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# Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES  
ESTABLISHED DECEMBER 15, 1883

Edited by JOHN A. SLEICHER

"In God We Trust"

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No. 3118

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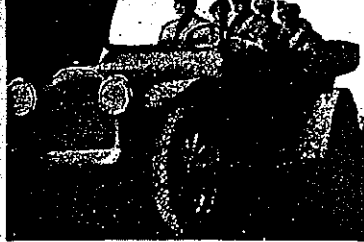
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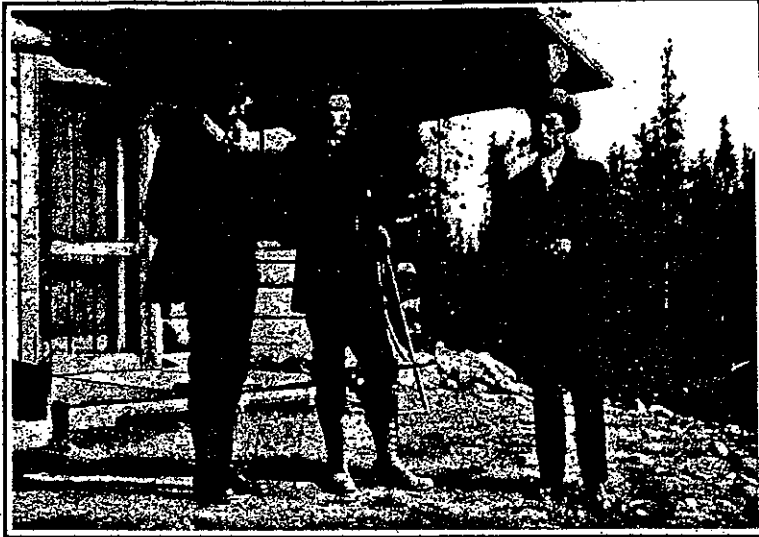
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THREE GREAT RAILROAD BUILDERS

## Kelliher, Master of Mountains

By JAMES OLIVER CURWOOD

IT is very seldom that a picture is taken which shows in one group three more interesting men, or men who have done more in the opening up of new and wild countries, than the three in the accompanying photograph, which was taken at an engineers' camp in the Rocky Mountain division of the new Grand Trunk Pacific. It is probable that no three men have had more varied or interesting adventures in the mountain country, and it is certain that no other trio has built more miles of railroad, or employed half as many men in railroad construction. It is conceded that B. B. Kelliher, who stands in the left of the picture, is the greatest mountain engineer in America. In the center is W. F. Carey, the largest railroad contractor in the world, who at one time had 10,000 men building lines of rail. On the right is Mr. F. J. George, division engineer of the western mountain division of the Grand Trunk Pacific.

Mr. Kelliher is known wherever railroads are built, whether it be in India, in South America or the Rockies. Again and again interests have attempted to lure him from his beloved mountains, but they have never succeeded. To carry lines of steel through the great ranges that split the continent has not only been his work, but the joy of his life. He loves the mountains as few men love them, and for more than 20 years he has found his gigantic tasks among them. He helped to build both the Union Pacific and the Northern Pacific. But his greatest achievement has been the building of the Grand Trunk Pacific.

Mechanical and engineering experts will remember what a sensation was created in their circles when it became known what Kelliher was about to undertake in the

construction of the Grand Trunk Pacific. To build a great railroad through the Rockies with only a four-tenths of one per cent grade was considered not only impossible, but the idea itself was looked upon as the mad vision of an idealist. Yet Kelliher accomplished this, and as a result the Grand Trunk Pacific has the lowest mountain grade of any road in the world, and the great engineer himself has become doubly famous as "Four-tenths of One Per Cent Kelliher."

Just what such a grade means can be understood when the fact is stated that the highest elevation the Grand Trunk Pacific reaches in crossing the Rockies is 3,712 feet, while, in comparison, the Canadian Pacific reaches an altitude of 5,329 feet at Kicking Horse Pass. The attainment of such a low grade means not only millions of dollars saved to the road and to shippers, but time saved to travelers, and greater comfort in crossing the continent. It was the ambition of the great builders of the road, generated first by President Hays, and later by President Chamberlin, to build a road-bed from coast to coast over which trains would travel "as smoothly as rubber-tired automobiles over a paved road." This "idealistic dream of making a feather bed out of hard steel" was actually laughed at by men who had already become famous as railroad builders. But Kelliher accomplished the fact, and today riding over the Grand Trunk Pacific from Winnipeg to the coast is an experience which proves that dreams sometimes come true. At a recent meeting of great railroad builders in London it was conceded that for workmanship, smoothness, and grade, the Grand Trunk Pacific was the greatest road in the world. And Kelliher was the man behind the guns.

## Life Insurance Suggestions

MANY letters come to this office for "Jasper" inquiring as to the investment value of the stocks of new insurance companies, and "Hermit" receives numer-

ous replies. If you want stocks, you had better buy dividend-paying securities listed on the exchanges, and if you want insurance policies you had better secure

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