

# Canadian Rail



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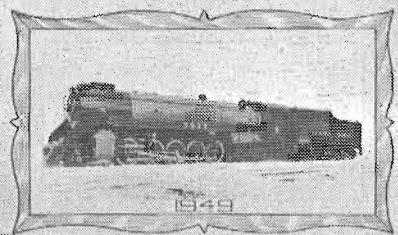
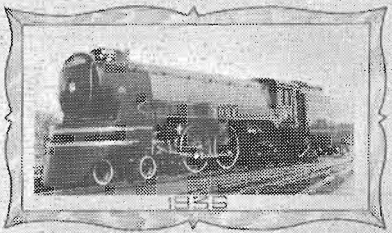
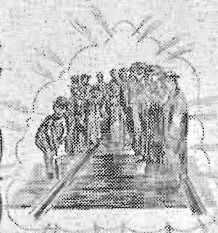
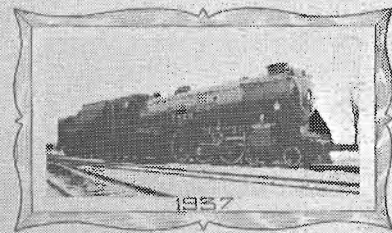
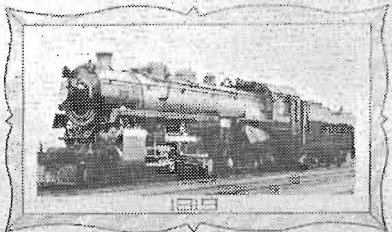
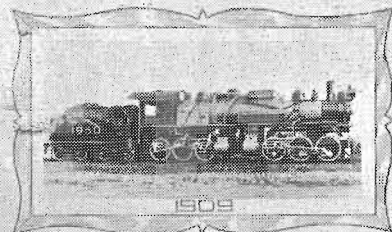
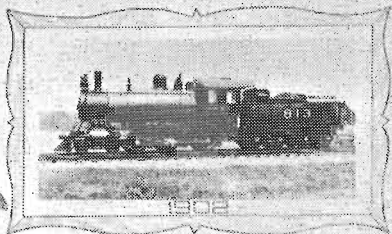
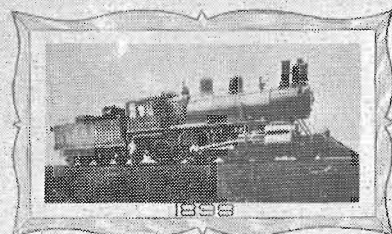
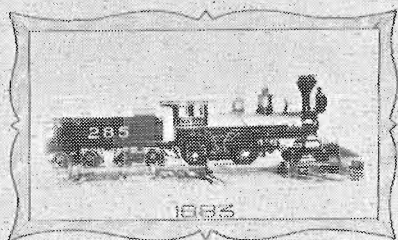
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FRONT COVER:  
A BALLAST TRAIN DURING CONSTRUCTION OF THE PACIFIC SECTION OF THE C.P.R. by Andrew Onderdonk. The locomotive is No. 4, "SAVONA" which had formerly been No. 5 "CARSON" of the Virginia and Truckee. This 2-6-0 survived until 1926 when, as C.N.R. 7083, it was scrapped. Collection of Omer Lavallée.

OPPOSITE:  
C.P.R. LOCOMOTIVE NO. 150 is shown on the Pic River Bridge during the construction days of the 1880's. This engine had been built by Dübs in Scotland in 1873 and, before being purchased by C.P. in 1883, had been used on the construction of the government-built section west of Thunder Bay. It was scrapped in 1895. Note the temporary construction of the bridge, soon to be replaced by better quality work. Collection of Omer Lavallée.



*Canadian Pacific*



# Canadian Pacific 1881-1981

IN COMMEMORATION OF THE CENTENNIAL OF THE FOUNDING OF THE CANADIAN PACIFIC RAILWAY COMPANY (NOW CANADIAN PACIFIC LIMITED) THE CANADIAN RAIL COMMITTEE IS PLEASED TO PUBLISH TWO ISSUES DEVOTED TO THIS SUBJECT.

