The Vision Realized

1887—1927

Commemorating arrival of the first through passenger train of the Canadian Pacific Railway at Vancouver B.C.

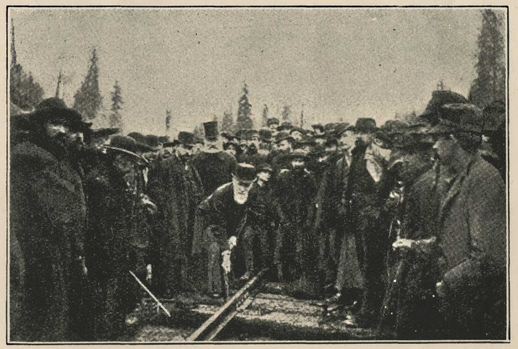
THE VANCOUVER WATERFRONT OF TODAY, AT THE LEFT CENTRE IS SEEN PIER B.C. A FIVE MILLION DOLLAR STRUCTURE RECENTLY COMPLETED BY THE CANADIAN PACIFIC RAILWAY, AND WHICH WILL BE FORMALLY OPENED BY MAYOR L. D. TAYLOR, ON JULY 4TH. AT BERTH B OF THE NEW PIER IS SEEN THE C.P.S.S. EMPRESS OF CANADA, PORT FLAGSHIP, AND AT BERTH C, IS R.M.S. AORANGI, ONE OF THE WORLD'S FASTEST MOTORSHIPS. AT THE EASTERN BERTH OF PIER D LIES THE S.S. ARABIA MARU, ONE OF THE FAST FREIGHTERS OF THE JAPANESE N.Y.K. LINE, AND AT THE WESTERN BERTH, ONE OF THE NUMEROUS C.P.R. COASTWISE PASSENGER BOATS IS ENGAGED IN LOADING PASSENGERS.

"Through to Vancouver" By R. G. MacBeth,

AUTHOR OF "THE ROMANCE OF THE CANADIAN PACIFIC RAILWAY"

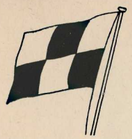
WHEN the Jubilee of Confederation occurred ten years ago, Canada, like other parts of the British Empire, was still under the shadow of the Great War. Sir Douglas Haig and his men were fighting "with their backs to the wall," thousands of Canadians had fallen and many thousands more were facing fearful odds. It was no season for rejoicing at home. It was a time of anxiety; and celebrations would have seemed out of place. But the clouds have passed and the sun of prosperity and peace once more shines steadily all the way across our fair Dominion.

AND now when the Diamond Jubilee of Canada is with us, it is eminently fitting that we should rediscover the great headlands of our history, which for a time were submerged in the sea of world unrest. Hence we in the City of Vancouver and vicinity are just now celebrating the fortieth anniversary of the day, May 23rd, 1887, when the first through passenger train of the Canadian Pacific Railway arrived here and made the Confederation of the scattered provinces of Canada a reality from sea to sea. But back of that event, there is the tale of the struggle to build the road—a tale as heroic as any story in our long history.



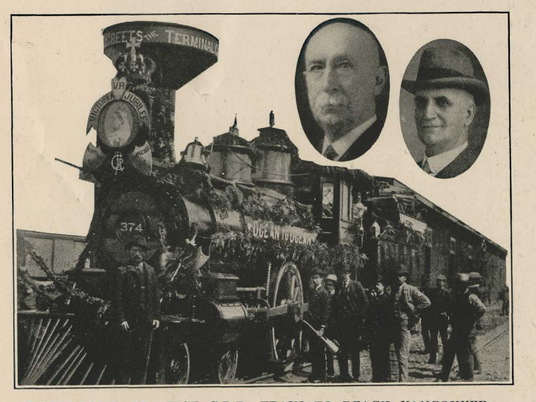
DONALD A. SMITH, LATER LORD STRATHCONA, DRIVING THE LAST SPIKE AT CRAIGELLACHIE, B. C., NOVEMBER 7, 1885. SIR WILLIAM VAN HORNE, SECOND PRESIDENT, STANDS AT LEFT.

IT is the story of a group of indomitable men, who despite discouragements at home and bitter opposition in the financial centres abroad, pledged their own possessions and pressed on till their efforts were crowned with a success that astonished the world.



WHENEVER we pass the little station of Craigellachie, where the last spike in this great Transcontinental was driven, let us learn the history of the name. And then let us come to the salute in memory of men whose steadfastness was like unto that of the grey rock in the old glen of Strathspey, after which the station is called.

THE last spike was driven at Craigellachie on November 7th, 1885, by Donald A. Smith (later Lord Strathcona), and the official train came on through to tide-water at Port Moody, the statutory terminus of the road. The first regular passenger train to that point came on July 4th, 1886, with William H. Evans as engineer, and P. A. Barnhart as conductor.



