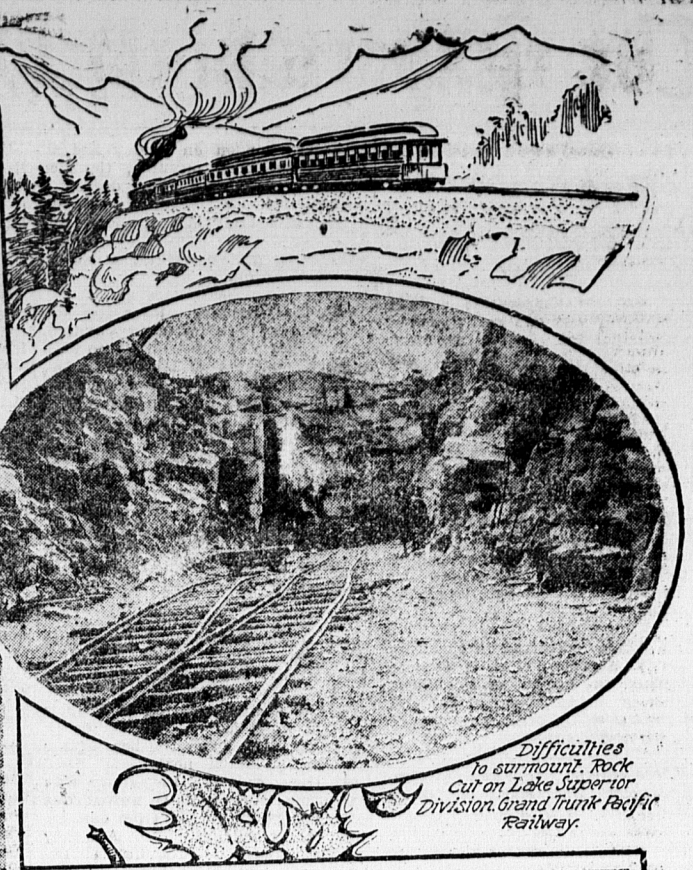
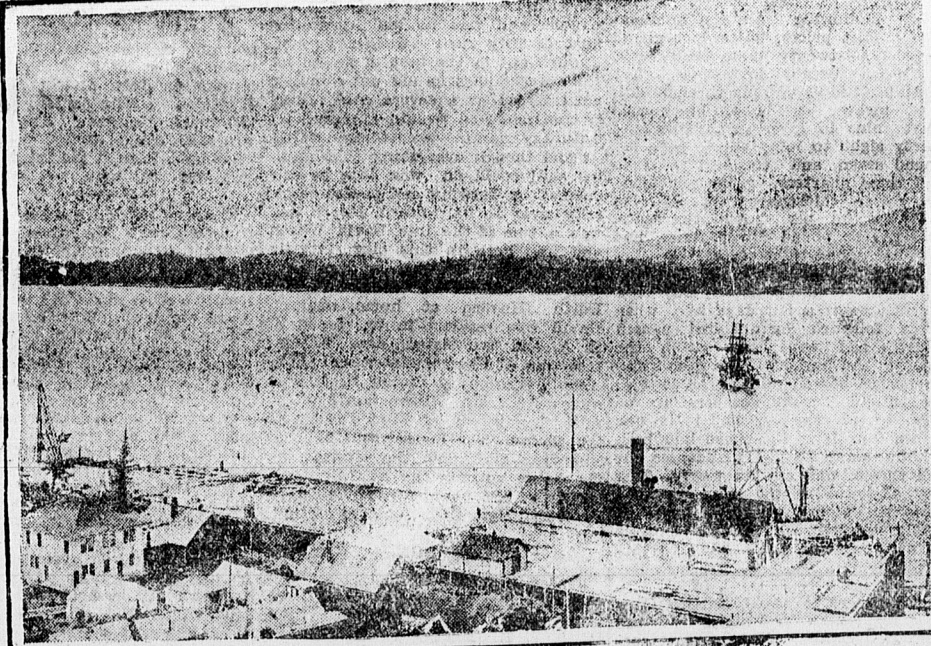


Grand Trunk Train emerging from St. Clair Tunnel under electric power.



