



SETTLER PROVIDING HIMSELF WITH MORE ADEQUATE MEANS OF WATER TRANSPORTATION

of a year or two before the company will have its own steamboats plying between the island and the mainland, thus affording a continuous service; while we know that the company is under a pledge to the citizens of Vancouver to establish within eight years a trans-Pacific service of great liners, with Vancouver as their home port.

But this is looking further ahead than is the purpose of this article. The work into which the company are just now pouring their main energies is the filling in of the three gaps of the transcontinental railway—from Edmonton to Vancouver, 770 miles; Sudbury to Port Arthur, 545 miles; Ottawa to Toronto, 250 miles, together with Ottawa to Capreol on the Toronto-Sudbury line. These had to be built simultaneously, and were not to be confused with the building and extension of branch lines, all clamored for, and the building of which is constantly going on, to take care of advancing settlement. It may be briefly shown what is being done to complete the main line.

Between Ottawa and Toronto there remains only a few miles of track to be laid. The grading is practically completed and the bridges finished. That line connects Quebec, Montreal, Ottawa and Toronto.

From Sudbury west well over a hundred miles of rails are down, and the grade completed ahead sufficiently to allow of steady track-laying. From Port Arthur

eastward to meet this the steel is in place for 150 miles, and the grade is in shape for 200 miles. Then, from Oba, a point almost midway between the towns of Sudbury and Port Arthur, gangs are working both east and west, and steel has been laid for a considerable distance toward Port Arthur. There are only two bridges of any size, one crossing the Nipigon River, famous as a trout stream, and the other at Kapuskasing Lake. Nearly all the remaining structures are up and ready for the rails, and probably the whole of this section of the line will be finished before 1914 is far advanced.

It is in our western section, through the Rockies and along the difficult route where the British Columbia rivers pour themselves headlong towards the sea, that the railway builder meets with his hardest task. It is hardly necessary to repeat so often has the fact been mentioned that the C. N. R. crosses the Rockies by way of the Yellowhead Pass, running west of Edmonton for a considerable distance parallel to the Grand Trunk line, and that it threads its way to the coast alongside the North Thompson and Fraser Rivers. It is also well-known that the C. N. R. gradient through the mountains is the lowest of any transcontinental line on the North American continent. Between Edmonton and the Albreda summit, through the Yellowhead Pass, it is expected that the