THE FEBRUARY 1981 CANADIAN RAIL CONTAINS AN ARTICLE ON THE INCORPORATION OF THE COMPANY, AS WELL AS ONE ABOUT THE LOCOMOTIVES USED BY THE CONTRACTORS ON THE PARTS OF THE LINE BUILT BY THE GOVERNMENT BEFORE THE COMPANY TOOK THEM OVER.

NEXT MONTH WE WILL PRESENT A BRIEF HISTORY OF THE LAST HUNDRED YEARS OF THE COMPANY, A SYNOPTIC HISTORY OF THE RAIL OPERATIONS OF THE C.P.R. FROM 1881 TO 1927, AS WELL AS A SELECTION OF PHOTOGRAPHS OF C.P.R. LOCOMOTIVES AND TRAINS TAKEN DURING THE ERA OF STEAM.

WE HOPE YOU WILL ENJOY THESE TWO SPECIAL ISSUES.

THE CANADIAN RAIL COMMITTEE.  
FEBRUARY 1981.



Canadian  
Pacific  
100 Years

Canadien  
Pacifique  
100 ans

Yesterday  
Today and  
Tomorrow

Hier  
aujourd'hui  
et demain

THIS SYMBOLIC LOGO is being used by Canadian Pacific to commemorate the centennial of the company. It will be used on Canadian Pacific stationery during 1981, and is shown here by special permission of Canadian Pacific.



## THE NEW NORTH-WEST PASSAGE.

BRITANNIA. "NOW, FROM MY WESTERN CLIFFS THAT FRONT THE DEEP  
TO WHERE THE WARM PACIFIC WATERS SWEEP  
AROUND CATHAY AND OLD ZIPANGU'S SHORE,  
MY COURSE IS CLEAR. WHAT CAN I WISH FOR MORE?"

CARTOON BY JOHN TENNIEL WHICH APPEARED IN PUNCH IN 1887 depicting the recently-completed C.P.R. as an imperial link. Note the locomotive appearing as an 0-8-0!

# The Incorporation of the Company

## BY FRED ANGUS

One hundred years ago, on February 16 1881, the Canadian Pacific Railway Company was incorporated by letters patent under the Great Seal of Canada. The incorporation had been authorized by an act of the Canadian Parliament entitled "An Act Respecting The Canadian Pacific Railway Company", and this act had received royal assent only the day before. The task facing this new company was formidable by any standards, but to the fourteen-year-old Dominion of Canada of 100 years ago it appeared almost impossible. It was, simply stated, to build a railway from Eastern Canada to the Pacific coast, entirely through Canadian territory, to complete this job in ten years, and to operate the railway thereafter. Although certain sections had been built or were under construction, the majority of the line, including 1000 miles across the Canadian shield, 800 miles across the prairies, and 500 miles through the mountains, had not been started. Not only that, but much of the land which was eventually traversed was uninhabited and not even fully explored.

Incorporation of the company came only after a ten-year political struggle which had begun in 1871 when British Columbia had joined the Canadian confederation. Part of the deal was that a railway would be built connecting B.C. with Eastern Canada within ten years, but by 1880 the time was almost up and the job was scarcely begun. The first attempt had ended with the "Pacific Scandal" and defeat of the government in 1873, followed by the slow and not-so-sure piecemeal construction by the federal government. By 1880 it was evident that a private company was best qualified to build the line, and on October 21 of that year a contract was signed between the government and "The Syndicate" as it was popularly called at the time.

The syndicate which was to become the Canadian Pacific Railway Company was headed by George Stephen who had been born in Dufftown, Banffshire, Scotland in 1829, had come to Canada in 1850, and had made a fortune in the drygoods business. From 1876 to 1881 he was president of the Bank of Montreal, from which position he resigned in 1881 to become the first president of the C.P.R. After retiring from the C.P.R. in 1888, he went to live in England, became Lord Mount Stephen in 1891, and died there in 1921 at the age of 92.

Duncan McIntyre was born at Callander, Perthshire, Scotland about 1815, came to Canada in 1849, and also became successful in the

drygoods business. He had purchased controlling interest in the Canada Central Railway which extended from Brockville to Sand Point in the Ottawa valley. In 1870, the C.C. Ry. had opened the line from Carleton Place to Ottawa, and at that time the International Railway and Steam Navigation Guide printed this prophetic statement: "The completion of this first link in the great chain of railways destined, we trust, at



44 VICTORIA.

CHAP. I.

