Canadian Pacific Railway News

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FEBRUARY 16, 1981 CENTENNIAL ISSUE

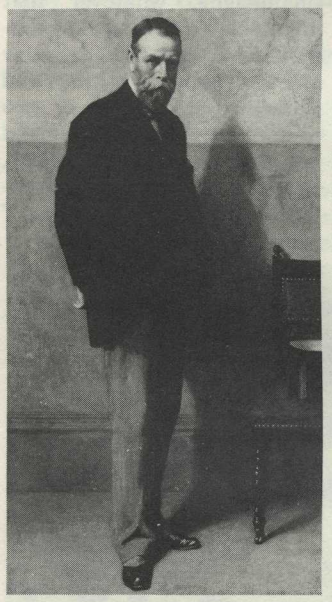
100 Canadian Pacific 100 Years — Yesterday Today and Tomorrow

History is national mosaic of flesh-and-blood people

Attaining century mark a tribute to many

By Omer Lavallée

"History," wrote Thomas Carlyle, "is the essence of innumerable biographies." Nowhere is this truth more apparent than in the evolution of Canadian Pacific, whose centennial we observe today. Companies and organizations, though "persons" in the legal sense of that term, are made up of flesh-and-blood people. As we consider the involvements and accomplishments of 100 years, we must bear in mind that events do not occur of themselves. The fact that the century mark has been attained is, first and foremost, a tribute to the application and industry of the hundreds of thousands of people in the Canadian Pacific family who have made it possible.



George Stephen

What was known originally as the Canadian Pacific Railway Company — since 1971, Canadian Pacific Limited — came into being on Feb. 16, 1881, in the form of Letters Patent issued by the Government of Canada. This charter was authorized by a special act of Parliament, known in "legalese" as 44 Victoria, Chapter 1, which had been given royal assent by the governor-general, the Marquess of Lorne, on the previous day. The new company was headed by George Stephen, Duncan McIntyre and Richard B. Angus, all successful, Scottish-born Montreal businessmen, and James J. Hill, a native of Ontario who had gone to the United States several years before to seek his fortune. Hill had been actively engaged in reviving several moribund railways in Minnesota, and was the only experienced railwayman in the group.

It was left to Hill to hire the initial staff — operations were to commence on May 1, 1881 — and he brought in Alpheus B. Stickney as general superintendent and General Thomas L. Rosser as chief engineer, to head a staff headquartered in Winnipeg. Rosser, was a West Point classmate of General George Custer of "Little Big Horn" fame; after graduation, these two career military men had fought on opposite sides in the American Civil War, Custer with the Union and Rosser with the Confederacy. Like many military engineers, Rosser's experience in what historians have characterized as the first "railroad war" found a ready market in civilian pursuits in the rail-building boom in the 1870s.

The hiring of Stickney and Rosser did not have happy results. Late in 1881, they became involved in land speculation at what is now Brandon, Man., the first subdivision point west of Winnipeg. Since they had apparently used their knowledge as officers of Canadian Pacific for personal benefit, Stephen insisted that they resign. Hill set out to replace them and his choice proved the old adage about clouds and silver linings; he brought in William Cornelius Van Horne, a 38-year-old Illinois-born railroader who, as general manager, replaced both Stickney and Rosser.

In 1882, Van Horne hired Thomas G. Shaughnessy of Milwaukee to be his right-

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Railway quenched public's thirst for cure with spring water

Owned bottling plant

By Francine Leclerc

Canadian Pacific is renowned as a diversified company, but little is known of the company's foray into the quasi-medicinal world of sparkling mineral water and its soda pop offspring.

The Caledonia Springs Company Limited bottled such liquids as Magi Water, which "exercises a most beneficial influence," and the "sparkling-healthful" Adanac Ginger Ale. It, along with a stately hotel bearing the Caledonia Springs name, was purchased by the Canadian Pacific Railway Company around the turn of the century.

The "curative qualities" of the Caledonia Springs in Ontario, eight miles from l'Orignal on the shore of the Ottawa River, had long been known to the Indians of the area.

A former member of the

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Spectators and passengers mill about shortly after the premier transcontinental train arrived at Port Moody at noon July 4, 1886. The train was headed by locomotive 371, which pulled it from North Bend. The occasion was the most significant event in the history of Port Moody.

First nation-wide train trip

Pacific Express departed for West with 'éclat' the occasion deserved

By Patrick Finn

MONTREAL — Most Canadians have heard all about the driving of the last spike by Sir Donald Smith, but few have heard much, if anything, about the first regular passenger train to cross the nation.

The event and the ceremonies that took place at the departure point and along the route could be categorized as more of a public occasion than that grand company event — the last spike ceremony at Craigellachie, B.C. on Nov. 7, 1885.

Called the "Pacific Express," the first transcontinental train left Montreal's Dalhousie Square Station (later Place Viger) at 8 p.m., Monday, June 28, 1886, and arrived at Port Moody, B.C. at noon, July 4.

Allowing for the time zone differential, the first train took five days and 19 hours to travel about 2,900 miles to Port Moody. The community served as the west coast terminus of the Canadian Pacific Railway until the company extended the main line 12.2 miles to Vancouver in 1887.

(The first passenger train for the east left Port Moody on July 6, arriving in Montreal on Monday, July 12).

A check of Montreal newspapers reporting the gala departure of the first westbound train reveals that there were 72 passengers on board, not counting immigrants.

A story in The Montreal Star under the heading "All Aboard for the Pacific" notes that William Van Horne, Canadian Pacific's vice-president and general manager at the time, had his private business car temporarily attached to the train.

As part of the ceremony, the Saskatchewan took Montreal Mayor Honoré Beaugrand and other dignitaries as far as St. Martin's Junction, 12.8 miles from the departure point.

The first class sleeping car on the first train was the Honolulu, which has a private stateroom and bath in addition to the usual open sofa sections.

The dining car was the Holyrood, which carried $3,000 worth of silverwear. (Only the Honolulu and the

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Company sponsors series on Canadian art history as part of centennial

MONTREAL — Canadian Pacific's centennial year sponsorship of a history of Canadian art television series adds a new chapter to the company's record of support for artists, a practice that goes back to the time of Sir William Van Horne.

The educational package, to be created and produced by TV Ontario, will provide a cultural history of Canada as seen through the works of this country's artists. If Van Horne were still around, he would undoubtely approve.

The great railway builder and tycoon was a collector of the old masters, French impressionist paintings and other notable works, and at one time possessed one of the finest collections in North America.

He had a special fondness for oriental works of art, an awareness of which Lord Strathcona (Donald Smith)

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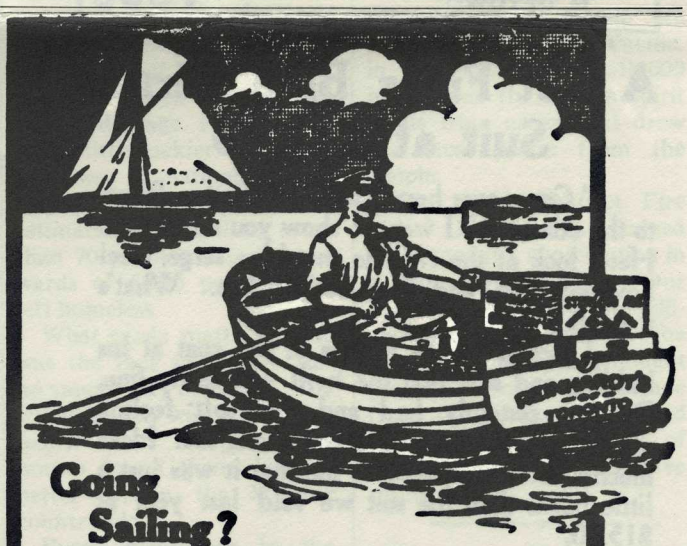

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INSPECTION INVITED

Medicinal value of Caledonia Springs spreads; hundreds patronize luxurious spa to bathe

Continued from page 1

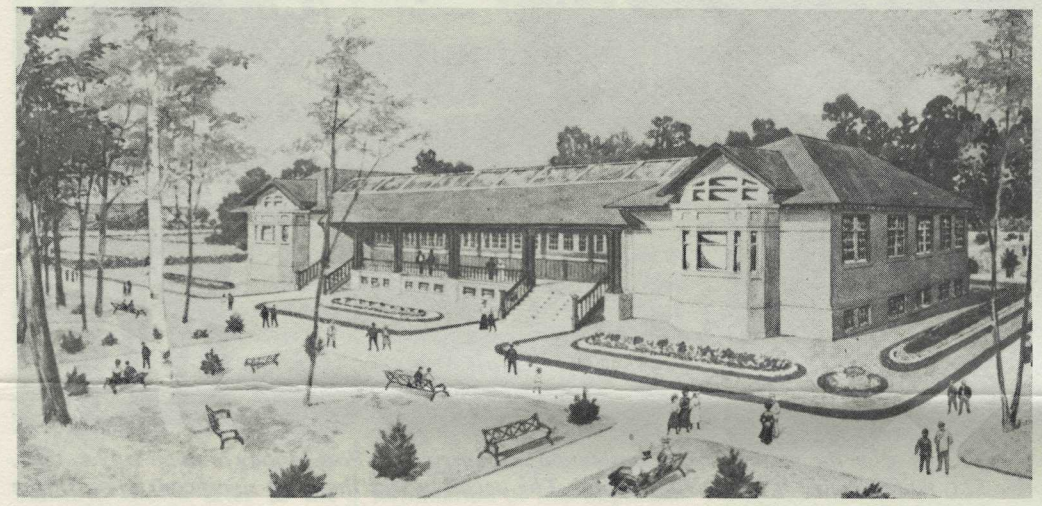
Ontario legislature and his party of beaver hunters were the first town dwellers to happen on the springs. They thought they had been poisoned. It seems the water had a laxative effect.

During the early 1800s, word of the medicinal values of the Caledonia Springs water had filtered through and it wasn't long before the area was developed as a health resort, similar to ones popular with the more affluent in continental Europe.

"The water, although somewhat unpleasant to the taste, is extremely bracing, and in much request," reads a report in the Montreal Transcript and General Advertiser dated July 5, 1838. "The most extraordinary cures which have been performed, have been in the cases of Rheumatism, Diseases of the Liver, Dropsy, Dyspepsia, Scrofulous Affections of every description, Fever and Ague, Jaundice, etc. . . . The almost superhuman cures which have effected in cases of Syphilis cannot be too forcibly impressed upon the public."

