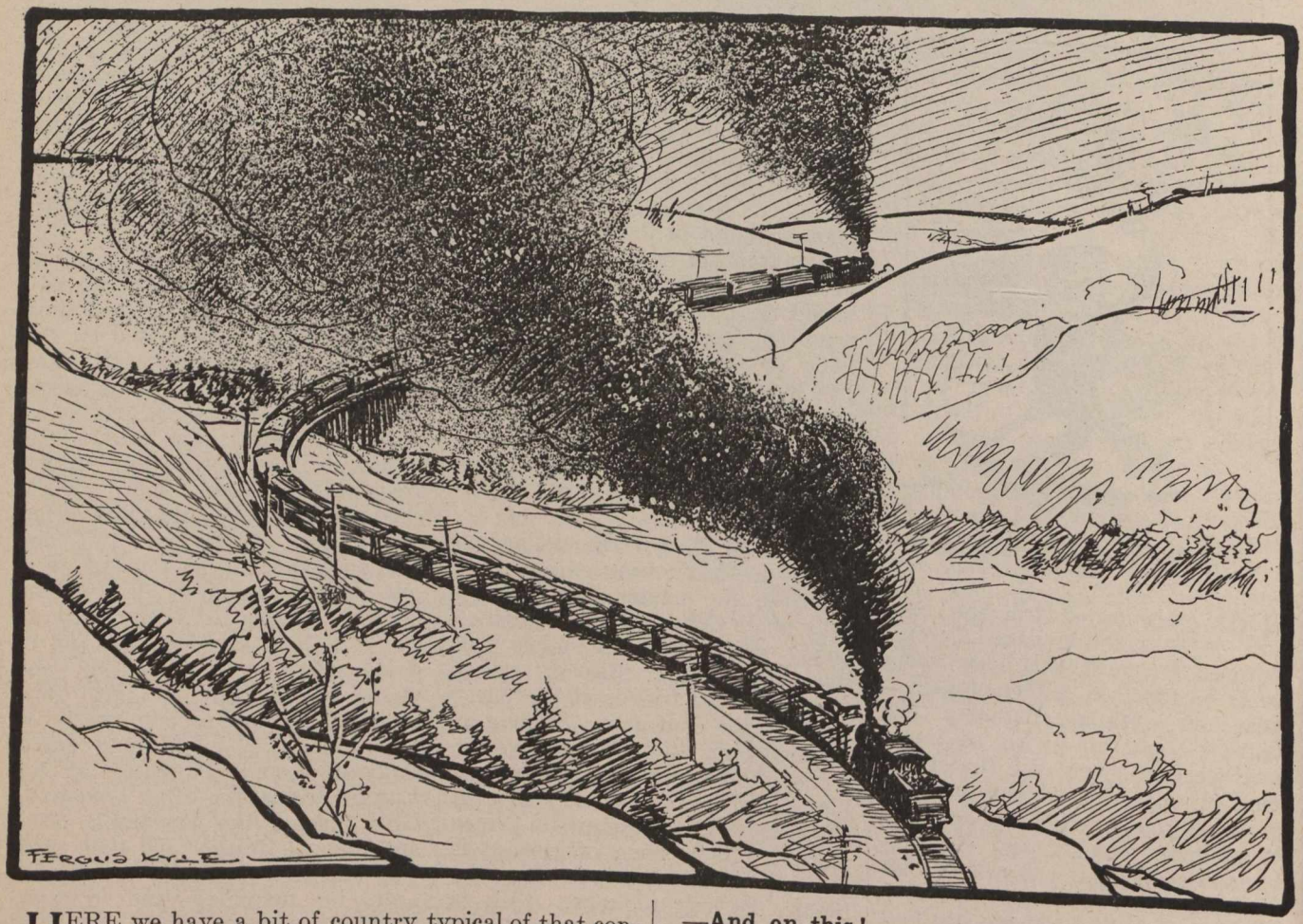
THE NATIONAL TRANSCONTINENTAL RAILWAY.

Look on this Picture—



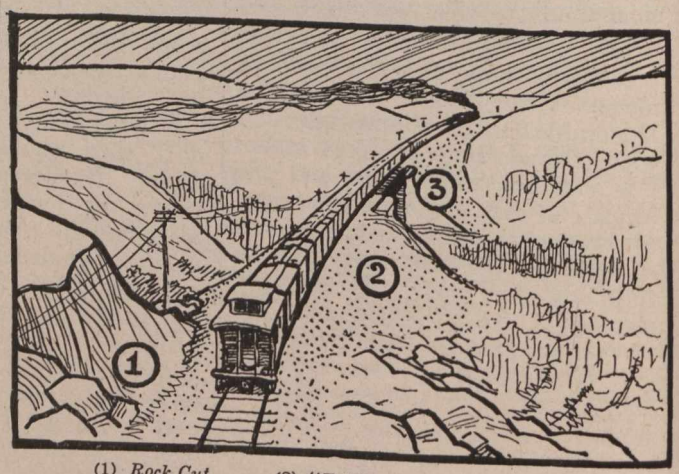
HERE we have a bit of country typical of that continually encountered by railroad builders, where the problem is to carry the line around hills and over a creek bottom.

In the one case, rock cutting is avoided by making a double curve; the road crosses the creek at a low point where very little filling is required. A wooden trestle spans the gap. These features entail the use of a "pusher" engine, a low rate of speed and a vast consumption of fuel.

In the other case a rock cutting and "fill" keep the line straight and comparatively level. A steel bridge does away with danger and subsequent expense for upkeep. The result is a straight and smooth roadbed upon which a modern heavy locomotive can haul at a nearly uniform speed a much larger train of loaded cars. At once a completed railroad is furnished fit for the strenuous operation demanded by business and competition.

When the Laurier Government decided to enter upon the vast project of the construction in co-operation with the Grand Trunk Pacific Railway Company of a new Transcontinental Railway across the Dominion of Canada, one half of which was to be built and owned by the Railway, and one half to be built and owned by the Dominion, the Government had to decide upon the standard of road to be built, had to

—And on this!



(1) *Rock Cut* (2) *"Fill"* (3) *Steel Bridge*

choose between a road that "might serve the purpose" or a road which would demonstrate the highest degree of efficiency in modern railroading. It was believed that the latter would prove the better investment for the people of Canada. It was known that the cost, for the time being, would be more considerable than the cost of a road of inferior standard, but it was believed that in national, as in private affairs, economy