The Canadian Pacific

BY

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BANFF SPRINGS IN THE CANADIAN ROCKIES

By DR. FRANK CRANE

A MAN should write about what he knows. Now I KNOW a little something about the Canadian Pacific. I have traveled over its lines as far as it goes into the West—to China and Japan. In a few days I shall sail out of the St. Lawrence River for Europe on one of its palatial steamers. So this article is a personal testimonial.

I know this railroad. I know its officials. I know their way of doing business. They are about the biggest thing in the way of a transportation company in the world—a billion dollar corporation whose activities extend into every aspect of the service of travelers.

When we want to declare in the fewest words that a man is the finest fellow on earth, dependable in any emergency, loyal through any crisis, courageous under whatever danger, we call him "a real SEA-GOING chap."

That goes double for the Canadian Pacific. It is, literally and figuratively, "a real SEA-GOING railroad."

It is pretty nearly the bones and sinews of the great free Dominion which is our Good Neighbor to the North. Its share in building Canada is like its share in developing our continent, too large to estimate.

It is a national railway, but there are no nationalistic blights or taints on it. Five thousand miles of its tracks run through the United States. Its telegraph and cable connections and steamships circle the globe. It set out to be an Imperial Highway from Britain to Hong Kong, and the value of that highway was demonstrated during the World War.

The railroad's life history is one of the most exciting stories I know. It is the story of something that "couldn't be done." Back in 1857 the British Government's engineers spent four years and a lot of money to find out that the Canadian Pacific Railroad was "impossible" to construct.

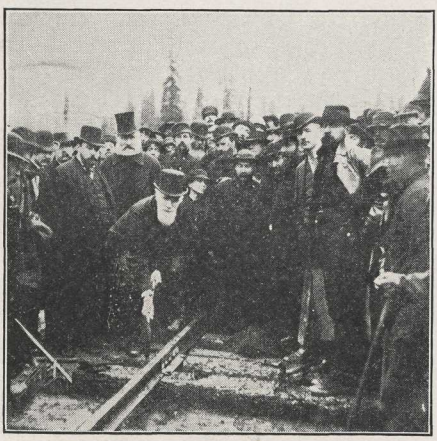
But when the men who carried it through got back of the job they put so much energy into it that they could not stop at the Pacific coast; they shot clear around the globe.

IT WASN'T so long ago that the country called "Canada" was just a thin strip of territory from Lake Huron to the mouth of the St. Lawrence. The northern half of the country, from Labrador through Hudson Bay to the Rockies, belonged to the Hudson's Bay Company, which had held these two and a half million square miles under imperial charter for about two centuries. And on the west coast, between the Rockies and the Pacific, stood the independent Colony of British Columbia.

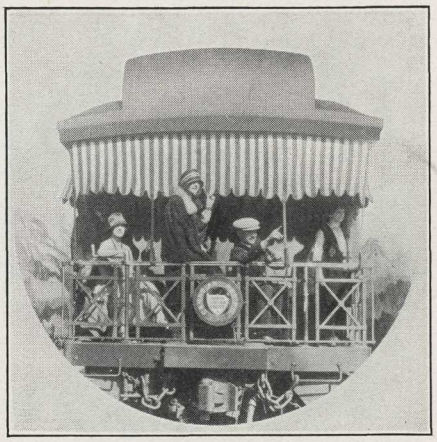
Eventually the Dominion embraced it all, as was inevitable. British Columbia entered on condition that within ten years a railway should be built connecting it with Eastern Canada.

The Canadian people, scattered over an area which included more than half of the continent of North America, numbered only three and a half millions. Obviously the new railway could not count on much traffic. Hundreds of miles of its track must be laid through an uninhabited wilderness. No wonder a pessimist made himself famous at the time by asserting that the line would never be able to pay for its axle-grease.

Except in courage, the Canadian people were not rich, and means to finance the proposed line were found with great difficulty. In 1880 fewer than seven hundred miles of the line which had been promised to British Columbia had been laid by various organizations all of which suffered under the customary blight of political control. Then at last common sense triumphed, and the task of carrying out the national purpose was entrusted to a non-political group of bankers and business men.



SIR DONALD SMITH (LORD STRATHCONA)
Driving the last spike at Craigellachie, November 7th, 1885.



OBSERVATION PLATFORM ON THE TRANS-CANADA LIMITED

On May 2, 1881, the Canadian Pacific Railway Company turned their first sod.