The report contains an analysis of the spring water by Dr. James R. Chilton and goes on to add:

"It is a delicate but necessary task to point out some of the diseases for the relief of which these waters have become so justly celebrated. Their powers in diseases to which females just verging upon womanhood, are subject deserves particular notice. To heads of families, and medical gentlemen this hint will be amply sufficient; and they may rest assured that in such cases none have tested their efficacy in vain."



The Caledonia Springs Bottling plant above was once owned by Canadian Pacific Railway.

Such endorsements and testimonials by leading physicians of the day helped cement the spring's reputation in Europe and the United States, as well as at home.

Hundreds of people would patronize the springs to bathe in its soothing waters. The site now contained a stately hotel, billiard room and a steam-powered train which ran on an oval track around the site to the amusement of the clientele. Excursions were operated from Montreal, Ottawa and Toronto. The visitors would have to travel by train to Calumet, take the ferry across the Ottawa River to a dock three miles from L'Orignal, then continue the remainder of their journey in a horse-drawn carriage.

The Canadian Pacific Railway Company began serving Caledonia Springs in 1898 and about eight years later purchased the Caledonia Springs Hotel and its associated bottling plant; the acquisition became part of the company's hotel chain.

By 1914 it became apparent the hotel was in need of renovation. The popularity of hotel-spas was fizzling out and the company decided to shut its doors for good.

However, until the 1920s Canadian Pacific maintained a financial interest in the bottling plant which produced mineral water, ginger ale and other carbonated drinks under the trademarks Adanac, Magi Water and Duncan Water.

J. J. McLaughlin Limited, the forerunner of Canada Dry Ginger Ale Limited, purchased the Caledonia Springs Company Limited in 1927 and changed the name to The Caledonia Springs Corporation Limited.

Canadian Pacific formally licensed Canada Dry to use the Adanac trademark on Jan. 2, 1934. The trademark was eventually sold to the soft-drink company Feb. 29, 1940.

Whether the products produced by the Caledonia Springs Company Limited tasted anything like the products on the shelves today is not known.

But at least one speaker, addressing a CPR Conference and Banquet in 1919, during which prohibition was the subject of many a coffee-cup chit-chat, decided to poke a little fun at the company's venture into the soda pop market.

He was quoted as saying:

"Another great ally, which would be even greater if Quebec went bone dry next May, was the Caledonia Springs Co. When the people were deprived of their seductive Scotch and soda, and the merry making Martini and Manhattan and the genial gin fizzes were banished into utter oblivion, the C.P.R. would timely come to the rescue, and though there might be no mornings after the night before, there would be the rare vintages of Magi water, the effervescing Adanac ginger ale, the delectable cream soda — the delight of the hardened drinker — sparkling Cola Champagne, whatever that might be, to assuage the imperishable thirst, and to revive one's drooping spirits, and these with a bumper or two of that justly celebrated and far famed Duncan water, would make every day a Sunday in the sweet bye and bye."

Ruffians after gold outwitted by Mounties

Company assisted lawmen in outfoxing Soapy Smith

The North-West Mounted Police once enlisted the help of Canadian Pacific in a successful bid to outwit a gang of ruffians in a dockside encounter at Skagway and prevent a shipment of Yukon gold from falling into their hands.

As a result of this co-operation, the shipment — some $225,000 worth of Canadian government gold and cash — was safely moved from Alaska to Victoria in 1898 in Canadian Pacific's steamer, Tartar.

The ship's officers, crew and agents at Skagway played a key role in the dramatic and dangerous confrontation between the NWMP and the hoodlums.

In his book, "Sam Steele, Lion Of The Frontier," Robert Stewart tells how Inspector Zack Wood and Superintendent Sam Steele faced the challenge of moving the winter's collection of custom's fees from gold rushers entering the Yukon through the lawless Alaskan community to the ship.

Steele had already helped bring law and order to the Canadian West, the railway construction camps of Canadian Pacific and the Yukon.

Through his efforts and those of his colleagues, Canada had avoided the extremes of the American West and Alaska where gunslinging, murder and riotious acts had become part of frontier development.

In Alaska, the NWMP had no authority as lawmen, and had to use guile in an effort to outmanoeuver Skagway thug Soapy Smith, leader of a gang of toughs who terrorized the U.S. community.

From his Yukon headquarters, Steele had started a rumor in the gossipy gold camps that Inspector Wood was leaving the Yukon on personal business. The idea was that Smith and his gang would eventually hear about the trip, but would not suspect any gold movements.

After packing the gold into kit bags, Wood, a sergeant and a constable crossed the boundary into Alaskan territory. Wood checked with Canadian Pacific officials and learned that the Tartar was not scheduled to dock for several days.

The officers then checked into a hotel in the town of Dyea, just across the bay from Skagway. Before long the sergeant discovered that members of Smith's gang had been seen prowling the streets of Dyea.

"Wood summoned the Canadian Pacific agent in Skagway to the hotel, and together they made further plans to outwit the infamous Soapy," Stewart writes. "They secretly hired a small tug and procured a rowboat, which they hid near the Dyea dock."

On June 14, Wood learned that the Tartar had docked in Skagway. After hastily carrying the bags of money to the concealed rowboat, the mounties rowed toward the tugboat.

"As the tug pulled out into the bay, a boat full of gunmen appeared in its wake," writes Stewart.

"Wood ordered his men to shoulder their Winchesters and shouted to the men in the boat that they would open fire if they came any closer. The boat veered out of range."

But the danger was not over. After the mounties

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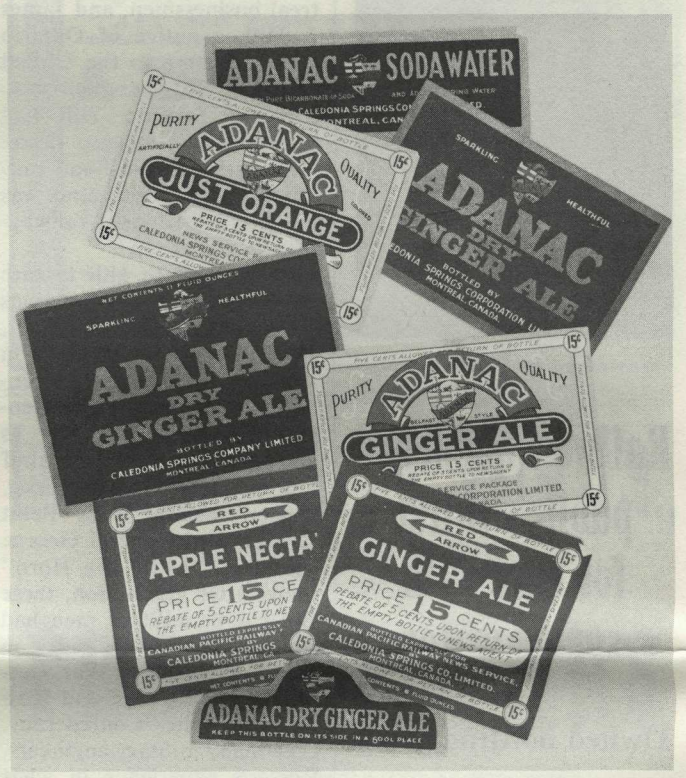

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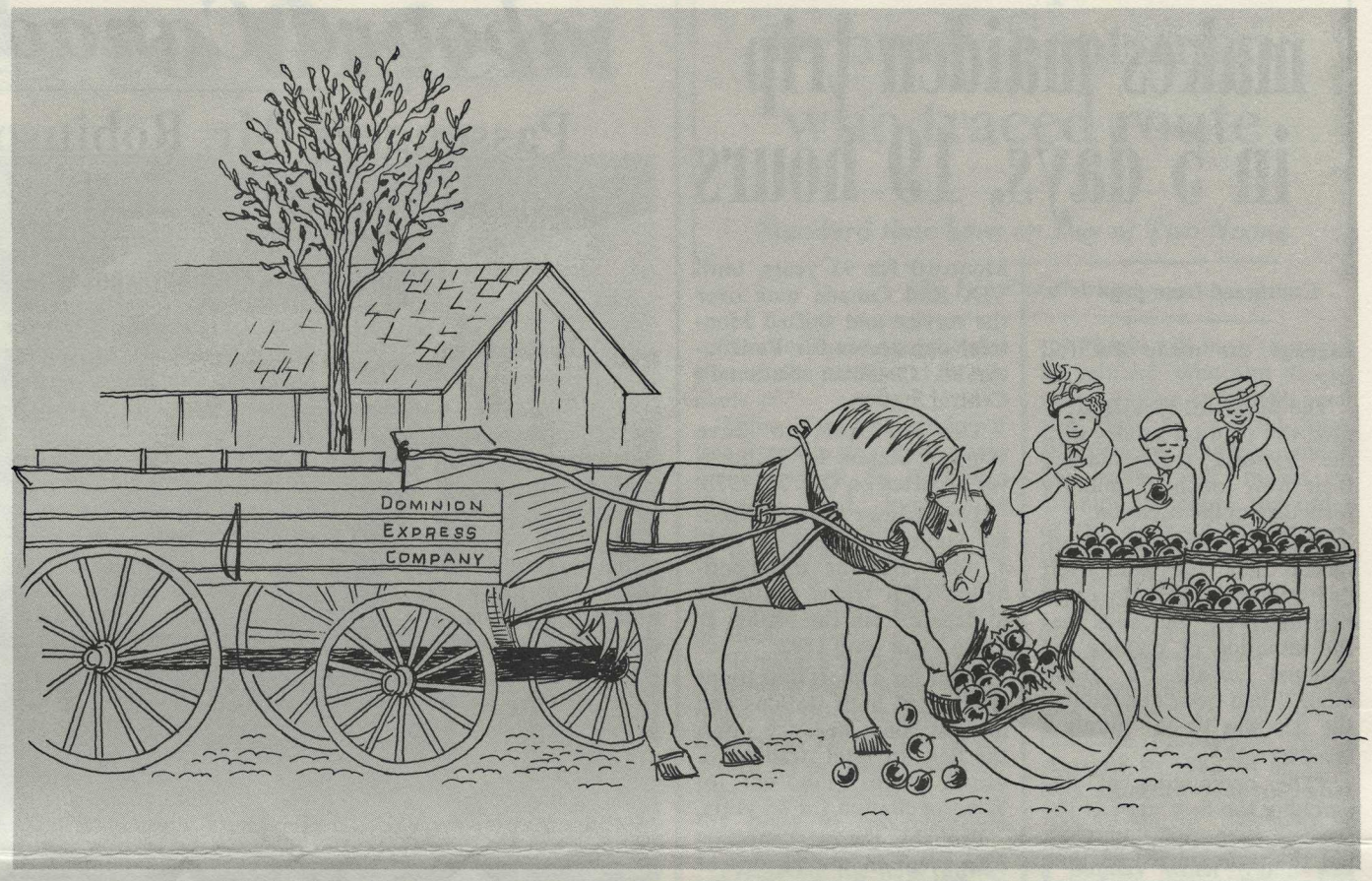
Horse sense plus horseplay equals horsepower

Equanimical equines paced themselves to save energy



They rarely missed a meal

OTTAWA — In these times of concern over fuel consumption, durability of equipment and engine power ratings, it can be enlightening to look back to the earlier days of CP Express — to the era of horsepower.

