

TRANSPORTATION AND COMMUNICATIONS.

By the completion of the Grand Trunk Pacific railway in 1914 Central British Columbia attained the initial advantage of a through transcontinental service and a solid foundation on which to build up an elaborate and adequate local system of inland transportation. The Pacific terminus, Prince Rupert, is several hundred miles nearer the Orient than Vancouver, Seattle or San Francisco, and the establishment of a transpacific steamship service from this point is expected in the near future. To form some estimate of what these advantages will mean one has only to observe the wonderful advancement attained by southern British Columbia following the building of the Canadian Pacific railway. This road was only completed in 1885, prior to which date the central belt of the province was better known than the southern. Immediately conditions were reversed and the growth and development of territory adjacent to this railway has been most marked, with Vancouver, its Pacific terminus, becoming a great commercial and shipping centre.

The Grand Trunk Pacific railway proper is the western part of the Canadian transcontinental line built by or with the assistance of the Government of Canada between the years 1904 and 1914. This section of the line extends from Prince Rupert, the Pacific terminus, to Winnipeg, while the eastern section extends from Winnipeg to Moncton, the Atlantic terminus. The original arrangement called for the construction of the eastern part by the Government, the construction of the western part by the Grand Trunk Pacific Railway Company and the operation of the entire line by the company, the Government to receive a certain rental for its part. The company, however, has operated only the western lines, while the eastern lines have been absorbed as part of the Government railway system, which has recently become very extensive through the building and purchase of great mileage. Arrangements are now being completed for the taking over by the Government of the balance of this line and before the end of the year 1920 the Grand Trunk Pacific railway will have become a part of the great government-owned and operated "Canadian National Railway."

Another great Canadian transcontinental railway passes through a small portion of Central British Columbia, namely, the road formerly known as the Canadian Northern railway, now owned by the Government of Canada and known under the name of "Canadian National Railway." It enters this district from the east by the same route as the Grand Trunk Pacific, namely, through the Yellowhead pass. However, it soon swings southerly by way of the North Thompson valley and at Kamloops comes in contact with the Canadian Pacific railway. It parallels this road westward from this point to Vancouver, which city is also its Pacific terminus.

The Grand Trunk Pacific is therefore the main thoroughfare for east and west traffic in Central British Columbia. From tide-water at Prince Rupert, which is an excellent location for an ocean terminus, having an unexcelled natural harbour, ascends the valley of the Skeena river, serving the numerous canneries found along these waters and the lumber, pulp and mining industries springing into prominence on this part of the coast.

In passing through Hazelton it assures this mining centre of adequate and permanent shipping facilities for the great tonnage of ore and coal that will doubtless soon be forthcoming from the Groundhog areas.