

Notes - Exhibit Number Twenty-One

1. The two excerpts taken from the book "Canadian National Railways Volume 2" are related to the proposed construction of a Hudson Bay Railway in the years prior to the turn of the century (1890 -1900).
2. The Isbester named in the firm of Mackenzie, Mann and Isbester most certainly would have been James Isbester from Ottawa. James Isbester was a well known and prominent railway construction contractor at the time.
3. I have vague memories of my Father, Alexander John Isbester, telling of how his Father, James Isbester, had been quite deeply involved in the possibility for the construction of a railway running from the general Winnipeg area in a north easterly direction to reach Hudson Bay and that James Isbester had spent a considerable amount of his own personal money on studies for such a railway. Possibly this would have been what was known as the Winnipeg and Hudson Bay Railway and Steamship Company, later to become the Winnipeg Great Northern Railway.
4. "James Isbester Exhibit Number Twelve Volume 1" which reports on the death of James Isbester makes note that he had "large interests in the Northwest" at the time of his death in September, 1899. While it is not definitely known what these interests may have been it is believed that included among them were -
 - (a) A contract for the construction of a section of the Canadian Pacific Railway's branch line through the Crows Nest Pass in British Columbia.
 - (b) Possible involvement in the construction of the Manitoba and South Eastern Railway which had a charter allowing them to build from Winnipeg easterly toward Lake Of The Woods. The Manitoba and South Eastern Railway was controlled by William Mackenzie and Donald Mann and the first forty-five miles of it had been built and was operating in 1898 shortly prior to the death of James Isbester in September, 1899. This possible