They had undertaken to reach the Pacific in ten years. They reached it in five. The Government assisted them with grants of land and subsidies, but after every financial device had been resorted to, the funds available did not pay the day-to-day costs of construction. When the Company's credit had been exhausted, a far-sighted Government continued to lend them money. And when the Government had almost lost courage, the men in charge of the work invested about everything they had, thereby persuading the Government to continue its loans a little longer. It is pleasant to record that every one of these loans has been repaid in full.

The cost of construction was amazingly low considering the results attained. The credit for this is due to the

purchasing system installed by the late Lord Shaughnessy. So successful was this system that it was adopted as a model in the reorganization of New York City's purchasing department.

THE TROUBLES of railroad builders can scarcely be imagined by most of us who have never wielded the pick, shovel and ax on a right-of-way, or attempted to survey a practicable route for a railway. Blasting, cutting and leveling; building a track to carry heavy trains along the sides of precipices where not even a mountain goat had ever ventured; scaling heights and bridging streams; drilling through rock and piercing trackless forests; dodging avalanches and constructing miles of line over the deceptive "muskeg" which looks fairly solid but is really a treacherous morass—the story is a Promethean epic of man's battle against the earth gods and the elemental deities.

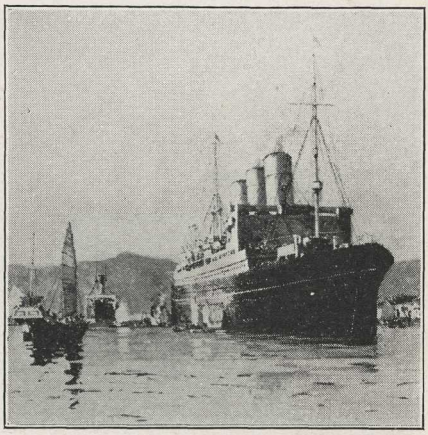
On November 7, 1885, the last spike on the main line was driven at Craigellachie. Donald Smith hammered it into place, and earned the congratulations of Queen Victoria for the people of Canada. Eight months later the first transcontinental train left Montreal, passing through Winnipeg on Dominion Day, July 1st, and reaching the Pacific terminus of Port Moody, on the morning of July 4th—sharp on time.

The human body is said to renew every microscopic cell of its entire structure every seven years. The same thing happens to a well-maintained railroad. Not one rail of the Canadian Pacific remains where it was placed in the original line.

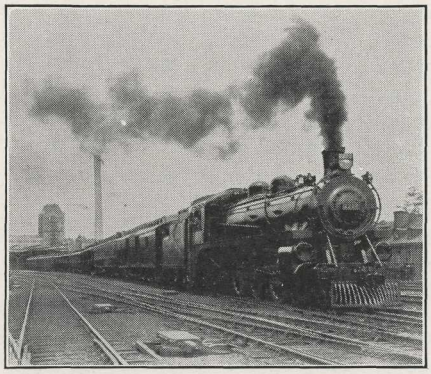
A large part of the line has been double-tracked. All wooden bridges have been replaced by iron or sustained on filled-in rock and concrete foundations, except on a few of the newer branches.

Joined end to end the bridges of the Canadian Pacific would make a viaduct 80 miles in length, long enough to bridge the English Channel from Dover to Calais four times over. Some of the bridges ought to be as interesting to the general public as they are to engineers. The bascule bridge over the United States Ship Canal at Sault Ste. Marie, for example, is an absolutely unique bridge, providing a wider unobstructed channel than that afforded by any other movable bridge. When its two leaves or arms are locked together in the center its trusses form a single simple span from pier to pier 336 feet long.

Quite as extraordinary as the bridge building has been the tunneling of the Rocky Mountains and the Selkirk Range. In the Rockies at the summit of Kicking Horse Pass (named after an accident which occurred to one of the early surveyors) the west-bound train plunges into Cathedral Mountain, descends gradually in a complete circle within the mountain, and comes out 48 feet below. Then it crosses a river, turns to the north and hurls itself into Mt. Ogden, spiraling down to 45 feet below its entrance. In the Selkirks, cedar snow-sheds to protect some miles of line were eventually replaced by a double-track tunnel nearly five miles long straight through the heart of Mt. Macdonald, the longest tunnel in our hemisphere, and one of the longest anywhere.