Energy saving may be all the rage now, but the express wagon horses of the early part of this century knew how to pace themselves on the job — to save energy. No need for complicated things like ignition shutoff devices.

They also knew the importance of carrying adequate fuel supplies, and rarely missed a chance to get into the feedbag.

And at least one horse in Ottawa had a smattering of knowledge of scheduling and time keeping. He could read the clock, or so they say.

With CP Rail celebrating its 100th anniversary on Feb. 16, it seems appropriate to take a brief glimpse at some of the highlights of the horse-drawn period of company operations in the nation's capital. (Dominion Express Co. became Canadian Pacific Express Co. in 1926.)

A report in the Canadian Pacific Spanner of February, 1961, tells of Paddy, a gentle bay horse standing 14 hands, who "recognized and reacted to the stroke of the clock at noon." His stomach tipped him off, no doubt.

One pensioner recalled, with relish, that when the James Davidson's Sons lumber firm whistle blew at 6 p.m. "there was no holding Paddy, attended or unattended."

"He'd simply pull out of Broad Street, head south and turn east on Wellington, take Albert Street and plod purposefully home for supper."

Obviously, he wasn't interested in overtime.

Another celebrity horse of the era was Bruce, a dapple gray gelding, who had a voracious appetite and piratical approach to the outdoor fruit and vegetable displays at Byward Market.

An old ledger for the period for 1918 to 1930 — the period that covers the demise of the CP Express horse and wagon days and the entry of the motor truck — listed many details of the company's horses.

In 1921, there was Scarf, a 1,300-pound, six-year-old bay mare with "white star on forehead, and four white pasterns." The horse cost $230.

Chuck was a $235 six-year-old bay gelding "with star on forehead, white right hind leg."

Count was tall in the harness at 16 hands, two inches; the six-year-old grey gelding weighed 1,400 pounds and hailed from Toronto.

Roy, a six-year-old dark grey gelding who joined the company on Oct. 28, 1929, with a listed value of $225, was sold on April 19, 1930, for $75. Even in the horse era, depreciation had to be taken into account.

At one time, as many as 36 horses were stabled at 210 Albert Street. The animals lived on the second floor with ramps leading from the street to the stables. The company stored its wagons on the first floor.

With the coming of trucks, the horses and wagons gradually disappeared from the streets of the capital — and every other community served by CP Express.

The last relic of this colorful era in Ottawa faded with the razing of the 210 Albert St. building around 1960.

There are no doubt still old timers in Ottawa who remember Bruce, and his hungry ways. They probably recall his special fondness for apples, and his ingenious ways of getting them out of barrels.

He simply knocked the barrels over, breaking the staves. Then he helped himself to this high octane fuel.

The 20-year-old Spanner story said that it was once suggested that Bruce must be costing the company more than he was worth. Not so.

Everyone seemed to like him, and there were few real complaints. In fact, despite his thieving ways, he was allowed to roam the market in the manner of the free-wandering sacred cows of India.

CPR presidency handed over to Oblate missionary priest

By Shirley Whittet

For one hour back in 1884, an Oblate missionary priest by the name of Father Albert Lacombe became president of the Canadian Pacific Railway Company.

The nomination was purely an honorary one but a significant way for the board of directors to thank the priest for his successful efforts to appease the Indian tribes out west who feared the coming of the Iron Horse.

The westward bound transcontinental rail line had just reached Calgary and work was progressing well on the push through Kicking Horse Pass.

Father Lacombe had been doing missionary work in the Calgary area after years of working with tribes on the plains and as a chaplain for the CPR rail gangs.

In August, shortly before the first train chugged into Calgary, Father Lacombe was invited by then CPR president George Stephen to dine in the president's personal car. Their friendship dated back three years, and Father Lacombe had once prophesied that the company would never find a favorable pass over the Rockies at Bow River.

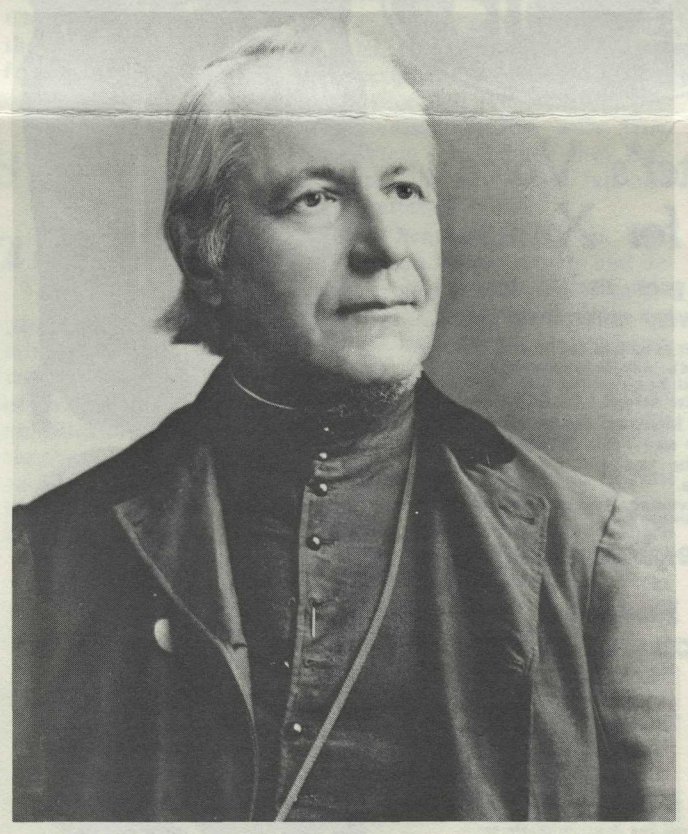
Father Lacombe was in good company; in addition to Stephen, there was Donald Smith, William Van Horne, who Father Lacombe greatly admired, R. B. Angus and Count Hermann Von Hohenlohe, after whose estates in Germany the Station of Gleichen was named.

It was a time to celebrate the progress of rail construction with toasts and speeches; for Father Lacombe it was also a time to be teased about his prophecy.

It was here that George Stephen resigned and, on a motion by Angus, Father Lacombe was unanimously chosen to succeed him for a brief 60 minutes. The missionary priest graciously accepted and in his first "official" act appointed the former CPR president to the rectorship of St. Mary's for the same period of time. The appointments were greeted with laughter and applause.

Gazing out the rail car's window, Stephen accepted his new dignity with the remark "Poor souls of Calgary, I pity you."

It is often said Father Lacombe capitalized on his new power to vote himself a lifetime rail pass but such was not the case.



Father Lacombe became CPR president for one hour.

It wasn't until five years later that Van Horne sent the missionary priest a pass with a letter which read in part:

"We are still following you wherever you go, with our rails and locomotives, and it is possible that you will hear our whistle at Macleod before the end of the year.

"I send you herewith a little charm against railway conductors, which you may find useful since you cannot get beyond their reach."

Fire ravages Fernie 70 residents perish

Trains run through sheets of flame to rescue trapped survivors

The Canadian Pacific Railway, in its 100 years of existence, has learned to live with the moods of nature. Landslides, storms and forest fires are all part of the company's history.

Perhaps nowhere was the company's mettle tested more severely than during the great Fernie fire, in 1908. Canadian Pacific's decisive action during this disaster probably saved the lives of hundreds of trapped people.

Bush fires had been burning in the Crows Nest territory of British Columbia for some time and were expected to burn themselves out. It was not a new situation and residents of the area were not alarmed by it. But then the worst happened.

A protracted dry spell, fanned by strong winds, turned 100 square miles of country into a seething mass of flames, completely destroying the city of Fernie. Michel and Coal Creek also suffered serious damage. Hosmer was only a little luckier.

It was a national catastrophe. Property losses were estimated at $7 million, more than 70 people died, and upwards of 5,000 people were left homeless.

What made matters worse was the fact that there was no simple way of escape. The whole region was ablaze and many who escaped their houses found themselves no better off in the burning countryside.

Every newspaper in the country carried reports of the conflagration. The Montreal Gazette (Aug. 2) said: "It is feared many have perished in the relentless flames . . . Fanned by the great wind that was blowing, the city was at the mercy of the fire fiend, the wind attaining a velocity and force of a cyclone."

Canadian Pacific, which also suffered great property loss, responded quickly. Relief trains were sent into the area carrying supplies, medical equipment and much needed food. These trains were the only means of escape for the thousands of people trapped by the fire.

Crowds rushed to the railway stations in the hope of getting on one of these trains and, luckily, most of them did. The trains were reported running through sheets of flame "which repeatedly set fire to the coaches." It was this action that helped keep the loss of life to a minimum.

Across Canada, towns contributed to the Fernie fire relief fund. Canadian Pacific, in turn, contributed $10,000 but it was the selfless spirit of its train crews that drew the most praise from the people.

The Fernie District Fire Relief Fund acknowledged the company's contribution in a letter which said: "Our heartfelt thanks to the officials and employees of the company whose forethought provided a means of escape from the conflagration, and without which great loss of life would undoubtedly have resulted."

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Cross-Canada train makes maiden trip in 5 days, 19 hours

Continued from page 1

baggage car made the full trip.

