

Nakusp-Kalso system; the Shuswap and Okanagan Railway; the Crow's Nest extension, the Kettle Valley Railway, the Esquimalt and Nanaimo Railway, and others.

**The Canadian Northern Pacific Railway.**—The Canadian Northern Pacific Railway Company was incorporated by an Act of the Legislature of British Columbia in 1910. By a previous Act an agreement confirmed by an Act had been entered into whereby the government of the province agreed in consideration of the company building 500 miles on the mainland, and 100 miles from Victoria on Vancouver Island, to guarantee the company's bonds to the extent of \$35,000 per mile, 600 miles in all. The guarantee of bonds for the 500 miles on the mainland was afterwards increased by \$10,000 per mile. Further undertakings by this company received assistance from the province in the shape of guaranteed bonds as follows: 339 miles of branch lines and extensions at \$35,000 per mile; 11 miles Westminister Bridge to Vancouver, at \$10,000 per mile; 6 terminals, Port Mann, Westminister, Vancouver, Patricia Bay and Victoria. Lump sum, \$10,000,000.

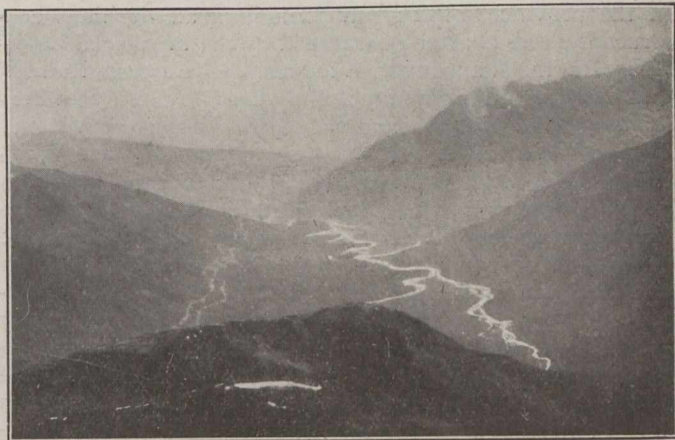
The line on the mainland has been completed and is now in operation from Yellowhead Pass to Westminister bridge, and thence over the tracks of the Great Northern Railway Company to Vancouver.

The Canadian Northern Pacific Railway enters the province of British Columbia through the Rocky Mountains at Yellowhead Pass, from thence paralleling the Grand Trunk Pacific Railway, on the south side thereof, it follows the Fraser River, Mt. Robson to the right, to Tete Jaune Cache for a distance of about 42 miles, thence turning south, it passes over Albreda Summit—there are seven steel bridges between Yellowhead and this summit—to the North Thompson River, which it follows to Kamloops, crossing the same in its course four times. From Kamloops paralleling the Canadian Pacific Railway generally on the opposite side of the river it continues down the Thompson River, crossing it seven times, and the Fraser River, crossing it at two points, to New Westminister, thence over the Provincial Government bridge at that place, it proceeds to Vancouver, as before stated, over the tracks of the Great Northern Railway, a total distance of 511 miles. All the bridges over the Thompson and Fraser Rivers have steel superstructure resting on concrete piers and abutments. One span on the North Thompson River above Kamloops has a vertical lift span.

**The Pacific Great Eastern Railway.**—The Pacific Great Eastern Railway, now under construction between Vancouver and Fort George, where it will form a connection with the Grand Trunk Pacific Railway, has a length of 479.6 miles. Its initial point is on the north shore of Burrard Inlet, where it will connect with the proposed bridge over the Second Narrows of that sheet of water.

At the present time it is constructed between Lonsdale Avenue, in the city of North Vancouver, and a point called Whytecliffe, 13 miles west of the shores of Howe Sound. Between Whytecliffe and Squamish (a distance of 27 miles), the present terminus of the railway, no work of construction has been performed. From Squamish the line follows up the Cheakmus River to the summit at Green Lake. From Mons or Green Lake the line descends to the Lillooet River, Pemberton Meadows, 58 miles from Squamish dock. From the Lillooet River the line ascends over Birkenhead Summit, then descending to Anderson Lake, skirting its north shore and that of Seaton Lake, to Lillooet on the banks of the Fraser River. From Lillooet the line follows up the east side of the Fraser River on a grade of 2% and 2.2% for about 28 miles to Kelly Lake summit, and thence on to Clinton, a distance of 167 miles from Squamish. From Clinton, to which point the line is now being operated from Squamish dock

the direction is northeasterly to Horse Lake summit. From Horse Lake summit the line turns to the northwest and skirts the shores of Lac la Hache on the south side to the divisional point at Williams Lake, thence passing Quesnel, returning to the Fraser River it continues on the east side thereof to the Grand Trunk Pacific bridge on the Fraser River opposite Prince George. The Pacific Great

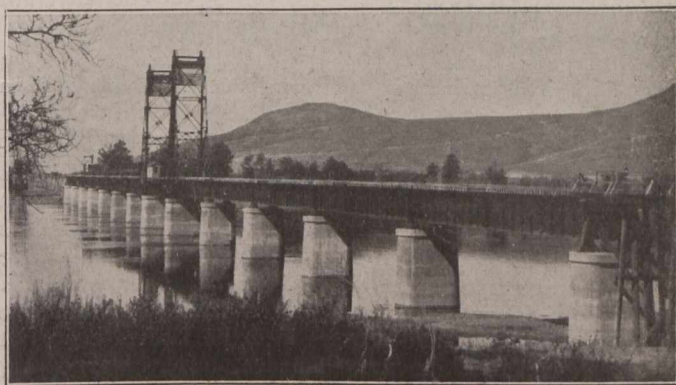


**Yellowhead Pass from the Summit of Mount Resplendent (8,000 ft.), Showing C.N.P. Lines on Extreme Left; G.T.P. Parallel to it and Fraser River on Right.**

Eastern Railway, when finally finished, will open up one of the most desirable sections of British Columbia.

From Prince George it is proposed to extend this railway northwards and westerly to the Peace River country, where it is anticipated connection will be made with one of the roads in the northern part of Alberta.

**Grand Trunk Pacific Railway.**—The Grand Trunk Pacific Railway (transcontinental line) enters British Columbia by way of Yellowhead Pass paralleling the Canadian Northern Pacific Railway down the Fraser River to nearly Tete Jaune Cache, a distance of 42 miles, from this point it continues down the Fraser, which it crosses, into Prince George, thence running up the



**Bridge No. 10 Over Thompson River at Kamloops, B.C., C.N.P. Railway. Note Vertical Lift Span.**

Nechacco River to Fraser Lake it passes through the Bulkley Valley to the Skeena River, about Hazelton, thence down that river to its estuary which it follows along the north shore line to the terminus of the railway at Prince Rupert, a distance of 703.4 miles.

The ruling grade westbound is .4 of 1%. The maximum grade is the same. The ruling grade eastbound is the same; the maximum grade eastbound is 1%, 20.15 miles in length, and designed as a pusher grade. Outside