Yokohama, (S.S.) - - - -	4,335
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Total -	<u>6,556</u>

Via San Francisco.

Chicago & North Western and U. P. Rys.

Chicago to San Francisco, - - - - -	2,332
San Francisco to Yokohama, (S.S.) - - -	4,470
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Total -	<u>6,802</u>

From **Chicago and Milwaukee, via Toronto**, the distance (all G. T. R.) will be about 535 miles greater than the present direct line via St. Paul, the Canadian Pacific Ry., (Soo Line) and Vancouver, which advantage, however, will be largely offset by the difference in grades, which are more favorable on the proposed new line, as hereafter shown. Taking the same route, however, direct from Chicago, via St. Paul and Winnipeg, the proposed line will be the shorter by 365 miles.

It will be seen, therefore, that the proposed line will have a decided advantage over all of the present routes in the matter of mileage.

The total exports from Canada increased from \$93,827,077 in 1890, to \$211,640,286 in 1902.

The total exports of manufactured articles from the United States increased from \$151,100,000 in 1890 to \$433,850,000 in 1900, many of these exports being to ports of Oriental Countries.

It is interesting, at this point, to consider the exports from Canada and the United States to Oriental ports, as well as the imports from these ports, as follows :—

EXPORTS FROM CANADA.—(Total Exports.)

(Report Department Trade and Commerce.)

To China, - - - - -	1898,	\$ 363,191
“ - - - - -	1902,	277,000
To Hong Kong, - - - - -	1898,	20,539
“ - - - - -	1902,	28,477
To Japan, - - - - -	1898,	148,700
“ - - - - -	1902,	236,900
To Australasia, - - - - -	1898,	1,649,320
“ - - - - -	1902,	2,940,247

IMPORTS TO CANADA.

From China, - - - - -	1898,	\$ 882,500
“ “ - - - - -	1902,	489,400
From Hong Kong, - - - - -	1898,	3,300
“ “ - - - - -	1902,	10,000
From Japan, - - - - -	1898,	1,458,000
“ “ - - - - -	1902,	1,503,000
From Australasia, - - - - -	1898,	153,712
“ “ - - - - -	1902,	157,237

**EXPORTS OF MERCHANDISE FROM
UNITED STATES.**

(Report U. S. Treasury Dept.)

To China,	- - - - -	1890,	\$ 2,946,000
“ “	- - - - -	1902,	24,722,000
To Japan,	- - - - -	1890,	5,232,000
“ “	- - - - -	1902,	21,485,000
To Australasia,	- - - - -	1890,	11,266,000
“ “	- - - - -	1902,	28,375,000
To Philippine Islands	- - - -	1892,	60,900
“ “ “	- - - -	1902,	5,258,000

TOTAL IMPORTS INTO UNITED STATES.

From China,	- - - - -	1890,	\$16,260,000
“ “	- - - - -	1902,	21,055,000
From Japan,	- - - - -	1890,	21,103,000
“ “	- - - - -	1902,	37,552,000
From Australasia,	- - - - -	1890,	4,277,000
“ “	- - - - -	1902,	5,386,000
From Philippine Islands,	- - -	1897,	4,383,700
“ “ “	- - -	1902,	6,612,000

The strong feature regarding the proposed line is that being all under one management, it can make rates without the necessity of consulting with connections, from many of the principal manufacturing sections of the United States, all the leading centres of Canada, as well as from London, Liverpool and Glasgow, to Oriental ports and *vice versa*.

The New England States, which are largely manufacturing in character, (Vermont, New Hampshire, Massachusetts and Connecticut) are reached through the “Central Vermont” portion of the Grand Trunk System.

The manufacturing population of Canada, which will be so beneficially affected by the construction of this line, is principally located along the line of the Grand Trunk, as shown by the following table of 45 Cities and Towns of 4,000 or more—(Census of 1901).