The Montreal Field Battery fired the send-off salute, with the Victoria Rifles adding their own touch of military formality to the occasion.

The newspaper story observes that the train left "with the éclat that the occasion deserves," but adds that the intention of making the national voyage "a grand affair," had been abandoned; the trip was to be "purely a business one."

"The ceremonies of dispatching the first train to the Pacific were not imposing, but the train started on time and everything was conducted on strictly business principles, for which the CPR has become famous," the story said.

"At 20 hours sharp, his worship the mayor gave the signal to start, and the engine with its 10 cars steamed out of the depot amidst the salvos of the field battery and the cheers of spectators."

The first train arrived in Ottawa at 11:35 p.m., at North Bay at 9:10 a.m., and at Port Arthur, Ont. (Thunder Bay) at 4 p.m., according to an updated report in the next day's paper.

Transcontinental trains continued to operate from Canadian Pacific Stations in Montreal for 92 years, until VIA Rail Canada took over the service and shifted Montreal departures for Vancouver to Canadian National's Central Station.

The last train to leave Windsor Station for Vancouver departed on Oct. 28, 1978.

The railway opened Windsor Station to trains on Feb. 4, 1889, but the transcontinental CPR trains continued to depart from the station at Place Viger until 1892.

Then for a short time trains ran out of both stations and merged some distance down the line. In total, transcontinental trains ran out of Windsor Station for 86 years.

Probably the most spectacular event in the history of the Windsor Station was the great accident of March 17, 1909, when a Boston express barrelled into the station at 50 mph, crashing through the granite walls of the building, killing four persons and injuring 24.

Station master Thomas Whelan risked his life to clear passengers from the end of the track and prevented further fatalities.

All Montreal papers carried front page stories on the wreck, some with photos and others with drawings of the engines and cars crumpled in a heap at the end of Donegani Street.

Infamous Dr. Crippen arrested aboard Canadian Pacific liner

Passengers 'Mr. Robinson and son' really murderer and other woman

Crippen curses ship and spot where captured

By Ron Grant

In 1910, the Canadian Pacific liner S.S. Montrose sailed from Antwerp with a murderer as one of its passengers.

He had boarded the vessel with a young companion under the name of John Robinson and son. The two of them were en route to California, supposedly for health reasons. They never made it. The ship's master, Captain Henry George Kendall, saw to that.

After deducing their true identities, Captain Kendall had his wireless operator notify British police authorities who subsequently apprehended the pair. It marked the first time that wireless telegraphy was ever used in the arrest of a fugitive criminal.

Photo of Miss Le Neve and Dr. Crippen taken through the Port Hole of my Cabin the day before their Arrest on Board the Canadian Pacific Liner S.S. "Montrose" July 1910
J.K. Kendall
Commander

John Robinson, it turned out, was the infamous Dr. Crippen, perhaps the most hunted criminal of his time. He had murdered his wife and then buried her in the dusty cellar of his English home. The disguise of his companion, although more elaborate, was equally ineffective. The younger Robinson proved to be Ethel LeNeve, "the other woman" with whom Crippen was fleeing the country.

According to one report, Captain Kendall became curious as he watched the two boarding the Montrose. A gust of wind had blown open the coat of "the young boy" to reveal that the top of his trousers was gathered by a safety pin.

The strange appearance and behavior of "Mr. Robinson and son" fueled the captain's suspicions. At sea, he noticed them squeezing hands when they thought they were unobserved and his belief grew stronger that the "son" might be a girl in disguise.

He also suspected that Robinson might indeed be Dr. Crippen, and not surprisingly. The body of Crippen's wife had been found in the cellar grave of their Holloway home, and his photograph and description had been published widely in the newspapers.

Newspaper photographs, however, showed Crippen with a heavy moustache and glasses. Mr. Robinson wore neither but Captain Kendall noted that the skin on the upper lip and across the bridge of the nose indicated that he might recently have worn both.

The captain pinned a newspaper photograph of Dr. Crippen to a drawing board, covering the moustache with chalk. The resemblance to Mr. Robinson was immediate and striking. He then compared specimens of Robinson's handwriting with examples of Crippen's, as published in the newspapers. He also invited "Mr. Robinson and son" to dine at his table where he noticed little discrepancies in their conversation.

The captain, aware that the couple were travelling with no luggage, also observed that Robinson was sleepless at nights, read a great deal, and could not be separated from his young companion, who never spoke.

His suspicions were now sufficiently strong and, swearing his wireless operator to secrecy, he sent his now famous message to the authorities.

At the time the Montrose was one of only 60 ships in the world fitted with wireless equipment. Within six months of the sending of this history-making message, more than 600 ships were wireless-equipped. Within 18 months an act was passed making it compulsory for all passenger ships to carry wireless.

In any case, Captain Kendall's wireless operator soon intercepted a message from a newspaper to a correspondent asking what Detective-Inspector Dews of Scotland Yard was doing aboard the fast liner Laurentic, bound for America.

Captain Kendall

Captain Kendall, at least, knew the answer. The inspector planned to board the Montrose.

He did, in fact, board the ship at Father Point but, on Captain Kendall's suggestion, not before he had disguised himself in a pilot's uniform.

Detective-Inspector Dews did not recognize Dr. Crippen at first. Nevertheless, the chase was over. Later in Captain Kendall's cabin, on discovering the true identity of the pilot, "Mr. Robinson" collapsed and said:

"Thank God it's all over. The suspense has been so great that I couldn't stand it any longer."

As the ship was outside territorial waters Captain Kendall had to read the warrant for Dr. Crippen's arrest.

The captain said he last saw Miss LeNeve being driven away with two wardresses. She was cleared of any complicity in the murder, for which Dr. Crippen was hanged.

No story is complete without a touch of mystery and the Crippen case is no exception. Another version of the capture has it that Crippen cursed the ship and the spot it was on when the arrest was made.

The Montrose broke loose from her moorings in Dover Harbor, in 1914, drifted out and was wrecked on the Goodwin Sands. Near the spot of Crippen's arrest, also in 1914, the Empress of Ireland was sunk after a collison with the Norwegian collier Storstad. Captain Kendall was in command of the Empress at the time.

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McConachie wins right to fly planes to Orient

Curtain falls after first flight

By Patrick Finn

Someone should make a movie about it — CP Air's survey flight from Vancouver to Shanghai in 1949.

It's an anecdote-packed tale of high adventure, air route pioneering and zestful manoeuvering by a man with a dream: Grant McConachie, then president of the airline.

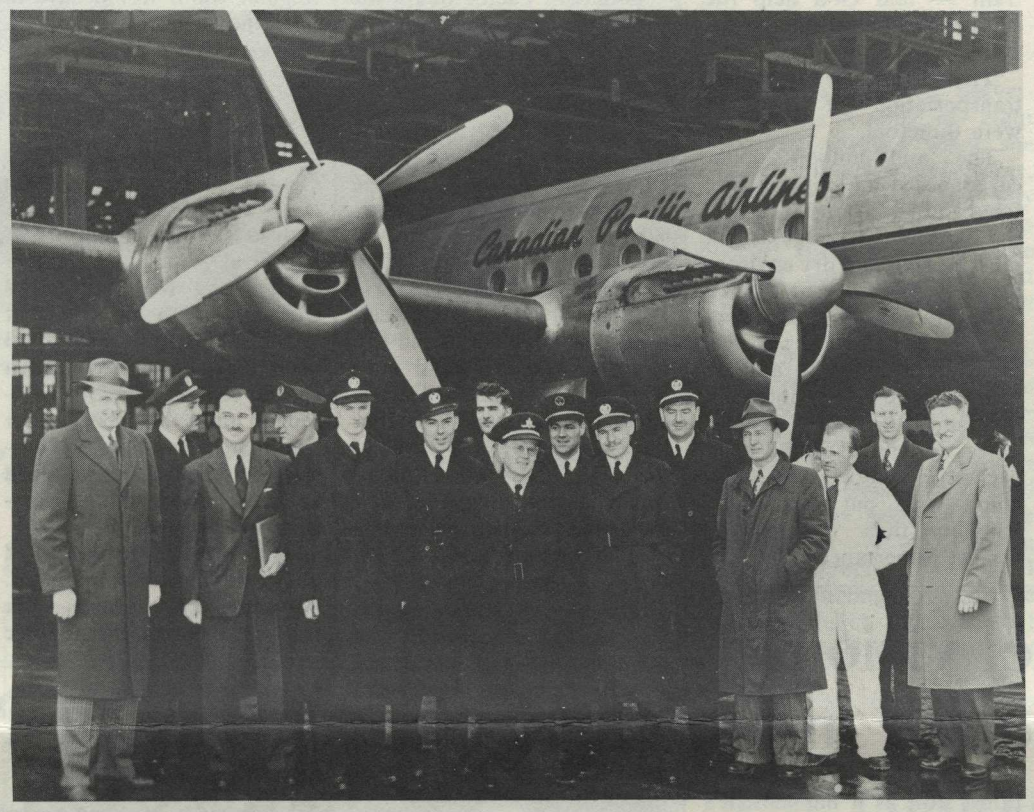
The full story of the flight and the events leading up to it is crowded with larger-than-life personalities, post-war diplomatic strategems and bureaucratic blockades, all set against the background of an uprising in China.

Some of the chief characters in this real life drama were General Douglas MacArthur, Generalissimo Chiang Kai-shek, famed Canadian war ace and bush pilot Wop May, and Captain Charles Pentland, of CP Air (then called Canadian Pacific Airlines).

There was even a sort of cameo appearance by that mysterious former Canadian resident, General Morris "Two-Gun" Cohen, of the Chiang Kai-shek army.

The flight was to be the first step in the culmination of a plan hatched by McConachie to pioneer routes that would eventually make CP Air one of the world's greatest travel systems — "flying from the estuary of the St. Lawrence to the shores of the South China Sea," as McConachie once put it.

The quote is from Ronald A. Keith's book, "Bush Pilot With A Brief Case," the happy-go-lucky story of McConachie. Keith gives an excellent account of the airline's early venture into China in two chapters: "Wings across the Pacific," and "North to the Orient."