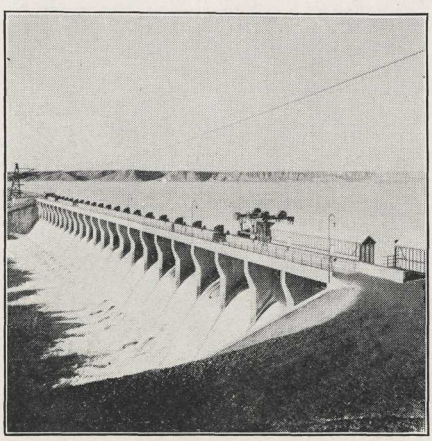
THE EMPRESS OF CANADA
Just returned from a Round-the-World cruise.



THE TRANS-CANADA LIMITED
Leaving Windsor Street Station, Montreal. The crack train of the Canadian Pacific; 90 hours from Montreal to Vancouver.

THE NERVE centers of a railroad are its yards, where freight is sorted and sent on its way. A railroad yard may sound unromantic, but it is actually one of the most fascinating spots in the whole system. Here the cars weave busily to and fro on a giant loom, forming the fabric of Commerce.

The railway yards of the Canadian Pacific are among the wonders of the world. Its Winnipeg yards are the largest on the planet, and it has other tremendous yards in Montreal, Vancouver, Toronto, St. John and Quebec.



THE GREAT BASSANO DAM IN ALBERTA
In the Canadian Pacific Irrigation Block, an area of 3,000,000 acres transformed into farming land.

At first the railroad had no fence. When a herd of cattle or bison was crossing the track the train halted until the last animal hoofed his way over. In 1903 a statute commanded a general erection of fences along all railways, and the Canadian Pacific put up a woven wire fence which keeps farm stock in safety, and at the same time does not prevent the free migration of wild animals, though the fence puzzles the antelope until they discover how readily they can jump it.

Snow is one of the blessings of the Canadian farmer, storing up moisture for the Spring crops, and protecting grass and fall-sown seed from the intense cold, but drifting snow is a tremendous problem to the railway. The Canadian Pacific, after experimenting with wooden breaks, has planted long lines of trees which beautify the line as well as stop the drifts. In some of the bald-headed prairie sections they are the only groves to be seen.

Every precaution that modern science has devised to render travel safe and to warn pedestrians and automobilists at crossings, has been taken by the Canadian Pacific. Automatic crossing bells are supplemented by an illuminated danger sign, or a red disc with a lamp which swings to and fro, wig-wagging, so that neither a blind nor a deaf driver can fail to receive warning of an approaching train.

The Company's horticulturists have made beauty spots of their stations by means of substantial prizes offered for the best gardens, the Canadian Pacific having more gardens than any other railway organization in the world. During the war these were turned into "war gardens" and grew a great quantity of produce for the Allies.

The Company is both one of the largest and one of the most enlightened employers of labor. A hundred thousand persons are frequently on its payroll. A liberal pension system is in full operation. There are schools for mechanics, scholarships for ambitious men

at Canadian universities, and clubs and recreation centers at strategic points all along the line.

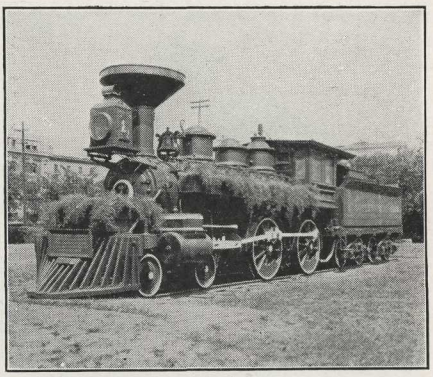
TO REALIZE what a gigantic affair the Canadian Pacific is, and what a tremendous volume of service it must have rendered Canada and the world in order to have grown so, you have only to compare its early possessions with present-day figures.

They started with about two hundred locomotives. Now they have twenty-two hundred, many of them built in their own shops in Montreal. They started with a hundred little oil-lighted passenger cars. Now they have three thousand big electric-lighted ones. They started with six thousand old-time freight cars. Now they have a hundred thousand of the largest modern ones.

Their gross earnings the first year were less than three and a half millions. Last year they were nearly two hundred millions. Passengers increased from a million and a half in 1885 to fifteen millions last year—eloquent testimony to the comfort afforded by their facilities, and the business activity and tourist appeal to the country. Where the journey to the coast at first consumed five and a half days, all-steel trains now whisk the traveler across the continent in 90 hours.

