

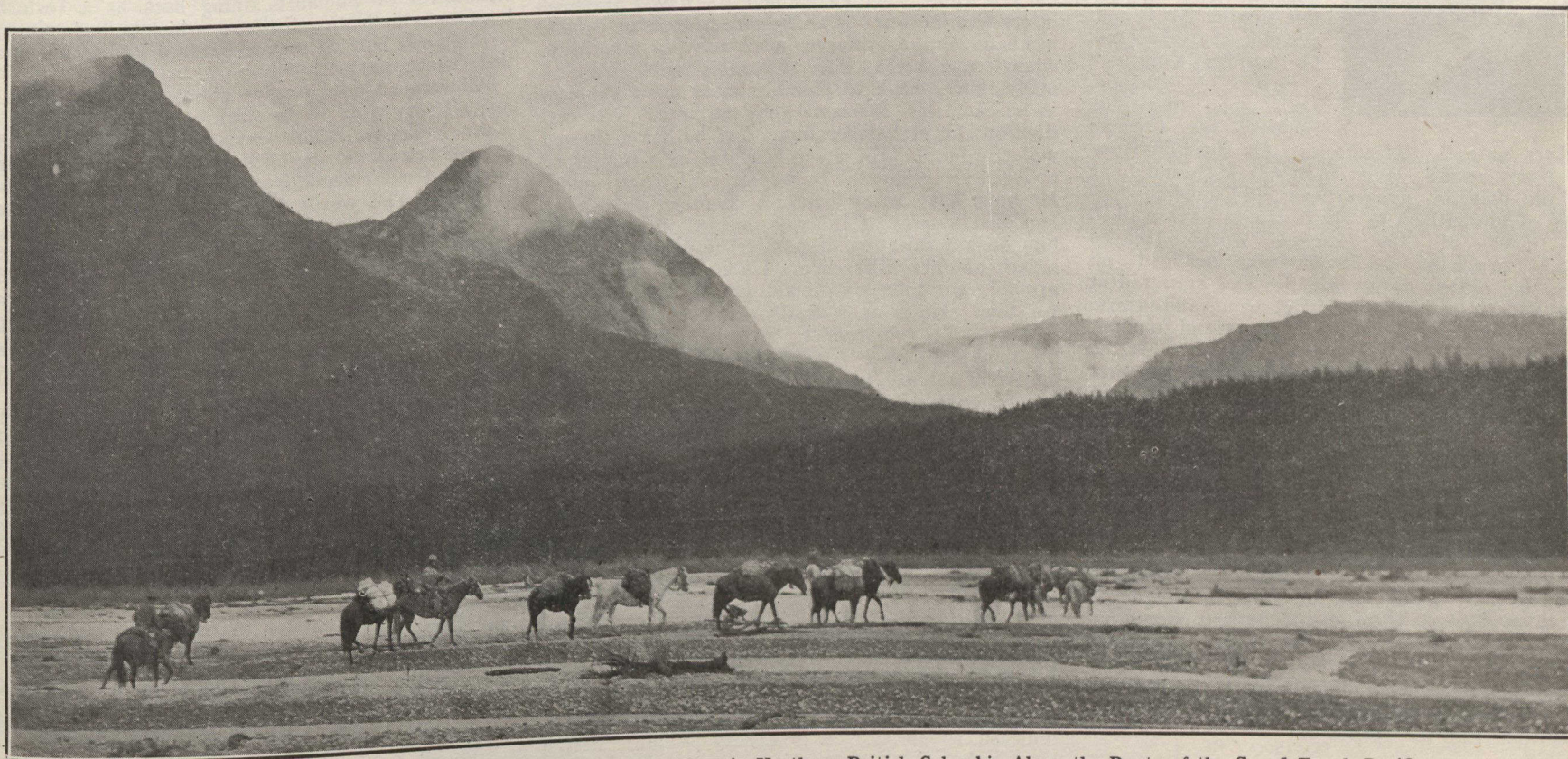


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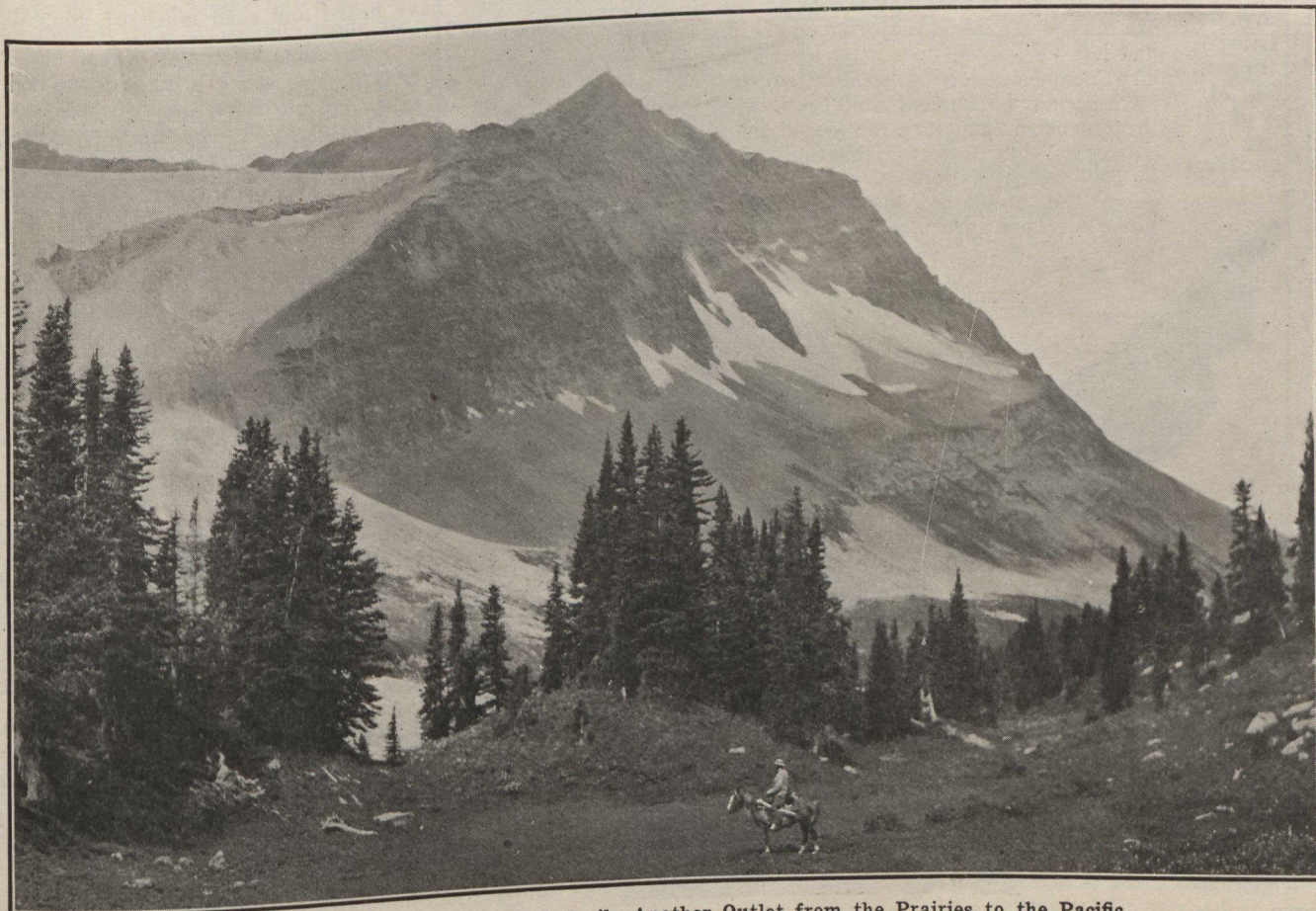
December 21, 1912

No. 3

Pack-Horse Vanguard of a Transcontinental



An Outpost Train of Pack-Ponies fording the Moose River in Northern British Columbia Along the Route of the Grand Trunk Pacific.



A Spruce Glade in the Moose Pass Trail; Another Outlet from the Prairies to the Pacific.

CANADA has about 30,000 miles of railways and the most remarkable railway history in the world. The photographs on this page are an illustration of the kind of pathfinding that has made the story of our railways even a bigger romance than that of the great fur companies. One railway company in Canada is the greatest corporation in the world. Its pay-roll amounts to about \$45,000,000 a year and includes 75,000 employees. The second transcontinental, which was only authorized by Parliament in 1903, has now 2,350 miles of road in operation west of Winnipeg, and a port on the Pacific and a certainty of being linked up with the interior in 1914. The pictures herewith are an example of the relentless crawl of the survey and the construction camp into the Rockies; such pictures as may be paralleled in the construction of our third transcontinental, the C. N. R., through the same mountains which thirty years ago were first pierced by the C. P. R. All the railways of Canada employ a grand army of 141,000 Canadians at a wage-bill of \$74,000,000 a year. We have the greatest railway mileage in the world compared to population. We have a Government railway which cost \$92,000,000 to build. And about half a century ago the building of the Grand Trunk from Montreal to Toronto, now one of the finest roads in the world, was regarded as almost a miracle of engineering.