No.	Place	Population	No.	Place	Population
1	Montreal	320,000		Brought forward	889,234
2	Toronto	214,000	24	Galt	7,866
3	Quebec	68,840	25	Levis	7,783
4	Hamilton	52,634	26	Lindsay	7,003
5	London	37,981	27	Cornwall	6,704
6	Kingston	17,961	28	Barrie	5,949
7	Brantford	16,619	29	Collingwood	5,755
8	Windsor	12,153	30	Lachine	5,561
9	Sherbrooke	11,765	31	Granby	5,000
10	Guelph	11,496	32	Midland	5,000
11	St. Thomas	11,485	33	Orillia	4,907
12	Peterboro	11,239	34	Ingersoll	4,573
13	Valleyfield	11,055	35	Oshawa	4,394
14	Three Rivers	9,981	36	Cobourg	4,239
15	Stratford	9,959	37	Trenton	4,217
16	St. Catharines	9,946	38	Niagara Falls	4,244
17	St. Hyacinthe	9,210	39	Port Hope	4,188
18	Belleville	9,117	40	Goderich	4,158
19	Chatham	9,068	41	Petrolia	4,135
20	Brockville	8,940	42	St. Johns	4,030
21	Woodstock	8,833	43	Brampton	4,000
22	Owen Sound	8,776	44	Dundas	4,000
23	Sarnia	8,176	45	Bowmanville	4,000
				Total	1,000,940

being 18.7% of total population of 5,338,883.

From these points the bulk of manufactured articles are now shipped to the Northwest, and exported.

GRADES.

The next important fact to be considered, and one quite as important as "distance," in view of the influence that it has on the prompt and economical movement of traffic, is the question of grades. Heavy grades are serious impediments to the free movement of traffic, and every effort of modern railroading is directed toward their elimination, or their reduction to the lowest minimum possible, limited only by the factor of cost.

The proposed railway, it is anticipated, will be so favorably located as to be exceptionally superior in this respect, for from the knowledge already obtained of the country through which the line is projected, it is safe to say that difficult grades can be avoided, and that the maximum grade will not be more than $\frac{1}{2}\%$ (or 26 feet to the mile)—and then only for short distances,—on the prairie sections, and that the maximum grade on the mountain sections will not exceed 1.75%, or 91 feet to the mile. A safe estimate of the total ascent of all grades, eastbound is 12,000 feet, or 20% less than the most favorably located transcontinental railway now in operation, as shown by the following table of grades, etc.

TABLE OF GRADES, ELEVATIONS, ETC., IN FEET.

(From data prepared in 1892).

Transcontinental Road	Highest Summit (and Summits)	Maximum Grades		Total Ascent	
		West	East	West	East
Grand Trunk—Proposed (estimated)	- - - 2400	91	91		
Canadian Pacific	- - - 5299 (4308)	116	237	23,051	23,106
Great Northern	- - - 5202 (4146-3375)	116	116	15,305	15,987
Northern Pacific	- - - 5567 (5550-2849)	116	116	17,137	17,830
Union Pacific	- - - 8247 (4204-3966)	116	105	16,439	17,435
A. T. & S. F. & Cal. So.	7623 (7453-7257)	185	175	34,003	34,506
Cal. So.	(7355-3819)				
Southern Pacific Ry.	- - - 5082				
lowest point below T/water	- - - - - 263				
Total rise	- - - - - 5345				

It will be noted, on reference to this table, that the lowest summit of any of the transcontinental railways is that of the Great Northern Railway; the height above tide water being 5,202 feet. The Grand Trunk Pacific Railway will have a maximum summit of but 2,400 feet (or possibly less) should either of the routes via the Pine River Pass, or the Peace River Pass be adopted. It is also to be noted that the maximum grade of the Great Northern Railway (which is also the most favorable in this respect) is 116 feet per mile, while the estimated maximum grade of the proposed line will not exceed 91 feet per mile.

THE DOMINION'S NEED.

Canada's requirements at the present time are two-fold ; one is population, the other is efficient transportation. In the older provinces, the railways have followed the settlement of the country, but in the great areas of the yet undeveloped Northwest, the population will only follow the railways ; therefore, railways are the first necessity, if the work of development is to progress. Much has been accomplished in this respect, during the past 20 years, by the construction of the Canadian Pacific Railway, and some shorter roads, but that much more can be done and must be done in this direction needs no argument, for the following facts speak for themselves ; (The figures are from Government Census reports for 1901).

