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Latest Transcontinental Road Nears the Pacific

ONLY a few miles now remain to link up the Canadian Northern Railway from ocean to ocean," was the statement made by R. Creelman, general passenger agent of the Canadian Northern, while on a visit to Chicago recently. "The last gap," Mr. Creelman said, "north of Kamloops, in British Columbia, is being closed up at the rate of nearly three miles a day and the final linking up of the unbroken line of steel from the Atlantic to the Pacific should take place before the end of this month.

"It still lacks more than four years of a half century since the Union Pacific and the Central Pacific first linked up the two oceans, forming the first continuous all-rail route across the continent. By 1885 the Canadian Pacific was completed. The Canadian Northern is the latest of the transcontinentals, probably the last in our generation, and plans are now in progress to drive its golden spike within a few weeks.

"It is noteworthy in this connection that the Canadian Northern crosses the continent with the lowest grade of any American transcontinental. The line extends from Quebec, where connection is made with its own line of Atlantic steamships, through the principal cities of Canada—Montreal, Ottawa, Toronto, Port Arthur, Winnipeg, Regina, Edmonton, Calgary—right through to Vancouver, on the Pacific. It spans millions of rich agricultural land in Western Canada never tapped by a railway line, besides large timber and mineral resources hitherto inaccessible owing to lack of transportation.

"The Canadian Northern is also building a line from Victoria, on Vancouver Island, to the northern part of the island. Connections with the mainland at Vancouver will be established by huge car ferries which will ply to Patricia Bay, from which a line now runs to Victoria."

While the main line is approximately 3100 miles from Quebec to Vancouver, the feeders increase the total mileage of the system to slightly over 9000 miles, nearly two-thirds of which has been in operation for a number of years.

"The completed transcontinental will be a monument to the enterprise of two long-famous railroad builders, Sir William Mackenzie and Sir Donald Mann. Their first experience in railroad building came with the construction of the Canadian Pacific 30 years ago. Since 1896 they have been actively engaged on the Canadian Northern system, pushing its lines into every part of Canada, and whose slogan "Ocean to Ocean by 1915" is now about to come true. Mr. Creelman concluded by saying that through passenger and freight traffic would, undoubtedly, be established on the entire line some time this Summer.

New Lease Law for Summer Homes in National Forests

ACCORDING to the terms of the agricultural appropriation act recently passed by Congress, it is now possible for responsible persons to lease, for periods not exceeding 30 years, not to exceed five-acre tracts within the National forests for the construction of Summer homes, hotels, stores, or other recreation or public conveniences. This announcement was made recently by the District Forester at Portland, Or.

Heretofore, camping sites, hotel sites and the like could be rented, at a nominal fee, under special use permit. While this permit was given for an indefinite period, it was revocable in the discretion of the department.

Under the terms of the new law, however, such sites may be leased for a term of years and the lease can be canceled only for a violation of its provisions. It is, of course, optional with the applicant whether he obtains his camping site under special use permit or under lease. It is obvious that a man desiring to secure a location in the forest for a Summer hotel would feel that his investment was better protected by a lease.

It should be understood that this lease law is not a homestead law in any sense, and the title to the land remains with the Government. At the expiration of the lease, unless renewed, the lands will revert to the Government. The improvements, however, may be disposed of by the owner as provided in the lease. The Secretary has no authority under this law to issue patents.

Many people have already availed themselves of the camping site privilege, and as a result there are many Summer homes within the National forests of the Northwest. There are still many scattered lots and some surveyed tracts which offer splendid opportunities for recreation grounds in the forests of Washington and Oregon, notably in such localities as Klamath Lake, Oregon; Lake Chelan, Lake Keechelus, Lake Quenilt and Crescent Lake, Washington.

It is expected that the Secretary of Agriculture will approve, in the near future, regulations which will effectively carry out the provisions of this law.

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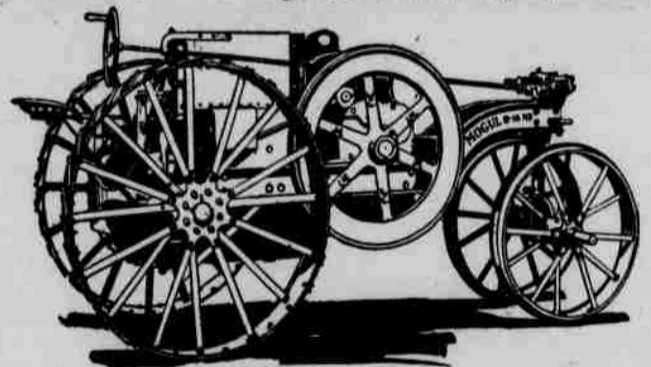
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