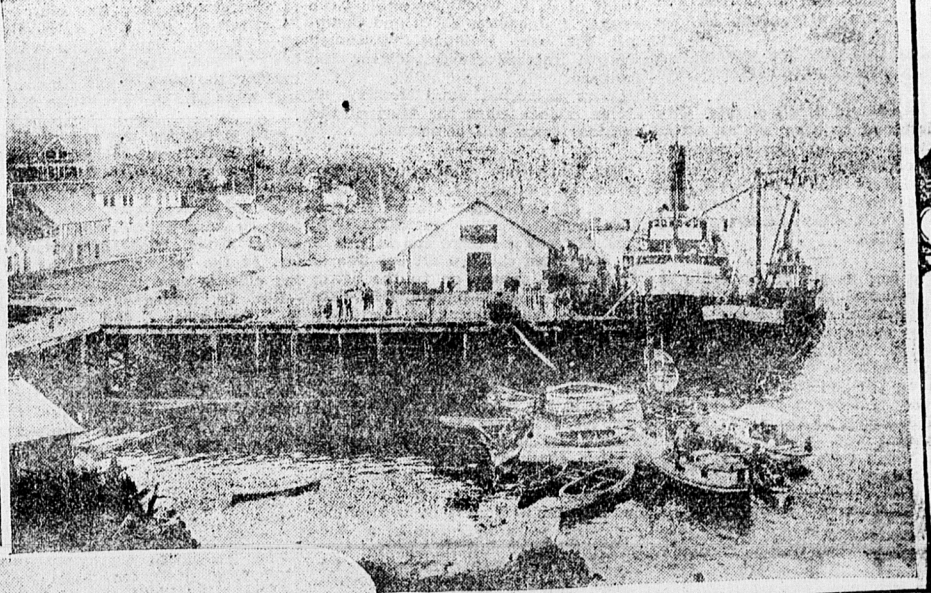
Difficulties to surmount. Rock Cut on Lake Superior Division, Grand Trunk Pacific Railway.



A View of the Harbour, Prince Rupert, Grand Trunk Pacific Railway.



Bird Tail Bridge, Grand Trunk Pacific Ry.



The Wharf, Prince Rupert, June 28, Grand Trunk Pacific Railway.

Of the things near us we know very little. By the same token we usually fail to appreciate the things of which we know, especially if they are matters of daily observation. We pay little heed to see new scenes in foreign lands and hear a singer sing with a young man who goes into the mill for lign accent. I am to write here of a home product—the Grand Trunk Pacific Railway.

The Grand Trunk Railway was the first railway in Canada. It is the longest on the continent. Within the lifetime of a man it has grown from a little twenty-mile passenger road to a splendid system covering and crisscrossing eastern Canada and a number of the United States. It is, I believe, the longest continuous stretch of double-track line under one general manager in the world. It has developed scores of manufacturing centres in the eastern provinces and dozens of summer resorts in the country lying north of the open fields.

Under the management of Sir Charles Rivers-Wilson and C. M. Hays, vast improvements have been made in the system. Grade crossings have been separated, new bridges put in, notably, at Niagara Falls and at Montreal. Grades and curves have been reduced and the St. Clair tunnel electrified.

Having accomplished so much, the company, seeking other worlds to conquer, determined to build an entirely new line from the Atlantic to the Pacific—3800 miles. When this has been completed (four-fifths of which is now under contract) some 5000 miles of branch lines and feeders will be added to gather in the traffic, which will, wherever it is consistent to do so, be delivered to the old Grand Trunk system, which carries and helps to finance the new line, the Grand Trunk Pacific.

Five hundred miles from the Atlantic ocean brings you into the open fields—the prairie country—which is called "The Granary of Great Britain." Here the line runs through a thousand miles of almost unbroken wheat land. These lands produce the best wheat that is grown in the world, besides oats, barley and other grains, horses, cattle, sheep and vegetables.

The last thousand miles, Edmonton to Prince Rupert, lies through a mountainous country, threads the Rockies through Yellowhead Pass, but has no heavy grades. In fact, the grade is the same through the mountain section as across the prairie provinces.

Which wash up the northern coast, create what are called the "Chinook" winds. Where there is not ranching there is gold and copper and an abundance of timber.