	Acres.
Approximate area of the Provisional Districts of Assiniboia, Alberta, Saskatchewan and Athabasca, exclusive of water	345,600,000
Approximate area of Manitoba, exclusive of water.	<u>41,002,240</u>
Total	386,602,240
Deduct approximate area alienated or pledged to railways, Hudson Bay Company, School lands, Indian Reserves, Park and timber reserves, etc.	76,000,000
Homesteads	<u>12,600,000</u>
	<u>88,600,000</u>
Leaving uninhabited.	298,002,240

or nearly 300,000,000 acres, the greater portion of which is excellent farming land, to which should be added the unoccupied sections of British Columbia, some 200,000,000 acres, much of which is also suitable for farming and grazing. It is difficult to conceive of the vast extent of this unoccupied territory, but comparisons are often the best means of arriving at a definite conception of a par-

ticular statement, and in this connection a comparison is of interest between the figures showing the unoccupied lands in North Western Canada as above—approximately 500,000,000 acres,—and the figures showing the total acreage of all farms in the United States, 841,200,000, as stated by census returns for 1900; in other words, there is at present in North Western Canada $\frac{5}{8}$ as much land unoccupied as the total farm acreage of the United States,—not including Alaska;—also by way of illustration, it may be said that it is six and one-half times the area of the present Province of Ontario, which now contains forty per cent of the total population of the Dominion; (all figures taken from Government Census returns).

Of the 15,400,000 acres occupied, the census records show that less than 6,000,000 (or to be exact, 5,586,000 acres) are improved or cultivated, and this improved land has produced the wonderful crop of wheat, estimated at 60,000,000 bushels in 1902, which has taxed the present railway facilities extending into that territory to the utmost. It is plain to see what the *present* need is for another railway, without considering what the need will be ten years hence,—or even five years hence, by which time it is expected the proposed railway will be in continuous operation through to the Pacific Coast.

During the past year, the *occupied* areas of Manitoba and the North West Territories (about 6,000,000 acres) produced for shipment to Eastern markets about 60,000,000 bushels of wheat alone, or an average of 10 bushels to every occupied acre (not taking into account the production of other crops nor the land used for pasture and other farming purposes); and taking the same average production of wheat, it will be seen that the unoccupied lands east of the Rocky Mountains, as shown above, are capable of producing an enormous crop of wheat, estimated at from two and one-half to three billion bushels, or about five times greater than the total wheat crop of the United States for the year 1900, which the United States Department of Agriculture reports as 522,229,000 bushels; also greater than the immense corn crop of the United States for 1900 reported by the same Department as 2,105,102,000 bushels.

The wheat crop being in addition to all other crops and stock products.

All we require are railroads and population.

Special Reasons why the Grand Trunk Pacific Project should have Favorable Con- sideration.

Aside from the facts related above, the project is a practical railway scheme presented by practical railway interests, which have already been such potent factors in the upbuilding of this country; this, of itself, should be a guarantee of the success of the scheme now under consideration. In addition, further important facts are to be considered, such as "organization", "equipment" and "terminals" to carry out the undertaking successfully and satisfactorily alike to the country to be served, as well as to the Company's shareholders.

ORGANIZATION.

The Grand Trunk Railway System as at present organized is on a modern and up-to-date basis.

As evidence of this, it may be stated that of the total 18,867 miles of single track and 646 miles of second track in Canada,

The Grand Trunk Railway	operates 3,157 miles of single track, or 16% and 468 " " second " " 73%
The Canadian Pacific Railway	operates 7,321 " " single " " 39% and 36 " " second " " 5%
The Canadian Northern Railway	operates 1,248 " " single " " 6.5%
The Intercolonial Railway	operates 1,302 " " " " " 7%

Of a total of 42,376,527 tons of freight handled by all lines during year ending June 30th, 1902,

The Grand Trunk - - -	moved	10,080,963	tons or	24%
The Canadian Pacific - -	"	8,755,538	" "	21%
The Canadian Northern -	"	715,692	" "	2%
The Intercolonial Ry - -	"	2,385,816	" "	6%

Of the total number of 20,679,974 passengers carried by all lines, during same period,

The Grand Trunk - - - -	carried	7,334,607	or	35%
The Canadian Pacific - - -	"	4,771,017	"	23%
The Canadian Northern - - -	"	224,145	"	1%
The Intercolonial Ry. - - -	"	2,186,226	"	11%

EQUIPMENT:—

The ability to provide equipment not only for use in the construction of the proposed new railway, but for its operation, is a vital factor, and there is no other organization, not even the Government with its great credit, so well prepared to provide the necessary equipment, as the Grand Trunk, with its present large shops and staff, which can readily be extended so as to build the cars and engines that will be required for the new line, in addition to the increased equipment needed for its present system. Its shop facilities at Montreal, London and Stratford are the largest in Canada, and quite equal to many of the largest car and engine manufacturing establishments in the United States, which it may be stated are all now so crowded with orders as to be unable to make deliveries within a year's time of the placing of orders.