An Act respecting the Canadian Pacific Railway.

[Assented to 15th February, 1881.]

**WHEREAS** by the terms and conditions of the admission <sup>Preamble.</sup> of British Columbia into Union with the Dominion of Canada, the Government of the Dominion has assumed the obligation of causing a Railway to be constructed, connecting the seaboard of British Columbia with the Railway system of Canada;

And whereas the Parliament of Canada has repeatedly <sup>Preference of Parliament for construction by a company.</sup> declared a preference for the construction and operation of such Railway by means of an incorporated Company aided by grants of money and land, rather than by the Government, and certain Statutes have been passed to enable that course to be followed, but the enactments therein contained have not been effectual for that purpose;

And whereas certain sections of the said Railway have <sup>Greater part still unconstructed.</sup> been constructed by the Government, and others are in course of construction, but the greater portion of the main line thereof has not yet been commenced or placed under contract, and it is necessary for the development of the North-West Territory and for the preservation of the good faith of the Government in the performance of its obligations, that immediate steps should be taken to complete and operate the whole of the said Railway;

And whereas, in conformity with the expressed desir<sup>of</sup> of Parliament, a contract has been entered into<sup>for the construction of the said portion of the main line of said Railway, and for the permanent working of the whole line thereof, which contract with the schedule annexed has been laid before Parliament for its approval and a copy thereof is appended hereto, and it is expedient to approve and ratify the said contract, and to make provision for the carrying out of the same;</sup>

Letters Patent under the Great Seal of Canada have been this day issued in accordance with the foregoing Order in Council.

Dated 16th February, 1881.

JOHN O'CONNOR,  
*Secretary of State.*

"Letters Patent incorporating the Canadian Pacific Railway Company."

GOVERNMENT HOUSE,

OTTAWA, 16th day of February, 1881.

Present:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

**ON** the recommendation of the Right Honorable Sir John A. Macdonald, and in accordance with the Act of Parliament of Canada, passed on the 15th day of February, 1881, intituled: "An Act respecting the Canadian Pacific Railway Company"—

His Excellency has been pleased to order and it is hereby ordered, that Letters Patent under the Great Seal of Canada be issued incorporating "The Canadian Pacific Railway Company,"—such Letters Patent to be as follows:—

CANADA.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen Defender of the Faith, etc. etc.

To all to whom these presents shall come, or whom the same may in anywise concern,

GREETING:

**WHEREAS**, George Stephen, of the City of Montreal, in the Province of Quebec and Dominion of Canada, Esquire; Duncan McIntyre, of the same place, Merchant; John S. Kennedy, of the City of New York, in the State of New York, one of the United States of America; Richard B. Angus, of the City of St. Paul, in the State of Minnesota, one of the United States of America; and James J. Hill, of the same place; the firm of Morton, Rose and Company, of the City of London, in England, Merchants, and the firm of Kohn Reinach and Company, of the City of Paris, in France, Bankers, on or about the twenty-first day of October, in the year of Our Lord one thousand eight hundred and eighty, duly entered into a contract and agreement with Us

And whereas the said persons have prayed for a charter for the purpose aforesaid;

**I. Now Know Ye**, that, by and with the advice of our Privy Council for Canada, and under the authority of the hereinbefore in part recited Act, and of any other power and authority whatsoever in Us vested in this behalf, We Do, by these our Letters Patent, grant, order, declare and provide that the said George Stephen, Duncan McIntyre, John S. Kennedy, Richard B. Angus, James J. Hill, the firm of Morton, Rose & Company, and the firm of Kohn, Reinach & Company; with all such other persons and corporations as shall become shareholders in the Company hereby incorporated, shall be and they are hereby constituted a body corporate and politic, by the name of the "Canadian Pacific Railway Company."

PORTIONS OF THE ACT OF INCORPORATION AND THE LETTERS PATENT issued on February 16 1881. This document, one of the most historic in Canadian history, was printed by the government printer in 1882 for sale to interested members of the public.



no distant day to connect the great oceans of the East and West, reflects much credit on the enterprising projectors". McIntyre remained a C.P.R. director until his resignation in 1884.

