

NEW HIGHWAY IS MOST SUBSTANTIAL

Government Railway Makes Good Impression

STAGES OF DEVELOPMENT

Accessions to Internment Camp After Enemy Victories Through Offensive Rejoicings—Enterprise of Small Hamlet of Graham in Woods.

(SECOND ARTICLE.)

(Staff Correspondence of The Globe.)

As befits a national undertaking, the track of the Transcontinental Railway is marked by substantiality. Between Cochrane and Winnipeg all the culverts are of concrete and all the bridges of steel. There are comparatively few twists and heavy grades on the route. An average speed of about 35 miles an hour was maintained last week by the first passenger train to make the journey, and that was a train of ten coaches. There were no dull moments for those on board. Just before reaching Frederick, six miles west of Cochrane, the track crossed a river rushing, muddy brown, to the north. Twenty-one miles farther on was Jacksonboro', a neat sawmill town, founded three years ago, which ships lumber to Toronto and Hamilton, among other places.

Interned Enemies at Work.

Seventy miles from Cochrane, on the south side of the line, is Kapuskasing Camp, so called from the river of that name, where enemy Austrians and **Turks** to the number of 2,200 are interned. About 300 acres have been cleared so far.

"My, it's a long time since I saw a train like this," said one of the military guards, a **Toronto** man, who added he had been at the camp since Christmas. The guards kept a close watch on their charges while the train took water and forbade passengers to photograph the encampment. The Austrian prisoners give little trouble, and it is believed they may be allowed to settle on the lands they clear.

Rejoicings Swell the Camp.

When the Germans score a victory the clay belt folks know they may expect a carload or more of prisoners in a day or two. Then the enemy citizen's feelings get the better of his discretion and internment is his lot. The sinking of the Lusitania, for example, was productive of four carloads. The Transcontinental has another internment camp on its route, that of Spirit Lake, in Quebec, which is about 200 miles east of Cochrane.

One hundred and thirty miles from Cochrane is Hearst, which is about as far west as development has gone at present. A local train from Cochrane to Hearst last Tuesday took out 50 passengers and brought back 38. Hearst, like other towns in forest districts, has suffered much from fires, but its persistent rising, phoenix-like, from the ground is token of its vitality. A Bulgarian told train passengers a fire hose had just been ordered from Winnipeg. The soil in the neighborhood of Hearst is very good. The district has the makings of a good farming country.

Train Strikes a Moose.

The country west of Hearst for 250 miles to Armstrong is undeveloped yet, and as the train traversed this country by night the travellers could not keep an eye on it, as Mr. T. H. Scott of Cochrane had advised them to do. They had evidence, however, of its potentialities as a sportsman's paradise when a moose that had strayed on the track was knocked down by the engine near Fraser, 57 miles west of Hearst.

The water is good along the Transcontinental Line, except at Cochrane, where at present it is marked by hardness. There is not much fishing round Cochrane, but to the west it is unequalled. Lake Nipigon, east of Armstrong, is noted for its trout. This stretch of country abounds in game and is recommended to sportsmen.

"Let them come up here and we'll sidetrack their cars and they'll have the time of their lives," said Mr. H. A. Laird, Divisional Freight and Passenger Agent, whose headquarters are at Cochrane. To Allanwater, 56 miles west of Armstrong, the Indians come down to trade with the fur companies, canoeing back to Hudson Bay in the fall. The train stopped at Allanwater for a few moments between 8 and 9 in the morning. An Indian left his tent by a small lake to come and watch it.

Enterprising Graham.

Graham, 250 miles west of Winnipeg, not far from the junction with the Grand Trunk Line from Fort William to Winnipeg, lacks the good looks of some other places as seen from the Transcontinental, but its townsmen excelled all others in go-aheadativeness. They had heard of the newspapermen's coming, and were at the station in force to supply them with statistics of Graham's progress and with photographs of its beauties, its sporting possibilities and its charms as a holiday resort. Like

many another town the train had stopped at, they had had a fire a day or two previously. Graham people are disappointed that the Grand Trunk officials erected a summer hotel on the lakes at Minaki. They had fifty miles of sandy beach, they said, which Minaki couldn't boast of. To them it was no drawback that Graham was 250 miles east of Winnipeg and Minaki only 110.

Graham is a fox farming centre, with 300 foxes—silver, black and crossed—in captivity in the town and 1,000 in captivity in the district. A Mr. Hamilton had just purchased eight crossed foxes from an Indian from Armstrong for \$50.—Graham's energetic townsmen also spoke with pride of the pyrites mine, a few miles to the west of Graham, that of the Northern Pyrites Company, New York, which they said worked night and day, summer and winter, and was the greatest mine of the kind in the world.

A Land of Many Lakes.

The last stage of the journey to Winnipeg was through Nibigami, the country of the lakes, which is well-known, but was no more beautiful than the stretches of country already passed, with their magnificent rivers. General Superintendent Brady contemplates placing name boards on the lakes and rivers which Transcontinental travellers view as they pass along. All who make the journey will applaud the idea.

Interesting Place Names.

Students of Canadian local history in the west, at any rate, will find the railway station names a mine of information. Those on the clay belt Transcontinental are no exception. Eighty-three miles east of Cochrane is Bingle. The Globe's information is that there was a soft spot in the road thereabouts over which the engineers laid a bridge. It went down out of sight, as did a second. One with concrete abutments met a fate but little better. A fourth try was successful. The incident suggested that Bingle would be a suitable name for the station. Bingle is a modification of this. Pullen, 26 miles west of Cochrane, took its name from one of the engineers who worked on the road. Fauquier, 23 miles farther on, was named after a contractor. The names are principally river names, but abridged. Some are Indian names abridged. Oklko, 80 miles east of Cochrane, is shortened from Okkittisc. Jobrin, 116 miles west of Hearst, is J. O'Brien, Omo, ten miles east of Hearst, was formed from the initials of the names of railway builders—O'Brien, McDougall, O'Gorman.