LOCOMOTIVE OF FIRST C.P.R. TRAIN TO REACH VANCOUVER. DECORATED ALSO IN HONOR OF QUEEN VICTORIA'S JUBILEE. INSET: (AT LEFT) PETER RIGHTER, ENGINEER, AND (AT RIGHT) P. A. BARNHART, CONDUCTOR.

BUT the advantages of the present site of Vancouver were so obvious that, after necessary negotiations, the railway continued to this city. And the first through passenger train, as above noted, reached here on May 23rd, 1887.

THERE was not much of Vancouver then. The Hastings Saw Mill had been in operation on Burrard Inlet since 1865, with a sea-going trade, and a little village had grown up around it. A few hundred people with an eye to the future had later rushed in and built primitive wooden houses amid the rocks and stumps of the location. But on the 13th of June, 1886, the whole village was practically wiped out by a terrific conflagration.

AND any one who has imagination can understand how the people went wild with joy and enthusiasm when the first through passenger engine came in over a track, laid on piles on the water's edge, to link up the ashes and rocks and stumps of the new townsite with the great throbbing centres of the East.

ON the engine of that first train was the popular and skilful engineer, Peter Righter, with his fireman, George Taylor, who was kept busy thrusting wood through the flaming door. The conductor was the tall and courteous P. A. Barnhart. The engine had been finely decorated at Kamloops by the Master-Mechanic, Mr. Lacy R. Johnson. Flags and pennants and shields, foliage, flowers and mottoes indicating the completion of Confederation, were hung on the engine, while a picture of good Queen Victoria, whose jubilee was that year, ornamented the headlight.

ON the other hand, Vancouver was doing her share. Ships and boats in the harbor were dressed in many colors, under a glorious sky, and a handsome arch of Douglas fir was a fitting terminus for the incoming train. Across the Inlet, the snow-clad Lions of the Coast Range, looked on the scene with the calm vision of centuries.

THE Canadian Pacific officials present in Vancouver that day were much in public notice. We recall the General Superintendent, Mr. Harry Abbott (inset on front cover) Mr. William Downie, the Assistant Superintendent, Richard Marpole; W. F. Salisbury, Henry J. Cambie, D. E. Brown, George McL. Brown, H. E. Connon, Lacy R. Johnson, A. J. Dana and others—all strong, reliable men.

LORD MOUNT STEPHEN
FIRST PRESIDENT

LORD SHAUGHNESSY
THIRD PRESIDENT

THE Mayor of Vancouver — first to occupy the position — was that sturdy Highlander, M. A. MacLean, whose ability and big-hearted, generous disposition, made him greatly beloved. After a few words of personal greeting, Mayor MacLean presented to Mr. Abbott, the Official Civic Address, which read in part as follows:

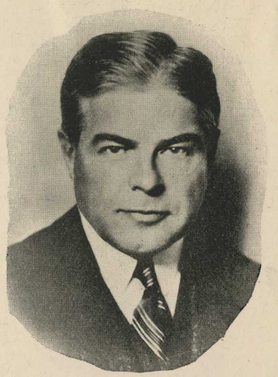
SIR, less than one year ago, the City of Vancouver presented, through me, its congratulations to the company you represent, on the auspicious occasion of the arrival of the first passenger train from the Atlantic to tidal waters on the Pacific, at Port Moody. Today, upon the completion of the line to this, its western terminus, the City of Vancouver again tenders a hearty greeting to the company which you represent, and trusts that the great undertaking you have so happily concluded will realize all the expectations of its energetic manager, of the young Dominion which projected it, of the great Empire of which we happily form a part, and of the commercial world at large. We have assembled here today to welcome the arrival of the first through train, which is the greatest event in the history of our city, and which is of the utmost importance to the province at large."

A PROPHETIC remark made by Mr. Abbott in his reply indicates that he had a vision of the future. He said, "The Canadian Pacific Railway Company believes in Vancouver and looks forward to helping in every way the great developments which will surely come to pass."