The measure of a railway's capacity to perform the service for which it was created is gauged by its ability to provide suitable equipment.

Engines.

Of a total of 2,344 engines owned by all lines in Canada, or an average of 12 engines to each 100 miles,

The Grand Trunk	- - .	owns	705 ,	or	22	per 100 miles
The Canadian Pacific	- -	"	745,	"	10	" " "
The Canadian Northern	-	"	47,	"	4	" " "
The Intercolonial Ry.	- -	"	280,	"	21	" " "

Passenger Cars.

Of a total of 2,604 passenger cars (including baggage and mail cars), or an average of 13 cars to each 100 miles,

The Grand Trunk	- -	owns	720	cars,	or	23	per 100 miles
The Canadian Pacific	-	"	866	"	"	12	" " "
The Canadian Northern	"	"	31	"	"	3	" " "
The Intercolonial Ry.	"	"	351	"	"	27	" " "

Freight Cars.

Of a total of 68,875 freight traffic cars, or an average of 365 cars to each 100 miles,

The Grand Trunk	owns	24,462	cars,	or	775	per 100 miles
The Can. Pacific	"	21,342	"	"	291	" " "
The Can. Northern	"	1,760	"	"	141	" " "
The Intercolonial	"	9,689	"	"	744	" " "

TERMINALS.

Lastly, but by no means the least important for consideration, is the question of terminals. The Grand Trunk with its system of 4,800 miles of railway, owned and controlled, reaching all of the important cities and town in the older provinces of Ontario and Quebec, with its system of double tracks extending from Montreal and Chicago, now nearing completion, controls unrivalled terminal facilities, which are rapidly being extended and enlarged, in all the larger cities, such as Montreal, Toronto, Hamilton, London, Levis (Quebec), etc., which cannot be duplicated.

A railway's capacity to transport passengers and freight is largely limited by its terminal facilities, and its capacity for receiving business is measured by its ability to deliver and dispose of such business at main terminals (such as Montreal and Toronto) and a line extending into the limitless areas of the North West must have such terminals, in order to satisfactorily dispose of the vast quantities of farm and other products which it will gather for transportation to the markets of the East, for consumption and export.

It is a significant fact that of the 35,585,000 bushels of wheat brought into Port Arthur and Fort William during the season of 1902 by rail, 24,300,000 bushels were shipped out by lake carriers to Canadian ports, up to the close of navigation, and of this amount more than 13,795,000 bushels or 57% was received at lake ports that are purely local to the Grand Trunk, for movement over that railway to the seaboard, the balance of 11,285,000 bushels shipped by water sought the outlet via Buffalo, and was lost to Canada, and the Canadian transportation companies. (Board of Trade Reports.)

GOVERNMENT AID, OR SUBSIDY REQUIRED.

The unanimous report of all explorers who have travelled over the territory North of the Georgian Bay and Lake Superior, is to the effect that it will not in the immediate future furnish business sufficient to support a railway, and it would not, therefore, be a business proposition to build one there, unless it was used as a link to reach the more fertile lands of Manitoba and the North West ; the mileage through this unproductive section is estimated as 1000 miles. The line from Winnipeg to the Rocky Mountains for a distance of about 1000 miles, will pass through a fertile territory, but without population, or business, which must be created, but which is undoubtedly capable eventually of sustaining a very large community. It is, therefore, considered, by the interests presenting this proposition, as not unreasonable for the Government to assist in the undertaking, which will guarantee the road being built in a first class manner, and up to modern standards in all respects, as to roadbed, bridges, stations, equipment, etc., and assure the development of as virgin and a more extensive section of the country North of the Canadian Pacific Railway than was opened for settlement by the construction of that Railway, and extending North of the boundary line. It is, therefore, quite as much in need of, and entitled to aid from the Government, on its merits, at this time, as the Canadian Pacific was at the time it was constructed, about 18 years ago.

