

Canada has the Longest Tunnel

Canada continues to make the greatest history records

The present age is one of great achievements or accomplishments. It is within the memory of not a few of the residents of the West, when the proposed driving of the "last spike"—marking the linking together by railroad of the far East with the far West—was announced with considerable satisfaction, and its accomplishment was heralded with great acclaim the world over. This was on the C.P.R. Since then great things have come to pass,

was generally expected that any sum expended at any one particular place would be supplemented by some concession from that place; next tens of thousands were spent more readily and less concessions asked; now millions are spent without the people knowing hardly a thing about it—without places being even told about it. The latest along this line was that of the lengthy tunnel in the Selkirk range of mountains in B. C. This latest undertaking



Steam shovel at work in eastern enlargement of tunnel under Mt. Macdonald, Selkirk range, B.C., Dec. 19th, 1915.

That line now has the greatest hotel system of any railway company in the world; it has one of the most complete and luxurious steamboat systems; controls more health, or pleasure resorts than any other line; has more double track in Western Canada than any other company in the whole of the Dominion; owns, at Winnipeg, the greatest individual railroad yards in the

will be another of the greatest things in America.

On the 19th of December, 1915, with no ceremony whatever, except touching off the fuse that fired the last blast, the centre heading of the big five mile tunnel of the Canadian Pacific railway company under Mount Macdonald, at the highest point in the Selkirk range of the Rocky Mountains, in British Columbia, was blown through.



Looking west from eastern end at final connection in Mt. Macdonald, Selkirk range, B.C., Dec. 19th, 1915, at 11.30 a.m.

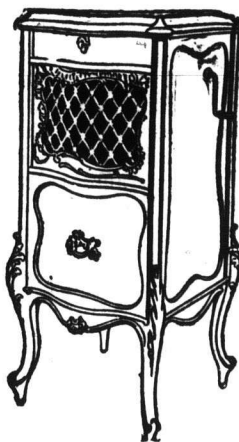
world; is the largest and most complete transcontinental railway line on the continent of America, and was the first to introduce, operate and control, its own system of sleepers. What is more, the company handles more grain, having a larger elevator system than any other railroad in America.

A few years back it was a great thing to spend a few thousand dollars upon improvement of the roadway; it

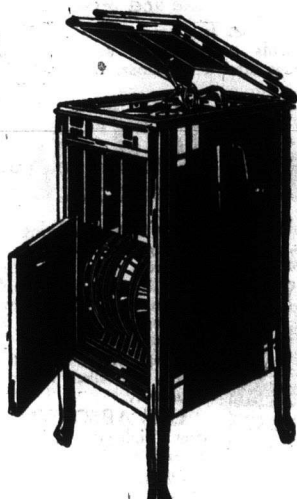
It was what was known as a typical Rocky Mountain morning, the total snowfall at this point for the month of December being about fourteen feet actual measurement, but only three and a half feet as settled down. This is the most rugged point of the whole Canadian Rockies, and at this part the railway company has always had the problem of the snow to baffle its best endeavors of successful operations. In

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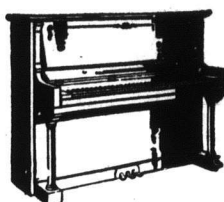
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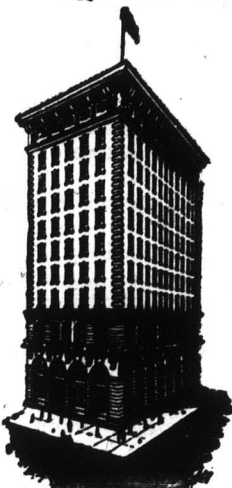
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