

*Globe* reaches Windsor at 8.55 a.m., and is laid on the breakfast tables of rather late risers in Detroit, 221 miles from the office of publication. This is a marvellous performance, even in this age of marvels, and the energy of the management which can carry out a scheme so great cannot be too highly commended. The new extension proves that the first scheme was a success, a fact which must be most gratifying to all believers in Canadian enterprise, and all such will most cordially hope that the further step will meet with an equal measure of appreciation at the hands of the public.

ELSEWHERE in this issue will be found the first of a series of articles descriptive of a trip across the continent, from the pen of Mr. J. C. Bailey, C.E., whose long experience as an engineer is a guarantee of the accuracy of his observation, and whose ability to write his experience in entertaining fashion is proven by the article we give. The trip across the continent on the Canadian Pacific has already become an every-day affair, and the tremendous faith and energy of the men who pushed this road through is apt to be undervalued. Mr. Bailey's description, coming from one who speaks with ample knowledge of his subject, and who is in a position to be thoroughly impartial, brings out this great future of the work with deserved prominence.

THE cable plays queer tricks on us. Late last month it was announced that the British Government had decided not to subsidize the Canadian Pacific route, but had renewed the contract with the Peninsular and Oriental Company to carry the mails via Suez Canal. Then came the information that the government had been convinced by the representations made in favor of the Canadian Pacific and would grant a subsidy. Later the papers solemnly printed cable despatches stating quite as definitely as before that the government had turned a deaf ear to all that had been said and had refused all assistance. Now, it would appear that the Canadian Pacific will be used for mail matter to oriental countries superscribed to go by that route and that the correspondence on the subject of a subsidy is still continued.

## Contributed.

### ACROSS THE CONTINENT.

ARTICLE NO. I.

By J. C. BAILEY, C. E.

I left Toronto on Monday, July 25th, at 11 p.m., and arrived in Vancouver on the sixth day, and in returning consumed the same number of days. The distance between Toronto and Vancouver via N. P. J. Railway is 2,768 miles, thence to Victoria by boat, 74 miles more. The scenery from North Bay on Lake Nipissing till Vancouver is reached is grand beyond description, and must be seen to be appreciated, particularly in the Rockies and Selkirks. I travelled with some American gentlemen who had been all over the world, and were then on their way to Alaska, and who had also been on the three American Pacific railways, and they assured me that the scenery on the Canadian Pacific Railway was the finest they had ever seen.

To those fond of the beauties of nature or wild adventure or those who would wish to know and see for themselves where some of the money was used or how it was used in building such a stupendous public work as the Canadian Pacific Railway, I would say: Take this trip and go over the same ground that I did and take it all in as I did. None of them will ever regret it, and all will acknowledge that both time and money were well spent; and they will wonder what kind of men had the temerity to propose or project such a scheme as a railway through such a country as this. When they see the character of the district north of Lake Superior, with its cold, naked, frowning, granite rocks, scarcely affording room for an Indian trail between them and the water's edge, still more when they come to the Rockies, Selkirks and Cascade Mountains, and see how the track gets down the valley of the Fraser and Thompson Rivers, they will begin to think they have been too severe in criticising the actions of those who first proposed such a scheme and who manfully and fearlessly finished such a magnificent highway against every conceivable opposition. I had read about the many difficulties in the mountain divisions, but had no idea whatever of the character of them until I had seen them. I think

all "growlers" on this subject should take this trip and come back converted and forever hold their tongues. They must frankly admit that none but those possessed of the most indomitable courage could possibly undertake such a work. The whole Dominion should feel indebted to them, for without such a highway this country, containing millions of acres, would be nothing but a barren waste for years to come. Difficulties faced the projectors at every step taken, not alone in the actual engineering but in packing in on the backs of mules, horses, and even of men, the very necessities in the way of food and other supplies required to carry on these works from day to day. The roads and trails built for this purpose through bush, swamps, over rocks and skirting lakes, must have cost millions, and yet, with all these difficulties, the work never stopped a day. The road is finished, and in my opinion it is a lasting monument to the projectors and all concerned. Of course, volumes might be written on this subject, but engineers, as a rule, are not writers, and a brief outline or sketch must suffice.

Beginning at forty miles west of North Bay and until Rat Portage is reached these engineering difficulties occur and have to be overcome as well as possible—at one time running on and curving round the sides of steep overhanging and very high granite rocks, again, running through the centre of large deep lakes, necessitating the use of expensive pile bridges, which could not possibly be avoided, anon running straight up to the base of a mountain of rock which, to get through, has to be pierced or tunnelled, coming out on the opposite side only to encounter another, and still more formidable. And this sort of work continues until within a few miles of Winnipeg, when the prairies begin. No more trouble presents itself until the Rockies come in sight, which is in the neighborhood of a station called Gleichen, 785 miles west of Winnipeg, when fresh difficulties begin to intrude themselves only ten times worse than those left behind us along the shores of Lake Superior, inasmuch as steep and objectionable gradients necessarily have to be introduced to ascend and descend the Rockies, Selkirks and Cascade Mountains; although I think running along the precipitous and dangerous banks of the Fraser and Thomp-