Past experience has demonstrated the fact that the great agencies for securing desirable immigration are the railways, and many organizations are maintained for that purpose by all the large Western railway corporations of both Canada and the United States, the majority of whom have been the recipients of aid in the form of land grants, to the extent of 300,000,000 acres or more, by the Government of the United States, and 42,000,000 acres by the Government of Canada. It will, therefore be seen, that the

application of the projectors of the Grand Trunk Pacific Railway is not something that is unusual, unreasonable or without precedent. Also in view of the fact that a railway is unlike other property, being a public necessity and a public servant, and that its value cannot be removed out of the country, it is but a business-like way for a new country to build itself up by granting to the railway interests involved, a share of the profits and values which its construction creates, by the granting of a reasonable subsidy.

GENERAL REMARKS.

The people of Great Britain are seriously discussing what their position as to food supply would be in the event of a war with another great maritime power. It is a question that can also well be considered by the people of Canada, for the people of the United Kingdom are looking anxiously toward the "Granary of the Empire" as the Western section of Canada has been aptly designated, for the solution of this great question on which may depend the very existence of the Empire, of which the Dominion forms an important part.

Reliable reports show that of the total amount of wheat and flour imported into the United Kingdom from the North American Continent, 77,544,000 bushels of wheat and 9,059,000 bbls. of flour were from the United States, and 33,371,000 bushels of wheat and but 648,000 bbls. of flour were shipped from Canada. (Government reports of Exports for year ending June 30th, 1902.)

The construction of the Grand Trunk Pacific, working in conjunction with the Grand Trunk and Intercolonial Railways, via Montreal, Quebec, St. John and Halifax, would provide an all Canadian Route that would be a long step toward meeting all the needs in this respect.

According to the reports of the Department of Railways and Canals for year 1901, the present Government Railway with a mileage of 1301 miles, and a capital

account of \$63,640,028 has cost the country \$48,900 per mile. On this basis, to extend the Government Railway through to the Pacific Coast, as has been proposed in some quarters, would cost the country \$141,810,000, entailing an annual interest charge, at 3% (rate paid by Canada), of \$4,254,000.

The question of providing suitable equipment for such a road, within a reasonable time, would be a very serious and difficult one for the Government to deal with, in view of the restricted facilities for the construction of such equipment, outside of the shops of the railway companies, in Canada.

The rolling stock that will be required for the Grand Trunk Pacific will all be constructed in railway shops in Canada, the people of Canada receiving the benefit, whereas, any other organization would necessarily have to obtain a very large proportion of the rolling stock from foreign sources.

An important item to be considered is the trade and travel to and from the Yukon territories and Alaska which is now maintained by water routes only, during but seven or eight months of the year, and which is developing with rapid strides, and will be practically controlled by the proposed line via Port Simpson, in view of the short mileage, making a saving of some 550 miles of water carriage alone.

In view of the great benefit from an advertising point of view that the mere announcement of the projected extension of the Grand Trunk Pacific Railway has been to Canada, in calling world-wide attention to the vast possibilities of the unsettled areas of North Western Canada, there is no argument needed to emphasize what an immense benefit the construction of the line would be, not only toward securing population for that section, but the indirect benefit it would be to the older Provinces from which the new settlers of the North West would naturally draw their supplies.

MEMORANDUM.

The several distances given below, as between the various Trans-Continental Lines in a northerly and southerly direction, are scaled from a map dated 1900, issued by the Government.

They must, however, be accepted only as approximate.

When the minimum is indicated as "Nil," it means that they pass through common points.

	Maximum Miles.	Minimum Miles.	Mean Miles.
Grand Trunk Pacific (via Peace River) and Canadian Pacific - - - - -	460	—	155
Grand Trunk Pacific (via Yellowhead) and Canadian Pacific - - - - -	200	—	100
Canadian Pacific and Great Northern - - - - -	240	85	158
Great Northern and Northern Pacific - - - - -	203	—	92
Northern Pacific and Union Pacific and Oregon Short Line -	420	18	292
Union Pacific and Oregon Short Line and Missouri Pac., Rio Grande and Central Pac.	555	65	202
Missouri Pac., Rio Grande and Central Pac. and Santa Fé Route - - - - -	450	—	195
Santa Fé Route and Southern Pacific - - - - -	760	—	364

NOTE.—The mean is computed from the averages taken on each two degrees.