Richard B. Angus was yet another Scot, having been born at Bathgate, near Edinburgh, in 1831. His career had been in banking, working first at a bank in Manchester England, then coming to Canada in 1857 at the request of the Bank of Montreal and entering their service as a clerk. By 1869 he was General Manager of the B. of M., and he retained this position until 1879 when he resigned to devote himself to the St. Paul railway project. He was a C.P.R. director for the remainder of his life, and it is interesting that, as late as 1910, at the age of 79, he returned to the Bank of Montreal as president, retaining the post until 1913. When he died in 1922, he was the last survivor of the original C.P.R. Syndicate.

James J. Hill was born at Rockwood, Ontario, near Guelph in 1838. He had gone to St. Paul Minnesota in 1856 and worked for a steamboat company on the Mississippi river. Later he promoted the Red River Transportation Line. He also obtained control of the St. Paul and Pacific Railroad, which in 1879 became the St. Paul Minneapolis and Manitoba R.R. He was a C.P.R. director until 1883 when he resigned to concentrate on the St. P. M. & M., which soon became the Great Northern. Long before Hill's death in 1916, the Great Northern had reached the Pacific coast, and today, as the Burlington Northern, is the largest railway in America, extending from Washington state to Florida.

The remaining members of the syndicate were the banking firms of John S. Kennedy in New York, Morton, Rose and Co. of London England, and Kohn, Reinach and Company of Paris France. Kennedy was a director until 1883 when he resigned at the same time as Hill, and Baron Reinach was also a director in the early 1880's.

Another associate was Donald Smith who, for political reasons, could not be officially a member of the syndicate, since he had not supported Sir John A. MacDonald at the time of the Pacific scandal in 1873. Smith, also a Scot, was born at Forres, Morayshire in 1820, and had entered the Hudson's Bay Company in 1838, spending much of his career in the North. He was a cousin of George Stephen, and a great supporter of the C.P.R. project. It was Smith who drove the last spike completing the transcontinental main line in 1885, and he also became president of the Bank of Montreal. In 1896 he was made Lord Strathcona, and, as Canadian High Commissioner to England, took up residence in London where he died in 1914. This, briefly, was the group of persons who signed the contract, in October 1880, to build a railway almost three thousand miles long.

The formation of the syndicate had come about almost by chance. In September, 1877 George Stephen and R.B. Angus (then president and General Manager, respectively, of the Bank of Montreal) were in Chicago on business connected with the bank. During this time they had several days free, and it is said that they decided by the toss of a coin to go to St. Paul and visit James J. Hill. As a result of this meeting with Hill, both Stephen and Angus decided to join forces with him, and Angus resigned from the bank and moved to St. Paul in 1879, becoming Vice-President of the reorganized railway. He remained in St. Paul until 1881 when he returned to Montreal at the formation of the C.P.R. In 1879 the



R. B. Angus



Donald Smith



George Stephen



Duncan McIntyre



James J. Hill

FIVE OF THE PERSONS WHO WERE VERY ACTIVE IN THE FOUNDING OF THE C.P.R. Although Donald Smith was not mentioned in the incorporating document, he did much for the company and, five years later, drove the last spike.



A CARTOON OF 1881 SHOWING THREE MEMBERS OF THE C.P.R. SYNDICATE holding the contract to build the railway. From left to right they are: McIntyre, Stephen, Angus. All are shown wearing Scottish costume!