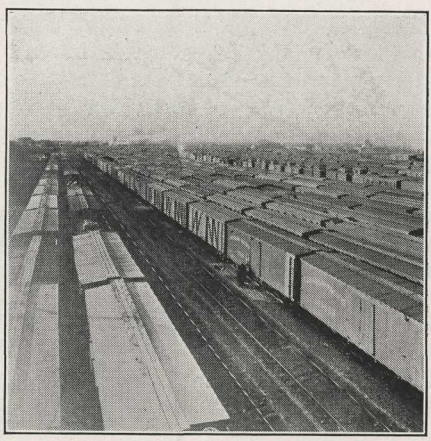
According to an old employee the first large freight movement was "dead" livestock—buffalo skeletons. Indians and half-breeds had been hired to gather the millions of buffalo bones which bestrewed the plains, lying where they were shot down by generations of hunters. These bones were heaped up beside the track in huge mounds, like cord wood. Incidentally one of these mounds became the city of Regina, a city whose original name was "Pile o' Bones." Thousands of carloads of buffalo bones were shipped to the United States at that time for use in sugar refineries.

Nowadays, of all the freight carried by the Canadian Pacific, wheat tops the list. Last year more than a quarter of a billion bushels were shipped from western Canada. A freight car moved out of Winnipeg eastbound with grain every minute and a quarter day and night for two months.



C. P. R. NO. 1
The first locomotive on Western lines — "Countess of Dufferin" at Winnipeg.

Its freight rates are not fixed by the Company, but are as completely under Canada's control as if the railway line were owned and operated by the Government. This applies not only to freight and passenger rates by land and water, but also to express and telegraph charges. The railroad is fully under public control by regulation.



WINNIPEG TERMINALS
500 Miles of trackage.

HOTEL VANCOUVER
Vancouver, B. C.

The express department of the Canadian Pacific, the Dominion Express Company, started business forty years ago with three or four clerks and a second-hand wagon. Now it has its offices in Europe, the Orient, the British Isles and throughout Canada. Last year it handled about sixteen million express items.

A WHOLE book could be written on Canada's appeal to the tourist. There is enough magnificent natural scenery in the far-flung Dominion to stock the globe. Mountain ranges to the east and west, including the greatest aggregation of unscaled snow-capped peaks anywhere this side of Tibet. Valleys, lakes and primeval forests in endless profusion and entrancing variety. The widest, richest, blackest-soiled belt of central plain in existence.

Whatever the type of thing you most enjoy you find it in Canada. You know that. The reason you know it, however, is that the Canadian Pacific has been telling you about it in advertisements and circulars and beautiful illuminated brochures for twenty years.

The railroad has brought hundreds of thousands of tourists to Canada, all the way from the Evangeline country in Nova Scotia to the eternal snows of Lake Louise and the semi-tropical luxuriance and beauty of Vancouver Island. Through the Company's efforts the National Parks of Canada, Banff, Lake Louise, Glacier, the Yoho and Mt. Revelstoke, have attracted thousands of visitors from all over the earth.

The Rocky Mountain section constitutes a perpetual challenge to mountain climbers. Some years ago a group of Swiss families were transplanted to the Columbia River to act as professional guides for tourists who yearn for the thrill of seeing the dawn from a mountain top, or who wish to scramble up a precipitous height where no human foot has ever trod. It is only another illustration of the Company's thoughtfulness and their determination to make the guests of the nation happy.

In this connection, they have erected a magnificent chain of hotels in Victoria, Vancouver, Winnipeg, Lake Louise, Banff, Calgary, Quebec, Montreal, and St. Andrews, N. B.—hotels so satisfactory to the tourist that whoever has stopped in one of them is apt to base all future comparisons of hotel service upon it as a standard of measurement.

Perhaps the most celebrated of the chain is the Château Frontenac, flanking the ancient citadel of Quebec and gazing down upon the splendid sea highway of the St. Lawrence River. On Christmas 1893, its opening day, the Château Frontenac had only thirteen guests at dinner. But it did not prove an unlucky number. More than fourteen hundred are often housed there now.

In winter, while many tourists go to Quebec and other Canadian resorts for the winter sports, hundreds of others embark on the Canadian Pacific vessels for tours of the Mediterranean, of the Orient, of the West Indies and "Around the World." There are eighty-one steamers in the Canadian Pacific fleets, and their ships hold all records for speed and comfort between North American and Asiatic ports. From London to Yokohama they carry the

traveler in 21 days. The Canadian Pacific has become the fabulous Northwest Passage from Europe to Cathay which explorers used to seek.