Further north, down the Peace river, there is another wheat belt, where the mills of the Hudson Bay Company have been grinding out flour for a quarter of a century and still further down the Mackenzie river there are beds of asphalt, mountains of salt and other natural resources undreamed of.

The line is completed west from Winnipeg to Edmonton, and by next year will be completed east to Prince Rupert. Here the line runs through a thousand miles of almost unbroken wheat land. These lands produce the best wheat that is grown in the world, besides oats, barley and other grains, horses, cattle, sheep and vegetables.

Prince Rupert. In the western half of this new world there is scarcely a city that does not hold one or more citizens who can boast of having even seen the place grow from a village to what it is today, but here at the western end of the Grand Trunk Pacific line there is the rare opportunity of watching a city grow and fashioning in our minds a city sure to be.

Prince Rupert is situated five hundred and fifty miles north of Vancouver and forty miles south of the Alaskan boundary. It is in the same latitude as London, and has a climate whose mean temperature is about the same as that of the metropolises of the British Isles.

Prince Rupert lies in the center of the salmon fishing industry of British Columbia and in the immediate vicinity of a large number of canneries which ship their product throughout the world. Here is also to be found all the banks of Queen Charlotte Inlet, the finest halibut fishing that is known to exist, tons of which are being taken annually to supply eastern markets, and this traffic will be greatly augmented upon the completion of transportation facilities right at hand.

Over these rails, and down to the west corner of British Columbia so nearly pure copper that it must be taken out by dynamite. Here also are gold, silver, wood and coal, all of which will come in over the Yukon extension; pass out by this new Pacific gateway, and go down to the seas in ships, eventually, belonging to the Grand Trunk Pacific.

Many things must be considered. It must have a harbor second to none, and lie where the rails could reach it without seriously lengthening the line or increasing the gradient. The entire north coast was searched and every harbor sounded before a final decision was reached. The very satisfactory result is that the future metropolis of the north coast will look upon a harbor that is all that could be hoped for. Although practically land-locked, it has a mile-wide roadway, and is sufficient in size to shelter all the ships that are likely to come to it, great as are the possibilities of this new port.

The site is a picturesque one. The land slopes back gently for distances ranging from half a mile to two or three miles. Here and there the ground rises abruptly, providing an unnecessary fall for drainage and sewage, while a shore line, five or six miles in extent, sweeps around the front of the city. The view from these elevated stations and from back of the townsite is a charming one. On the opposite shore mountains slope down to the water. To the northwest, through a channel studded with islands, is situated the famous Indian village of Metlakatla. In view on the coast as the "Holy City."

Another feature in favor of Prince Rupert is the great saving of time affected by the northerly route. The distance from Liverpool to Yokohama by this route can be covered in 22 days as against 30 days via New York and San Francisco.

Prince Rupert is also on the same end of the long portage on the shorter route around the world. Any scheme which has for its ultimate object the swift circling of the sphere must reckon Prince Rupert on its right of way. Because it has been laid back, because settlers were not suffered to rush in before there was need of settlement, to scuffle and scramble and squab in picturesque confusion, Prince Rupert is likely to build up rapidly. Unlike an oil town, or a mining camp, its stability, its future, is by reason of the railway and the richness of the surrounding country, already assured.

Prince Rupert has many advantages. It has a mild climate. It is new and in every sense of the word. It is attractive. It is to be a model city on the coast, if not in the world. It is the terminal town of a transcontinental railway which bids fair to surpass anything ever constructed on this continent, crossing from ocean to ocean without a single mile of mountain grade, or grade that can, by any stretch of imagination, be considered an obstacle to the economical operation of the road.

To this new port will come the ships of the "Seven Seas," ships of the East laden with silk and rice, will soon be riding at anchor in this splendid harbor, to sail away laden with lumber; ships from the West, with the wares of the West; ships from the shores of far-off continents, trading through the new and picturesque port of Prince Rupert.

There are mountain cliffs of copper in the Athlun District in the north- west corner of British Columbia so nearly pure copper that it must be taken out by dynamite. Here also are gold, silver, wood and coal, all of which will come in over the Yukon extension; pass out by this new Pacific gateway, and go down to the seas in ships, eventually, belonging to the Grand Trunk Pacific.

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