### THE CONTRACT SWALLOWED.

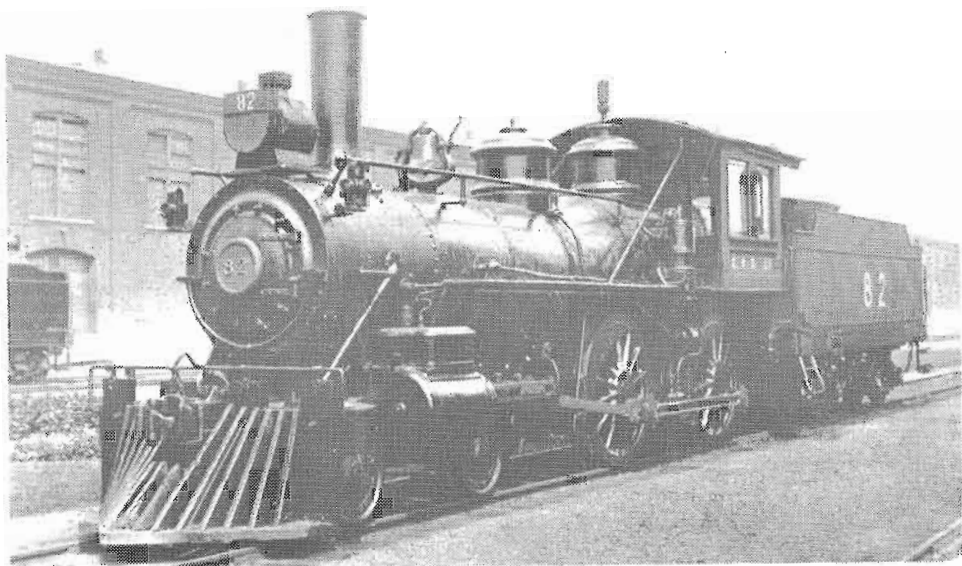
SIR JOHN.—"YES, IT'S DOWN SURE ENOUGH, BUT I'M AFRAID IT WON'T DIGEST!"

THE SATURDAY AFTER THE PASSAGE OF THE ACT AUTHORIZING THE INCORPORATION OF THE C.P.R. this humorous cartoon was published by Grip magazine. Sir John A. MacDonalld is shown as having forced the bill down the throat of a reluctant parliament by strength of a majority of his party.

semi-moribund St. Paul and Pacific was transformed into the St. Paul Minneapolis and Manitoba, and the line prospered as settlers moved into the new territory following the end of a plague of grasshoppers which had ravaged the country for several years. By 1880 this railway was a going concern, and the promoters began to consider the possibility of negotiating for the construction of the Canadian Pacific since by this time it was obvious that the recently-re-elected government of Sir John A. MacDonald was seeking a private group to build the railway.

In April 1880 the syndicate, through Duncan McIntyre, approached the government and, after much negotiating, the contract was signed on October 21 1880. The chief terms of the contract were that the government would turn over to the company the portions of the line already built or under construction, as well as 25,000,000 acres of land and \$25,000,000 payable as the line was constructed. In addition, no other railway South of the C.P.R. was to be built in Western Canada for 20 years unless such railway ran West of South-West and did not come within fifteen miles of the United States border. In return for these considerations, the syndicate agreed to complete the railway, and to operate it in perpetuity. When the proposal was submitted to Parliament, in the form of a bill, on December 10 1880, there was much heated discussion and debate which occupies hundreds of pages of the Parliamentary record of the time. Finally, however, the bill passed the House of Commons on third reading on February 1 1881, soon passed the Senate, and was given Royal assent by the Governor-General, Lord Lorne, on February 15. The following day, February 16 1881, the Canadian Pacific Railway Company came into being.

As is well known, the company completed the construction in barely half the allowed time, and on June 28 1886 the first through transcontinental train left Montreal for the Pacific coast which it reached six days later. Since that time the C.P.R., and, more recently, Canadian Pacific Limited, has grown with Canada, and today it is a huge widely diversified corporation as it completes its first century of existence.





# CONTRACTOR'S ENGINES IN THE CONSTRUCTION OF THE C.P.R.

By: Harvey Elson.

During the construction of the Canadian Pacific Railway in the early 1880's the contractors who were building the railway used an interesting collection of second-hand and new steam locomotives to work the trains up and down the line. Typical of these engines were those used by Joseph Whitehead on his contract between Winnipeg and Rat Portage (Kenora), those used on the government-built section from Fort William to Rat Portage, and those employed by John Ryan on his contract for the first hundred miles west of Winnipeg. Of equal interest were the engines used by Andrew Onderdonk on the 213 miles of railway from Port Moody to Savona's Ferry on Kamloops Lake in British Columbia, and later on to Craigellachie.

The building of the various sections of the C.P.R. has been told and retold over the years, but it is remarkable that so little information has been published about the engines that played such an important part in the completion of what is justifiably famous as one of the world's greatest railways.

