

It then traverses the famous Bulkley valley, with rich farms and ranches on the level lands and coal and minerals in the adjacent mountains. The coast summit is reached at Rose lake, with an altitude of only 2,363 feet.

The great fertile interior plateaus are then traversed, opening up vast agricultural areas along the Endako river, Fraser lake, Nechako river and upper Fraser valley.

The lowest point on the railway in this interior section is at Prince George, where the elevation is 1,867 feet above sea-level. Easterly from this city the railway ascends the Fraser river to its headwaters, passing through a wide fertile valley covered with immense quantities of valuable spruce and other woods.

The continental divide and the British Columbia-Alberta boundary is crossed at the Yellowhead pass, the elevation of which is only 3,716 feet. The total distance from Prince Rupert to this point, that is the length of the Grand Trunk Pacific in British Columbia, is 704 miles. Another 249 miles brings the line to Edmonton, while the total distance from Prince Rupert to Winnipeg, the entire main line of this railway, is 1,752 miles.

From Red Pass Junction, at mileage 677 east of Prince Rupert, to Lobstick Junction in Alberta, at mileage 884 east, the Grand Trunk Pacific and Canadian National railways now use a common track. The original tracks paralleled each other very closely through the Yellowhead pass. During the progress of the war the Government arranged for the joint use of one set of rails on this section, thus releasing the other for overseas construction. Now that both lines are coming under permanent government control, this arrangement, with certain modifications, will in all probability be adhered to.

The construction of the Grand Trunk Pacific railway is of a most thorough and permanent nature. The location has been most carefully chosen and the road-bed solidly built. It is constructed on a four-tenths per cent grade and the sharpest curve is four degrees. No other railway crossing the Rockies has so low a grade, and the curvature is the easiest of any transeontinental line in America. Bridges and culverts are designed to the highest and most modern standards. Standard main line rails are used throughout.

Over one hundred stations have been provided for within Central British Columbia of which seven are divisional points. Coaling stations, water tanks, wyes and side tracks have been amply supplied. Both telegraph and telephone equipments are installed and trains are operated by telephone. At present traffic is comparatively light but with the further development of the district and the establishment of trans-pacific steamship connections it may be expected rapidly to assume greater proportions. The road has been built in anticipation of this and is of the highest standard throughout.

Some interesting facts are disclosed on comparing the British Columbia section of this railroad with that of the Canadian Pacific. The Grand Trunk Pacific crosses the Rockies and enters British Columbia at Yellowhead pass and the Canadian Pacific does so at Kicking Horse pass. The elevation reached at the Yellowhead is 3,716 feet, that at Kicking Horse pass is 5,332 feet, being 1,616 feet higher than the more northerly route.

The elevation reached by the Grand Trunk Pacific in crossing the intervening divide—the Coast range—is 2,363 feet, while the Canadian Pacific climbs to 3,787