Canadian Pacific ships have carried their red and white checker flag into all the ports of the world, and everywhere it is an emblem which inspires respect. It is amusing to recall that their first ship was the 800-ton brig "W. B. Flint." With characteristic foresight they started that little boat out of Yokohama with a cargo of tea for Canada, a week before the first through train left Montreal for the British Columbian coast. It was the beginning of a successful effort to capture the commerce of the Pacific.

OF ALL the tasks of the Canadian Pacific perhaps the most Herculean has been the task of filling up the empty western land with substantial, contented farmers. More people is the need of every new and sparsely settled land. The Canadian Pacific has earned for itself the title of "The Great Colonizer."

It has spent nearly seventy million dollars, without any sort of legal obligation, to develop natural resources, improve agriculture and increase population. Here is a partial list of things it keeps pegging away at all of the time:

Securing immigration, and fostering colonization for Canada as a whole;

Advertising the resources and advantages of Canada in all countries from which desirable settlers can be obtained in any quantity;

Creating and maintaining an irrigation system, in the semi-arid Southwest, and instructing settlers in its use;

Parting with its land to settlers on terms far easier than have been given by any other owner; and, in addition, giving purchasers financial aid in exceptional seasons;

Furnishing ready-made farms, with buildings, fences and wells, and with a considerable acreage under crop, on equally easy terms;

Maintaining Demonstration Farms, with pure-bred herds;

Providing without charge "Better Farming Trains" for agricultural instruction and demonstration by public authorities;

Giving millions of trees to prairie farmers from its own tree nursery;

Giving pure-bred breeding stock;

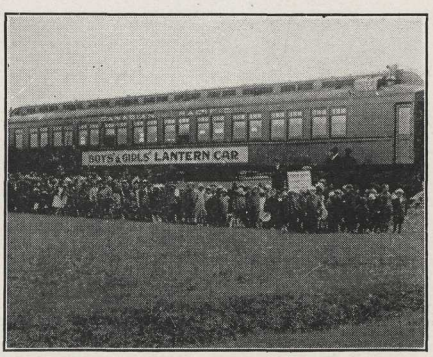
Obtaining regular farm help for settlers, as well as many thousands of additional farm workers at harvest time;

Assisting farmers in the marketing of their produce by carrying grain, cattle and other products at considerably lower freight rates than those charged by United States railways; and making further large reductions to meet special needs;

Exhibiting Canada's agricultural products in Britain, the United States and many other lands.

Agriculture is only one, though certainly the greatest, of Canada's interests. All her interests, including agriculture, are energetically promoted by this indefatigable organization. From the first it has kept its country's flag flying, expounding Canada's unequalled opportunities for the hardy and industrious, and spreading the news of Canada's achievements and development among the nations. For almost a generation, the Canadian Pacific has been an eloquent ex-officio Ambassador to the world.

CANADA is a wonderful country. Any country that can grow a Canadian Pacific is a wonderful country.



CHILDREN'S LECTURE CAR
On a Better Farming Special Train in Saskatchewan.

Canada is bigger than the United States in square miles. And mile for mile it is ROOMIER than the United States. It has only one-tenth our population.

If you feel that America is getting a little crowded, especially in the cities, you ought to go take a look at Canada. It will remind you of the stories of old-time America, in the spacious days of our forefathers.

THE CHATEAU FRONTENAC
The great Canadian Pacific hotel at Quebec.

If you are a very old-fashioned American you will probably feel, in going to western Canada, that you are returning to the "good old days." People are still living on their own farms there, just as ninety-seven out of every hundred did in the United States a century ago. It is a homogeneous folk, and community life is still constructed around churches which are fully attended.

They have all the modern improvements, automobiles, movies, radio, and so on. It is the same kind of place the United States used to be and, please God, will be again, when it digests and assimilates the aliens who have poured into America a little faster than we could Americanize them.

Canada is a clean, beautiful, white-man's country, with a wonderful climate of the most bracing variety, the kind of climate which stimulates the human machine to its fullest efficiency. It is an amazingly energetic and hustling place.

I make no apology for boosting Canada. That course of action seems to me 100 per cent. American—North American. She is blood of our blood and bone of our bone. Hundreds of thousands of our farmers have flocked over the border to help build her. She cannot be too prosperous to suit the rest of us.

And, if the Canadian Pacific keeps its health and strength, she cannot fail to be immensely prosperous.

Frank Crane