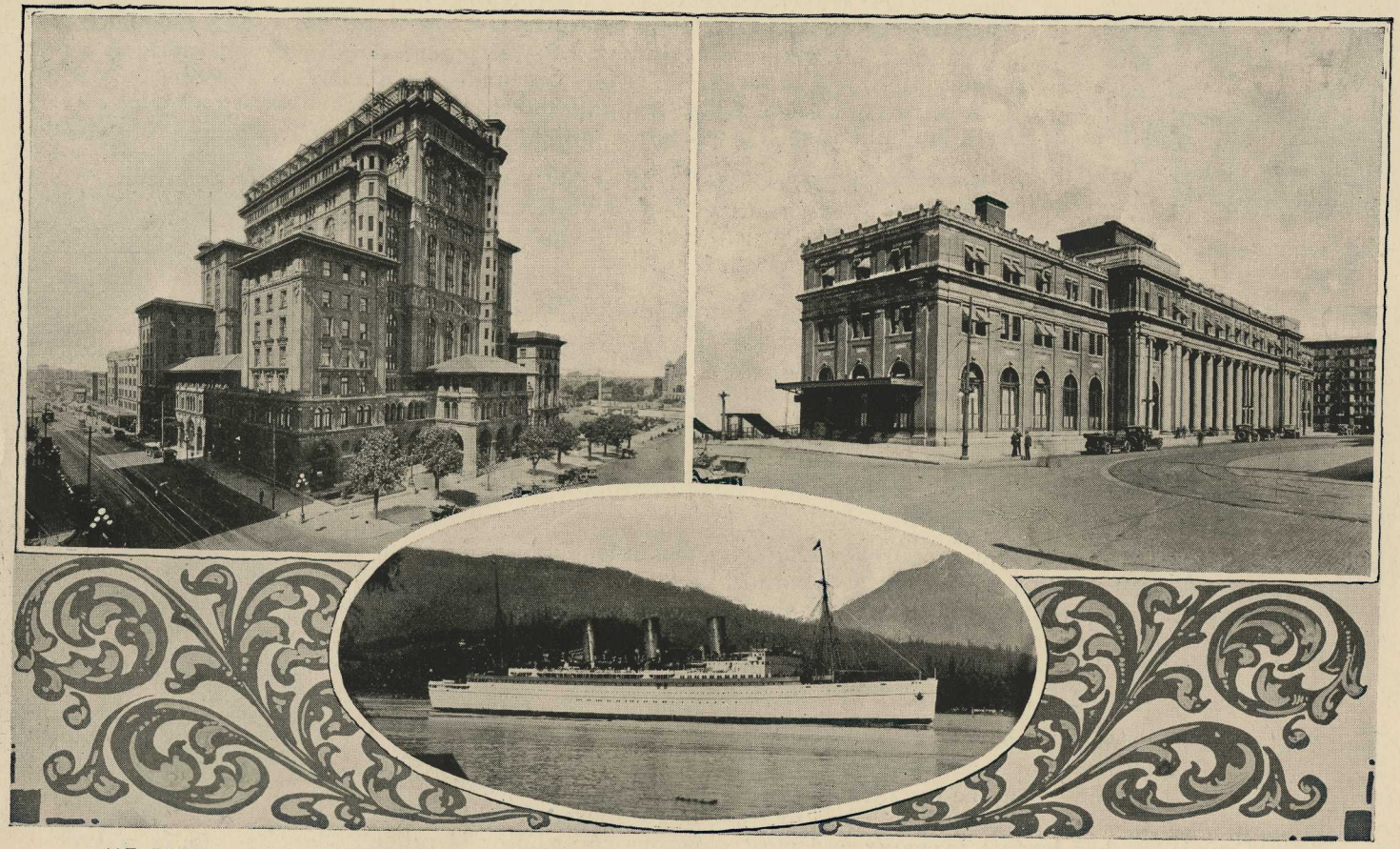
ONLY forty years have passed since the stately and honored official made that pronouncement. But its fulfilment is everywhere manifest around us in Vancouver. The Company has poured millions into the development of the city, steadily improving everything as the years have passed. A splendid station and a palatial hotel have risen to replace those of humbler days. An ornate residential district, cleared at great cost and named after Shaughnessy, the president when the work was undertaken, has become one of the great attractions for tourists and for sight-seers.

JUST now the gigantic new pier, constructed at immense expenditure and known to be the finest and most modern in any harbor, attracts new attention from the great trading centres on all the seas that fringe the globe. These, with the elaborate train and ocean services, making connections all over the world, bear out the forecast made by Mr. Abbott on the day when the first through train entered the village which has now become a great city.

BUT all these and similar developments here and elsewhere involved constant and absorbing devotion to work, a determination to extend facilities and to increase the usefulness and adaptability of the organization. The Canadian Pacific Railway is now recognized as a financial barometer in marts of trade and a source of tremendous strength to Canada, as her largest taxpayer and most generous contributor in peace and war.



E. W. BEATTY
PRESENT PRESIDENT



(AT RIGHT) C.P.R. STATION, VANCOUVER; (AT LEFT) HOTEL VANCOUVER; (BELOW) S.S. EMPRESS OF CANADA

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With Compliments of
The Canadian Pacific Railway