Poised for a survey flight to the Orient, Captain Charles Pentland (with log book) and Grant McConachie (left) appear with company specialists under the wing of an airliner bound for Tokyo, Shanghai and Hong Kong. McConachie did not go on this flight. The aircraft was the last to leave Shanghai as the invading Communist forces stormed the outskirts of the city.

The Shanghai story begins with McConachie's arrival in Japan in January, 1949, on a mission to obtain operating permits for the airline to initiate scheduled service from Vancouver to Tokyo, Shanghai and Hong Kong.

Getting the Japanese permits turned out to be a tougher job than anticipated. The U.S. military in Tokyo had set up a bureaucratic jungle run by generals who refused to make any decisions until General MacArthur gave his approvals.

McConachie, with some help from Canadian ambassador E. H. Norman, finally managed to obtain 15 minutes of MacArthur's time. The corn-cob pipe smoking general did most of the talking, much to McConachie's chagrin.

MacArthur "knew" Canadian Pacific was a "great corporation," but he was chiefly interested in getting the company to put its ships into service again on the Pacific where they were needed to bring supplies to Japan.

McConachie agreed to do what he could, and the general in turn granted all the necessary permits to operate aircraft into Japan, the jumping off point for the Shanghai leg. The next job was to obtain a permit for Shanghai.

This is where Wop May and "Two-Gun" Cohen came in. May, who accompanied McConachie on this trip to Shanghai, had struck up an acquaintance with Cohen in Edmonton many years earlier. Cohen had come to western Canada from Britain as a 16-year-old incorrigible, and had worked on a ranch where he learned to ride, shoot and play poker.

He once knocked out a burglar who was robbing a Chinese restaurant and, on the strength of a growing friendship with Canadian Chinese residents, Cohen was introduced to Chinese nationalist leader Sun Yat-sen, eventually becoming is bodyguard. Later he became Chiang's bodyguard.

Whether or not General Cohen actually influenced Chiang in favor of CP Air remains an unanswered question, Keith observes in his book. In any case, while May was contacting Cohen, McConachie worked through more conventional diplomatic channels, met Chiang's wife at a diplomatic reception and quickly obtained the permit.

About two weeks after his return to Canada, McConachie proudly watched a company North Star airliner (leased from the RCAF) take off from Vancouver for Shanghai with Captain Pentland and 18 company personnel aboard.

As they approached Shanghai they spotted fires on the periphery of the city — evidence that reports of a Communist offensive were true. When they landed they realized the city would fall in a matter of hours.

"Pentland took on fuel, loaded his passengers and departed for Manila just before dark," Keith states. "His was the last plane to leave Shanghai before its surrender to Communist forces." (The city was taken over on May 25, 1949).

CP Air would have to wait a long time before returning to China. The disappointed McConachie said later that the Shanghai permit was "the easiest permit I ever got, but the least fruitful."

"Just the same he had realized his bush pilot dream of an air route over the top of the world to the Orient," writes Keith.

Yes indeed, great movie scenario material there. All that is needed is a John Wayne type to play McConachie. Then there's the MacArthur role . . . and "Two-Gun" Cohen . . . and Wop May . . . The actors would love it and so would the audience.

Time was precious to burly Scotsman who traced route

Standard time born on Day of Two Noons

By Len Cocolicchio

"Do not squander time, for that is the stuff that life is made of."

Those famous words of Ben Franklin provided a maxim by which Sir Sandford Fleming lived. Indeed, he might have interpreted them to the letter when he conceived of a notion that was to literally alter the course of time.

Fleming, a husky six-footer sporting a great bushy beard, began his rise to international renown in 1871 when he accepted an invitation from Sir John A. Macdonald to survey the route of the Canadian Pacific Railway.

Predicting the new railway would "surpass in every element of magnitude and cost any work ever undertaken by man," the tough Scotsman plunged into his work with characteristic determination, mounting a three-month expedition from Halifax to New Westminster by rail, canoe, wagon, dugout and on foot to see for himself the countless hazards and obstacles the rails would have to traverse.

Fleming's expedition pushed through storms that dropped hailstones an inch thick, crossed the eerie, desert-like prairies, and clawed and clambered through the Rockies in storms so fierce that sled dogs froze to death.

It took 13 years of back-breaking work and political haggling to complete the CPR and Fleming, his bull-like build never failing him, thrived through it all.

With the steel link that would pull the country together and open up the land nearing completion, the man who helped set the course of the country was now ready to alter the course of time.

In 1876, Fleming proposed a system of 24 equal time zones, spanning the globe and anchored on the British Observatory at Greenwich, England. The standard time idea was quickly lauded by North American railway executives who desperately needed a uniform system.

But the public greeted the news with less than enthusiastic acceptance. Blustered an American newspaper of 97 years ago:

"People will have to marry by railroad time and die by railroad time; banks will open and close by railroad time. We presume the sun, moon and stars will make an attempt to ignore the order of the Railroad Convention, but they, too will have to give in at last."

Others screamed about an underhanded make-work project for watchmakers.

Influenced by the brash, new railway to the north, railroads throughout North America in 1883 set up their own standard time on what was known as "The Day of the Two Noons." They picked a Sunday when traffic was slow. Telegraph offices were connected with a central observatory; at precisely noon, clocks were turned back or ahead to cut the continent into even time zones. Train crews were ordered to check in at the next scheduled stop to adjust their watches.

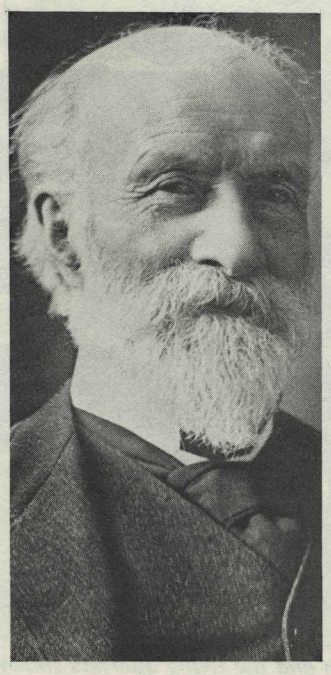
The reaction was not totally adverse. Some saw the advantages, though not always the ones intended. The New York Herald chortled: "Every old maid in Beacon Hill, in Boston, will rejoice tonight to discover that she is younger by almost 16 minutes."

The following year, U.S. President Chester Arthur convened a conference of 25 nations to spread Fleming's standard time around the world.

Indeed, without Fleming's genius, today's globetrotting businessman would need a calculator to keep time, even if he were simply travelling across the country. Prior to standard time, communities used local or solar time based upon calculations of noon as determined by the position of the sun. Thus, Montreal Time was 8.5 minutes faster than Brockville, 10 minutes ahead of Kingston and 23 minutes ahead of Toronto.

Meanwhile, Fleming had begun work on completing another project of global significance: To create an all-British cable system around the world by filling in the missing link — an undersea cable from Canada to Australia. It took 23 years, and Fleming himself did the preliminary engineering studies. When the cable opened in 1902, Fleming triumphantly marched into the Ottawa telegraph office and dispatched two telegrams to Canada's governor-general — one eastbound the other westbound. Both travelled around the globe and arrived back in the nation's capital within minutes.

When Fleming arrived in 1845, Canada had 16 miles of public steam-operated railway lines. When he died in 1915, it had 35,582 miles in operation. And from Paris to Pretoria, Moscow to Montreal, people, indeed, married by railroad time and died by railroad time; the sun, moon and stars had at last given in to the burly Scotsman who wasted nay a minute.



Sir Sandford Fleming

Company extends its links with Canadian art world

Continued from page 1

once put to mischievous use on a trip to London.

Feeling in an extravagant mood, Smith walked into a London auction house and outbid the British Museum and German Government for a collection of Japanese art so that he could "make Van Horne mad."

When Smith later showed Van Horne one of the prizes of the collection — a blue cup and saucer set — Van Horne offered him a huge sum. John Murray Gibbon reports in his book, "Steel of the Empire," that Smith said: "Nothing doing," as he chuckled and locked up the china.

Van Horne's association with Canadian painters goes back to the days when the company was trying to promote travel and immigration. During his presidency, painters such as William Brymner, John Fraser and Lucius O'Brien travelled across the country capturing the Canadian Northwest on canvas.

The railway provided these painters with transportation assistance and room and board, and staged exhibitions of their works. Many of these paintings were shown in England and continental Europe where they drew acclaim.

In the late 1920s, Gibbon, who was the railway's general publicity agent, organized several folklore and folk music festivals in company hotels.

During the first half of this century, Canadian Pacific acquired many paintings — some of them works of the "Group of Seven" — for its executive offices and hotels. The company was also one of the early users of motion pictures.

The centennial television series, the cost of which will be underwritten by the company, will be presented in 30-minute episodes. The series will be followed by the release of an illustrated student text, an educators guide, which will supply an in-depth analysis of each episode, and a video tape library for use by educational institutions across the country.

Including broadcasts on TV Ontario's network, the audience potential for the series has been estimated at about 10 million viewers, and during a five-year period, 15 million students.

Production will take place this year with broadcast and distribution set for 1982. It is expected the series will satisfy a growing demand on the part of the academic community for greater Canadian content in educational material.

The project will also extend Canadian Pacific's long association with Canadian art and artists.

Silkers had top priority across the system; God help the railroader who delayed one

By Jean Lafortune

When Christopher Columbus set sail in search of the gateway to the Orient he hoped to find the shortest route by which to transport the riches of the Far East — tea, spices and silk.

But once on the American continent, he discovered, to his great surprise, that none of these precious goods existed here, not even silk. Few dreamed the day would ever come that the silks of Cathay would be transported across this new continent.

But, in the early 1900s, North American fashion dictated that clothing, such as women's stockings, scarves, and dresses, be manufactured from this lustrous material. It was this market demand that fostered the legendary Canadian Pacific Railway silk trains.

The "silkers," as they were referred to, were given top priority all across the line from Vancouver to their eastern destinations and these steam-powered trains, which carried the precious cargo of live silkworms and raw silk material sometimes worth $10 million, set speed records still in effect today as a result.

As one dispatcher put it: "They had a clear board, right across Canada. There never was a signal set against a silk train — and God help the railroader who let one be delayed."

The reasons for the speedy transportation of the silk were threefold.

