

THE GRAND TRUNK PACIFIC RAILWAY

From this comparison it will be observed, as already stated, that in the case of the Grand Trunk Pacific but one summit is encountered, having an altitude of 3,712 feet, with no greater gradient in either direction than five-tenths of one per cent., or a rise of twenty-six feet to the mile, west of Winnipeg, which is increased to six-tenths of one per cent. east of Winnipeg, while in the case of the Canadian Pacific two summits are surmounted with a maximum altitude of 5,299 feet and a maximum gradient of four and one-half per cent., or 237 feet to the mile; the Great Northern has three summits of a maximum altitude of 5,202 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile; the Northern Pacific three summits having a maximum altitude of 5,569 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile; the Union Pacific three summits having a maximum altitude of 8,247 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile in reaching San Francisco, and in reaching Portland, Oregon, five summits are encountered with a maximum altitude of 8,247 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile; the Western Pacific two summits having a maximum altitude of 5,712 feet and a maximum gradient of one per cent., or 52.8 feet to the mile; the Atchison, Topeka & Santa Fe Railway, six summits having a maximum altitude of 7,510 feet and a maximum gradient of three and three-tenths per cent., or 175 feet to the mile.

Where the Grand Trunk Pacific will reap the first benefit from these exceptional conditions will, of course, be in the great economy and low cost of operation which can be obtained from the commencement, when this item is of such importance in the case of a newly constructed railway at a time when the traffic and the revenue therefrom must of necessity be light, although with the gradual evolution of the enterprise and from