

feet in the new Rogers pass tunnel on the Selkirk divide. The old summit here was 4,340 feet. The tracks of the Grand Trunk Pacific at Prince Rupert are 19 feet above sea-level, while those of the Canadian Pacific at Vancouver are 14 feet.

The mileage of the Grand Trunk Pacific from the Yellowhead pass to Prince Rupert is 704. That of the Canadian Pacific from Kicking Horse pass to Vancouver is 519. The Canadian National railway has a length of 516 miles between Vancouver and Yellowhead pass. The Yellowhead route to Vancouver is thus 3 miles shorter within British Columbia than the Kicking Horse route, while the length of the Grand Trunk Pacific from this divide to the sea is nearly 200 miles longer than either of the others. Every mile of this distance, however, is rich in natural resources of one species or other and the railway serves a vast territory of 700 miles in length by some 200 in breadth.

There are two other railways to which Central British Columbia looks for the development of a more north and south line of transportation. These are the Pacific Great Eastern railway and the Edmonton, Dunvegan and British Columbia railway. The Prince George Eastern is now in the hands of the Provincial Government of British Columbia. It was commenced some few years ago from Squamish, a point at the head of tide-water in Howe sound, a few miles north of Vancouver, and built northeasterly to cross the Fraser river at Lillooet. The grading was carried northerly and meeting the Fraser again at Soda creek followed up its valley as far as Prince George. The location was then carried north and east to cross the Rockies by the Pine pass and enter the plateaus of the Peace River district.

The Edmonton, Dunvegan and British Columbia railway belongs to the J. D. McArthur interests. It commences at Edmonton and runs northerly and westerly to McLennan and Spirit River in the Peace River district. From McLennan, a branch known as the Canada Central, runs northerly to Peace River. From Spirit River another branch, part of the main system, runs south to Grande Prairie. The extension of the main line westerly from Spirit River has been graded some 55 miles further to enter the province of British Columbia at Pouce Coupe.

It has been generally supposed that these railroads should connect somewhere about this point, the one traversing British Columbia and the other Alberta. Together they would give a line from Edmonton to Vancouver by way of the great agricultural areas of the famous Peace River and Central British Columbia districts. Both roads fell behind their building schedule. The Edmonton, Dunvegan and British Columbia appears to be indefinitely halted at Spirit River but construction on the Pacific Great Eastern is again under way. Steel reached Clinton some time ago and is now practically to Soda Creek. Between this point and Prince George the old grade is in bad repair. Several landslides have occurred and it may be found necessary to relocate part of this section. However it should be a matter of only a short time till steel has been laid north to connect with the Grand Trunk Pacific.

The matter of the extension of this line north of Prince George and through the Rockies to the Peace River district is now receiving the attention of the provincial authorities. It has been advocated by many that a better route than the Pine pass would be found by following the Parsnip river to Finlay Forks and thence following the Peace river through the mountains by way of Hudson Hope. This would make accessible the great Omineca mining district and the mineral deposits of Mount Selwyn and coal deposits of the Carbon River district.