The multi-million dollar cargo posed a tempting lure for bandits. There was also the danger of spoilage as silk must be kept in a dry environment. A more urgent reason, however, was the sharp fluctuations in price, for silk was usually consigned to a bank or brokerage house, not a silk mill and, like other commodities, was traded on the stock exchange. A few hours delay could wipe out a fortune. Rapidity then was of the utmost importance.

Canadian Pacific had a lot going for it in getting the silk to market. Its Empress ships were the largest and fastest liners on the Pacific and had ports of call at Shanghai, Kobe, Yokohama and Hong Kong. And its trains were far from being slow. On one run, a silk train passed through Fort William 48 hours after leaving Vancouver. It travelled the 133 miles between Brandon and Winnipeg in 131 minutes — that's more than 100 miles an hour. Cargos handled by Canadian Pacific were being delivered in New York 13 days after leaving Japan, a time the American railways found themselves unable to compete with.

The majestic white Empress ships would dock at Vancouver harbor full of raw silk material bundled in straw-matting or brown paper, and live silkworms contentedly feeding on mulberries and spinning their cocoons from which thread is unravelled to make ties, gowns and undergarments.

The special trains that later became famous would be waiting at the docks. The silk cargo would begin to be unloaded and put into specially designed freight cars before the passengers would even begin to disembark.

Everyone was working against time. Everyone and everything was in motion; bales, trucks and men, weaving and interweaving. No man bumped another man, no truck collided with another truck, no combination of man, truck and silk ever hesitated on its course. One could have sworn there was perpetual motion.

This frantic pace would continue from Vancouver harbor to the cargo's final destination at New York or Hoboken, N.J. The "silkers" had no schedule and inherited top priority across the system. Regular trains would have to take the "hole" (pull into a siding) to allow the highballing trains through. There were no exceptions.

On one occasion in December, 1919, the late Prince George, Duke of York, who later became King George VI, arrived on the Empress of Russia at Vancouver enroute from Hong Kong to spend Christmas with his family at Windsor Castle. His ship had been delayed by fog and a special section of a CPR passenger train had been kept waiting to hurry the royal passenger to the eastern seaboard and connection with a steamship over the Atlantic.

The prince's train pulled out of Vancouver at midnight. Almost four hours later, a silk train also started east. Before noon of the next day, in the Rockies, the royal train pulled into a siding as the "silker" thundered by.

A conductor was said to have told the inquisitive prince: "In this country silk has rights over everything."

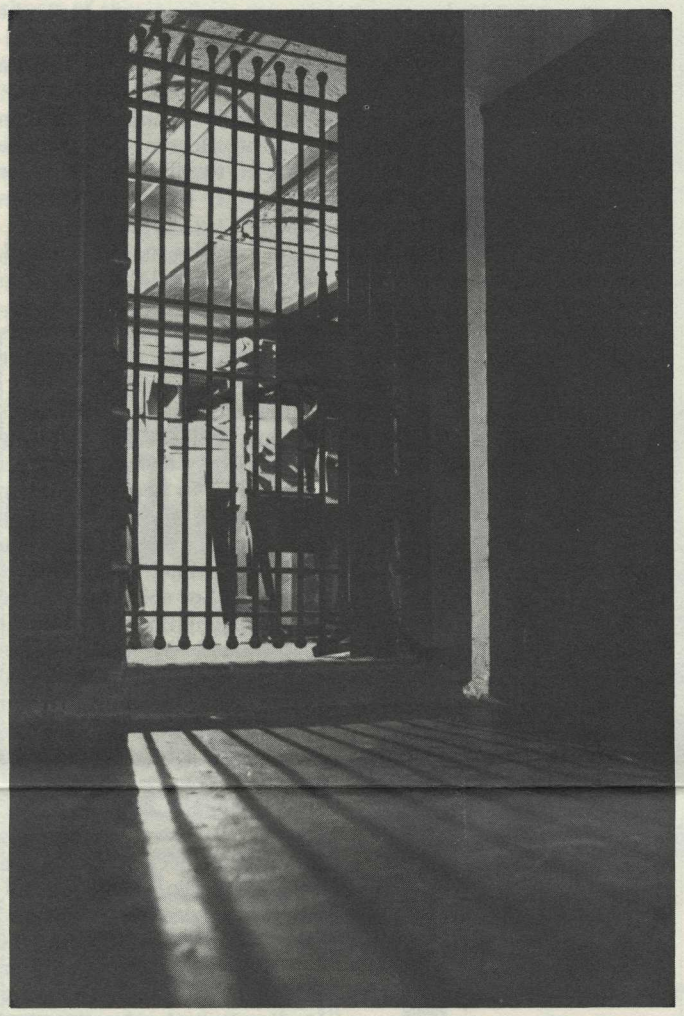
The era of the "silkers" lasted into the 30s when transportation of silk by rail slumped to an all-time low. This downward trend was due, in part, to the depression, and to the introduction of materials like nylon and rayon. Also, nearly 90 per cent of the entire movement of silk was now arriving in the United States by an all-water route through the Panama Canal. The all-water gateway to the Orient had been discovered.

Legend conjures up cruel visions but it's really just another myth

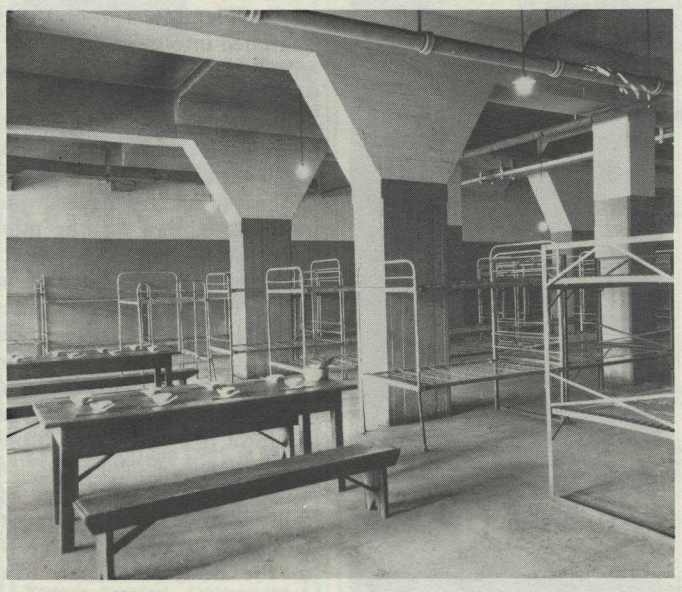
By Ron Grant

There is a popular legend that, at one time, some Chinese laborers were kept in a cell-like room with barred doors, deep in the gloomy bowels of Windsor Station. It's a story perpetuated out of the corners of mouths in sly, confidential whispers.

When heard, it conjures up visions of leg irons, anguish and cruel desperation, even in the least sympathetic imaginations. But, as it happens, it's just another myth.



This is the eerie-looking, cell-like room on B floor of Windsor Station where popular legend says Chinese laborers were kept. *(Photograph by Maurice Quinn)*



The legend is really just a myth and the living quarters shown above are where Chinese laborers actually stayed.

The truth is that during the First World War, the allied forces recruited laborers in China to be sent to Europe to perform unskilled labor in connection with military operations. These Chinese, evidently all volunteers, were used to help in the digging of trenches or in construction work around military installations. Apparently they were not employed in conditions which would normally put them under enemy fire.

Movement from China, presumably through Hong Kong and Shanghai, was made by CPSS vessels across the Pacific, by train across Canada, then by convoy across the Atlantic. While travelling across Canada they were, of course, aliens in bond and, as such, were escorted by guards. Pending transfer to other trains and ships, they required overnight accommodation — and this is how the legend was born.

They were housed and fed in immigrant quarters for transients which the company maintained on B floor in Windsor Station, below the concourse and waiting room levels.

Now there happens to be a cell-like room with barred doors that still exists at the bottom of the stairs to B floor, off the Lagauchetiere and Peel office entrance. This room, however, was maintained by the Express Company as a store room for bullion and other valuables in transit. It was never used by the Chinese, or anyone else.

But, a vestige of the old immigrant quarters still remains in an area on this floor. It's a room, with a door out to the Peel Street hill, which the present building staff — and generations of them before — still call "the old kitchen." Evidently, this is where the immigrant kitchen was, although it ceased to exist at least 50 years ago.

In any case, there was no dungeon, no cries of despair, no nudge-nudges and wink-winks. Even so, I'll bet that five or six years hence, somebody will pause with me at the top of the B floor stairs and furtively say: "Did I ever tell you about that room down there with the barred door..."

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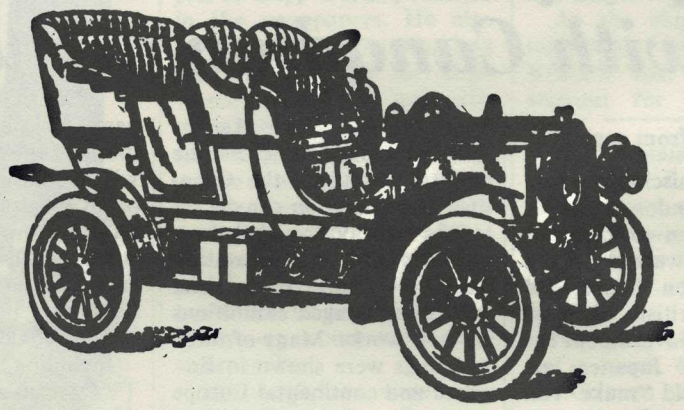
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The Number 2850, a Hudson-type engine built for high-speed, heavy passenger runs, is seen here hauling the Royal Train with King George VI and Queen Elizabeth aboard near Leanchoil, B.C. in 1939.

Iron Horses charmed railroaders but still lost out to new diesels

By Stephen Morris

When the last scheduled steam-powered train chugged into Windsor Station from St. Lin, Quebec Nov. 6, 1960, it spelled the end of an era for Canadian Pacific.

It was a sad day for many but not an unexpected one; the younger generation of diesels had, inevitably, taken over the reigns.

The same unique characteristics of the Iron Horse, which charmed early railroaders, poets and song writers, also limited its lifespand as a viable form of motive power.

It was hard, dirty work operating a steam-powered locomotive; stoking its fires with coal to maintain a full head of steam being a major task.

Engine crews had to be changed frequently and even if there was more than one locomotive pulling the train, each unit required its own crew. The steam engine's appetite for water and coal also restricted its non-stop range.

Most large railroads built their own steam-powered locomotives and Canadian Pacific was no exception. For the company the locomotive building epoch lasted 61 years (1883-1944) and saw 1,056 of its steam engines come on stream.

During the first 20 years, the company constructed engines at its Delorimier Avenue shop in Montreal. Later, the operation was moved to Angus Shops, a new building and repair facility in northeast Montreal.

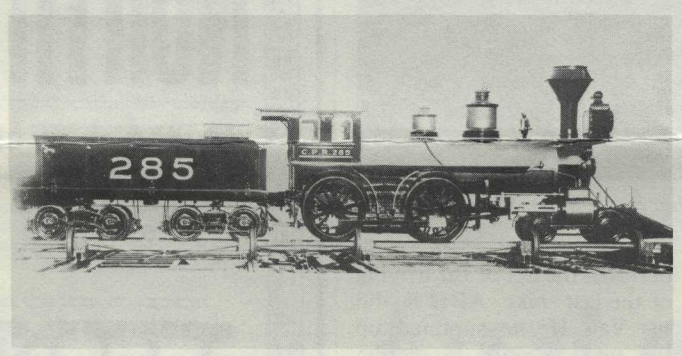
But it was at the Delorimier Shop where the CPR built its first steam engine. Number 285 was designed by Francis Brown who in 1833 had been lured from the Grand Trunk Railway to Canadian Pacific by William Van Horne.

The engine was small compared with later designs. It featured a 4-4-0 wheel arrangement — a four wheel leading truck, four drive wheels on the second truck, and no trailing truck — and was designed for passenger and freight service.

By the end of the First World War engines with a 4-4-0 wheel arrangement were a rarity. Most had been scrapped because of their inability to pull the increasingly heavier and longer trains.

But this seeming disadvantage led to the survival of three of these engines built in the 1880s.

Operating on a small branch line in New Brunswick, Numbers 29, 136 and



The Number 285, seen above, was the first steam engine ever built by Canadian Pacific in its own shops. The company's locomotive building epoch lasted 61 years.

144 survived because of the low traffic on the line and the light rail on which heavier engines could not run. Today, the three engines are preserved in Ontario and Quebec.

In its steam period, Canadian Pacific boasted a fleet of locomotives which featured 20 different wheel arrangements. However, every railway had a class or type of engine which formed the backbone of its fleet.

With Canadian Pacific it was the versatile, sturdy and reliable D-10 class 4-6-0 wheel type.

Capable of a multitude of tasks, these engines were equally at home on the head-end of a freight, mixed and passenger trains or in yard, pusher or work service.

Between 1905 and 1913, Canadian Pacific acquired 502 of these engines of which 119 were built by the railway. The D-10 class engines could be seen in virtually every roundhouse and yard from the Atlantic to the Pacific.

Canadian Pacific also had some of the most streamlined, stylish engines on the North American continent. Perhaps the best example is the Canadian Pacific 4-6-4 Royal Hudson.

This class of locomotive was popularized by the New York Central, which named it after the Hudson River.

The Hudson-type engines first appeared on Canadian Pacific in 1929 when 20 were built for high-speed, heavy-passenger runs. Eight years later, the company acquired 45 more of the engines which were semi-streamlined.

In 1939, Number 2850 was selected to haul the Royal Train with King George VI and Queen Elizabeth aboard across Canada. The steam locomotive had been refinished in royal blue and stainless steel with a golden crown at the front of each running board.

Subsequently all 45 semi-streamlined 4-6-4s were provided with similiar running board crowns and engines of the H, L, C, D and E class became known as Royal Hudsons.

After the Second World War it became evident that diesel locomotives would replace steam engines in North America. Diesels were easier on the crews and oil was cheap. They had a longer range and could generate more work power. They were cheaper to maintain and operate, and were more reliable.

Canadian Pacific had been experimenting with a diesel-powered locomotive in its yard and switcher service since 1937. Six years later, the company began acquiring production diesels for yard service and in 1948 the first diesel road units came on line.

In 1949, Canadian Pacific took delivery of its last steam-powered locomotive, the 5935, a 2-10-4 Selkirk-class unit built by Montreal Locomotive Works. Measuring just shy of a hundred feet in length, these types of engines were the largest and heaviest in the Commonwealth and were assigned to passenger and freight service in Alberta and British Columbia.

Museum pieces at the age of 10, these engines represented the finest technology in steam engine design. But even this technology could not match that of the new diesels.

Beaverford lost with all hands during battle with Admiral Scheer

HMS Jervis Bay began the battle

By Len Cocolicchio

Canadian Pacific's Beaverford had completed eight wartime voyages when she left Halifax, N.S., in October, 1940. She was on her way to join convoy HX84 and its escort HMS Jervis Bay, the armed merchant ship that was later to achieve world fame.

Prior to sailing, Captain H. Pettigrew asked two friends to dine with him at an uptown restaurant. The friends were intrigued. The captain usually entertained aboard ship. When asked why the change of venue, Captain Pettigrew replied gravely: "I have a feeling this will be our last lunch together, so I thought a change would be good."

Next day the convoy was formed; the ships positioned in nine columns. The Beaverford was the middle ship in the seventh column. For seven days there were no U-boat alarms and the convoy continued eastward uneventfully.

Meanwhile, the German pocket battleship Admiral Scheer had crept out of Stavenger unobserved. Her commander, Captain Krancke, already knew that convoy HX84 had left Halifax and, on the morning of Nov. 5, a reconnaissance plane from his ship reported sighting the convoy.

The first warning to the convoy came at 1545 when smoke was spotted on the horizon, and by 1700 hours the enemy raider had been identified. The Jervis Bay, unarmored and lightly armed, signalled: "Prepare to scatter."

She then turned and made toward the heavily armed raider. Her aim was to delay the battleship, giving the convoy a chance to escape. For nearly half-an-hour she engaged the Admiral Scheer before being sunk.

On witnessing the Jervis Bay's gallant demise, and the short distance still between the rest of the convoy and the German battleship, Captain Pettigrew took up the fight. Even with superb seamanship and the speed of the Beaverford on their side, the vessel's single four-inch and three-inch guns could only hope to borrow time. But borrow she did. The brave crew maintained an uneven fight for up to five hours while slower ships in the convoy made their escape.

During that time the Admiral Scheer had fired 12 rounds main armament and 71 rounds of secondary armament, striking the stubborn Beaverford 19 times without stopping her. To sink the ship, the raider finally had to launch a torpedo. At 2245 hours, in a tremendous explosion, the Beaverford went down with all hands.

The action of the Jervis Bay rightfully became one of the more heralded events of the Second World War. The Beaverford deserved no less.

The company's fleets sailed special missions and bore heavy losses

All British merchant ships were liable to requisition by the government during the Second World War. Canadian Pacific's fleet suffered some of the heaviest losses. Eighteen of the company's ocean ships, two Canadian Australasian Line ships and two vessels from the British Columbia coastal operation were in the service of the British Admiralty during the war. Only five of these returned to company service after the war.

The speed of the Canadian Beaver ships made them invaluable as cargo carriers, shuttling across the Atlantic. But as cargo ships they were also main targets for the dreaded U-boats whose mission was to cut off England's main supply route and starve the country into surrender.

Of the five Beaver ships, all but one was lost in enemy action by 1941. The last, the Beaverhill, carried on alone until 1944 when she was lost in a marine mishap on the Hillyards Reef.

The company's passenger liners, whether from Atlantic or Pacific services, moved about the face of the seas at the direction of the Admiralty and became equally at home in tropical as well as northern ports. They served on special missions — the demolition of coal mines at Spitzbergen, the Madagascar landing, the removal of freed prisoners from Odessa and the evacuation of Narvik and Brest. They carried troops from Australia and New Zealand to Suez, from North American ports to North Africa; they served at Salerno, were bombed at Oran, took reinforcements to Singapore, rescued Dutch from Batavia, ferried Canadian contingents across the Atlantic, shipped landing craft for service in the Mediterranean, and carried more than 6,000 unescorted children from Britain to Canada.

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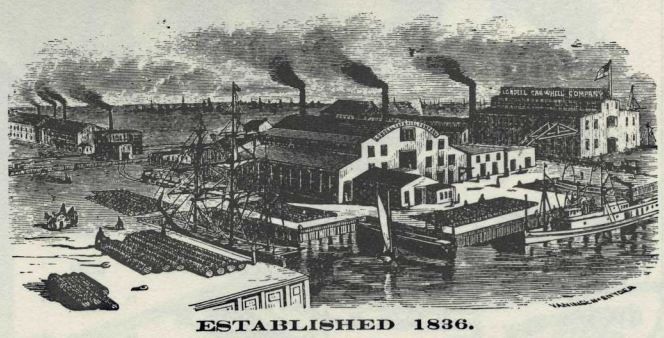

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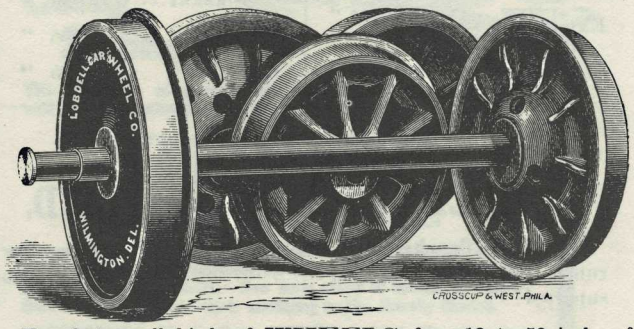

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Productivity amazed officials

Remained committed to all-Canadian railway

Continued from page 1

hand-man in the crucial task of purchasing equipment and supplies. At the same time, he moved his headquarters to Montreal to assume direct control both of construction and operations on the system. Though Van Horne had been Hill's choice, he was not by any means a protégé.

In 1883, Van Horne disagreed with Hill on the routing of the railway. Hill had hoped that his own lines in Minnesota might form part of the Canadian transcontinental for a transitional period, thus avoiding the necessity to construct a railway immediately around the unpopulated and unproductive North Shore of Lake Superior. Van Horne was adamant; he had been hired to build an all-Canadian railway and build it he would. As a consequence, Hill resigned and became an implacable foe of Canadian Pacific. In later years, his railway, known later as the Great Northern and serving the northern tier of western states, attempted many times to tap Canadian traffic sources in boundary areas. This competition was to last for nearly 30 years.

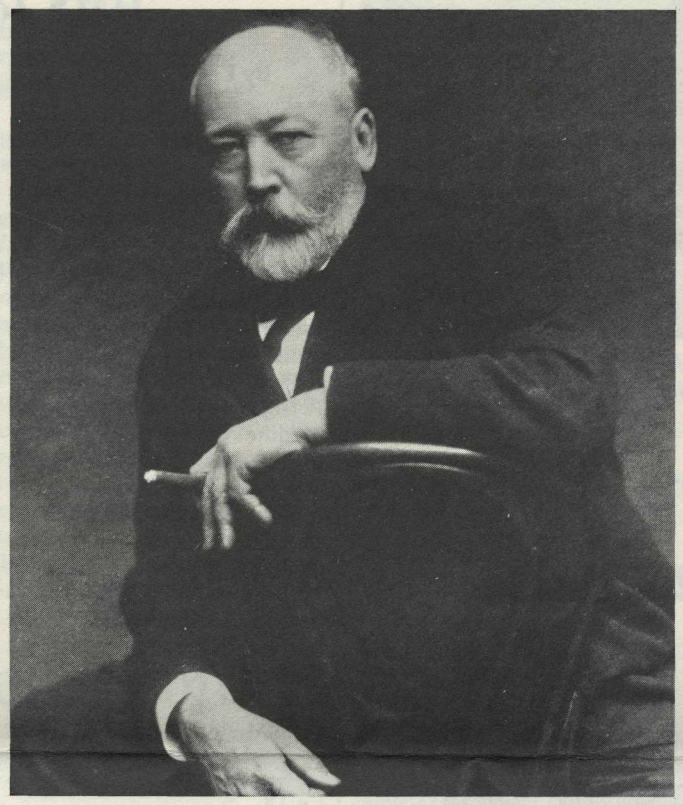
Van Horne's productivity astounded Canadian Pacific's directors. In contrast to 136 miles added to the prairie main line, in 1881, no less than 418 miles were added in 1882 and 376 more by the end of 1883, bringing the railhead to the summit of the continental divide at a siding appropriately called "Stephen". In the latter year, under the direct supervision of James Ross, manager of construction in the west, nearly six-and-a-half miles of track were laid in one day, July 28, 1883, at a point near Strathmore, Alta. When the rails reached Calgary, the famed Oblate missionary, Father Albert Lacombe, was entertained at a dinner in car No. 33, in which Canadian Pacific's principals and many directors participated.

Made "president" of Canadian Pacific for one hour (ceremonially, not officially), Lacombe reciprocated by putting George Stephen in charge of the parish of St. Mary's in Calgary for the same period of time. "Poor souls of Calgary" said Stephen, looking out of the car window, "I pity you".

Despite acute setbacks caused by unscrupulous subcontractors and shoddy work inherited from government contracts, under Van Horne's direction the huge task was completed in less than half the stipulated time, the rails from the east being laid to a connection with those already constructed from the West Coast early in November, 1885, at a point in Eagle Pass between Revelstoke and Sicamous.

There was much popular interest in the accomplishment and many expected that the termination of this important work would be marked by elaborate ceremonies and speechmaking, a ritual which had marked the completion of the important trunk lines in the United States. Van Horne was only too keenly aware that such events also almost invariably presaged bankruptcy and his attitude to an anticipated completion of the work, as delivered to a group of particularly persistent reporters in Winnipeg about a week before the line was completed, was typical of the attitudes and feelings of a "railway general" who had pursued one of the most ambitious construction tasks in the world through to a successful completion.

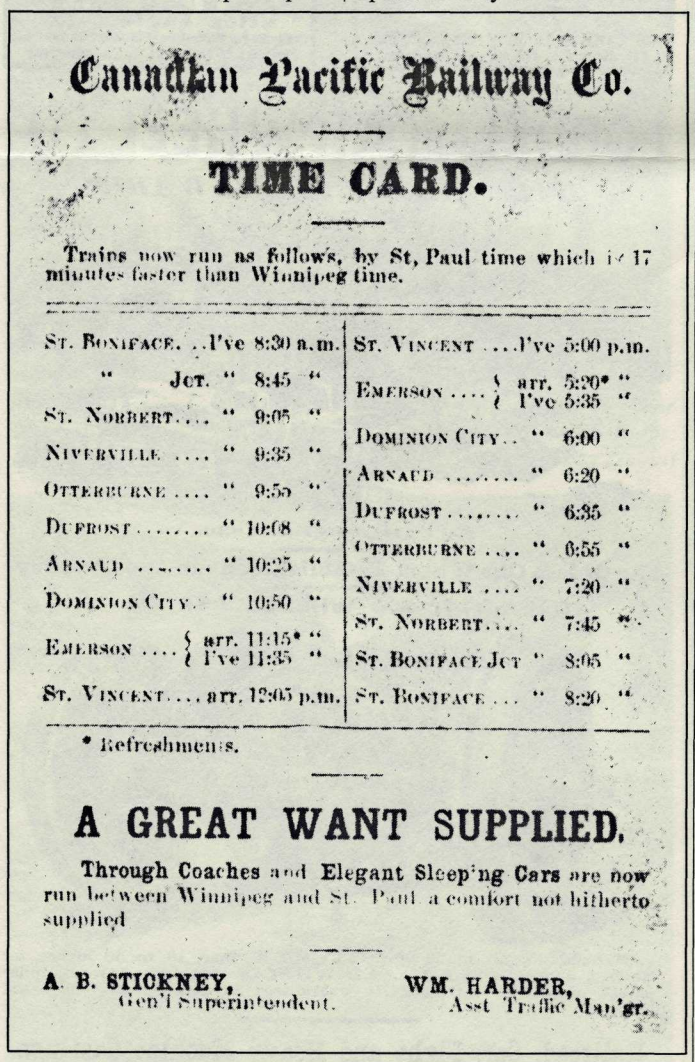
He said: "We intend going to British Columbia but cannot say whether we will pass over the line before or after the last spike, about which you appear to be so anxious, is driven. No, I'm sure I can't say who will drive the last spike. It may be Tom Mularky or Joe Tubby, and the only ceremony that I fancy may occur will be the damning of the foreman for not driving it quicker. There will be no concluding ceremony, no nonsense. Some roads may like to advertise by making a great fuss, but we do not care for that sort of thing."



Sir William Van Horne was the first chairman and second president of the Canadian Pacific Railway.

In retrospect, the ceremony, if such it may be called, was almost an anticlimax. The special train carrying the directors, Van Horne and senior officers arrived at the site of the joining of the rails very opportunely, about an hour before the task was to be done, on the damp and foggy morning of Saturday, Nov. 7, 1885. Interestingly, president George Stephen was not among the "chosen;" he had elected to go to England to try to press Canadian Pacific's interest in obtaining a mail contract for a steamer line on the Pacific Ocean. By unanimous choice, his cousin, Donald A. Smith, one of the senior directors, was asked to perform the act of the driving of the last spike. After he did so, Van Horne summed up the task in only 15 words: "All I can say is that the work has been well done in every way."

The "last spike" proved to be a beginning rather than an end. Ultimately, Stephen's efforts with the British government proved fruitful. In 1887, chartered vessels and, in 1891, the Company's own pioneer "Empress" ships, three in number, provided service between Vancouver, Japan and China. For this service, Van Horne personally designed the red-and-white checkered house flag which was flown for nearly 80 years. Van Horne was an inveterate poker player, and some of his acquaintances suggested that the design of this flag depicted "three of a kind". The typical Van Horne retort in denial was that only a "royal flush" would be appropriate for Canadian Pacific.



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Arnaud	"	10:25 "	Otterburne	"	6:55 "
Dominion City	"	10:50 "	Niverville	"	7:20 "
Emerson	arr.	11:15* "	St. Norbert	"	7:45 "
	l've	11:35 "	St. Boniface Jct	"	8:05 "
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Canadian Pacific's first public railway timetable was a small card, printed on both sides. The front of the card is shown here.

Gang after government gold retreats as rifles readied

Continued from page 2

reached the wharf, they began unloading the bags of gold. Suddenly, a rough-looking mob came charging up, with Soapy Smith in the lead.

Obviously, Smith now knew what was in the kit bags. The crowd began to jostle the policemen as they tried to carry the bags to the Tartar, which was alongside.

"Then an order rang out from the ship's wheelhouse, and a squad of sailors ran down the gang plank with loaded rifles. They levelled them at the mob," writes Stewart.

"Another squad took up positions on the hurricame deck with rifles pointed. At that moment Inspector Wood came face to face with Soapy Smith.

"Why don't you stop in Skagway for a while, Inspector?" the gang king said smilingly. Wood politely declined the invitation and Smith turned and led the mob off the dock."

Wood and Steele were promoted shortly after the event. A few weeks later, the leader of a vigilante group from the community killed Soapy Smith in a shoot-out on the Skagway dock.

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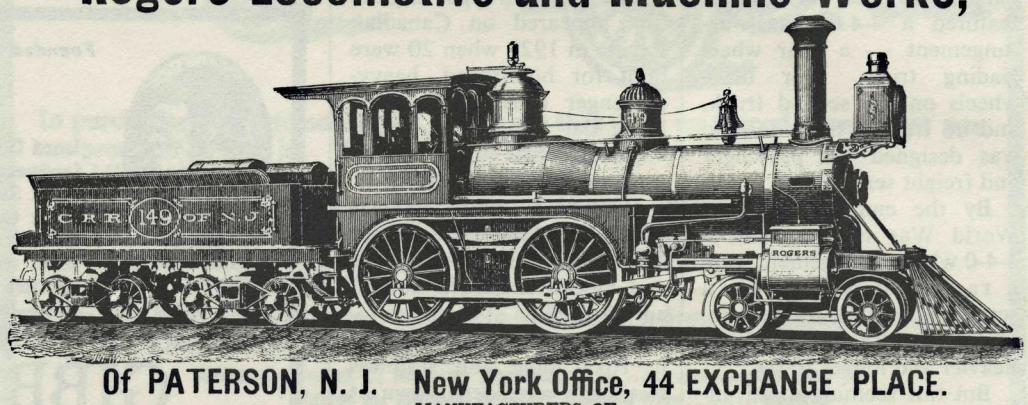

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