The best known of these contractor's engines were those used by Joseph Whitehead on his contract. They were:

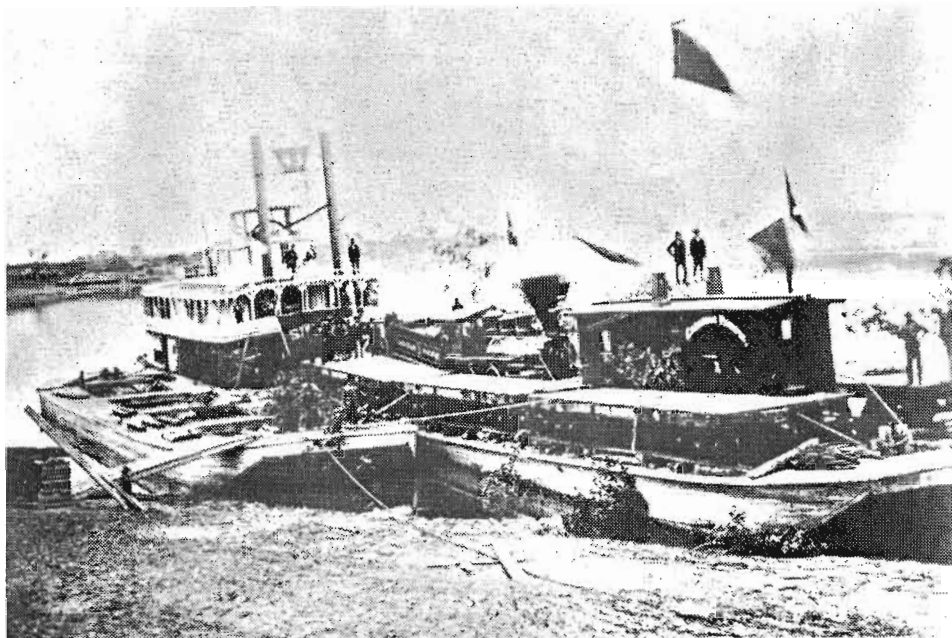
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|--------|--|
| No. 1. | "Countess of Dufferin".                  |
| No. 2. | "Joseph Whitehead" (also called "Star"). |
| No. 3. | "James McKay".                           |
| No. 4. | "James M. Rowan".                        |
| No. 5. | "Empress of India".                      |
| No. 6. | "Sitting Bull".                          |
| No. 7. | "Joseph Brophy".                         |
| No. 8. | "H. Nuttall".                            |

Without doubt the most famous of this antique octet is No. 1, "Countess of Dufferin", which arrived at St. Boniface, across the Red River from Winnipeg, on October 9 1877. The "Countess" was built by the Baldwin Locomotive Works in 1872 for the Northern Pacific Railway. Whitehead purchased the engine for \$6800. in 1877, and used her until 1883 when he sold her to the Canadian Pacific where she became number 151 (not No. 1 as is often erroneously reported). The "Countess worked

in the Winnipeg area and further west until 1897 when she was sold to the Columbia River Lumber Company of Golden B.C., where she continued to work until being retired prior to 1910. The story goes that the mayor of Winnipeg was returning by train from Vancouver when he saw the veteran engine on a siding at Golden. Upon inquiring about the history of the derelict he was astonished to be told that this antique was indeed the first steam locomotive to operate out of Winnipeg. No further stimulus was needed. At the urging of the mayor the

"Countess" was resurrected, rehabilitated, and placed in Sir William Whyte Park near the C.P.R. station in Winnipeg. She remained there from 1910 to 1942 in which year she was re-located in a spot just in front of the C.P.R. passenger station. In 1970 the "Countess" was restored as much as possible to her original 1877 appearance as when she arrived at Winnipeg, and she was moved to a small park on Main street not far from the Manitoba Museum of Man and Nature.

Not as much is known about the other Whitehead locomotives, but we do know that numbers 2, 3, 4, and 5 were purchased from the Baldwin locomotive works in 1878 (No. 2) and 1879 (Nos. 3, 4, 5). Number 6 was purchased from the United States Rolling Stock Company a few months after delivery by the Pittsburg Locomotive Works as number 356. The history of No. 7 "Joseph Brophy" was similar; she was built by Baldwin in 1878 and was also purchased from the United States Rolling Stock Company. Number 8 "H. Nuttall" was built new in 1880 by the Canadian Locomotive Company.

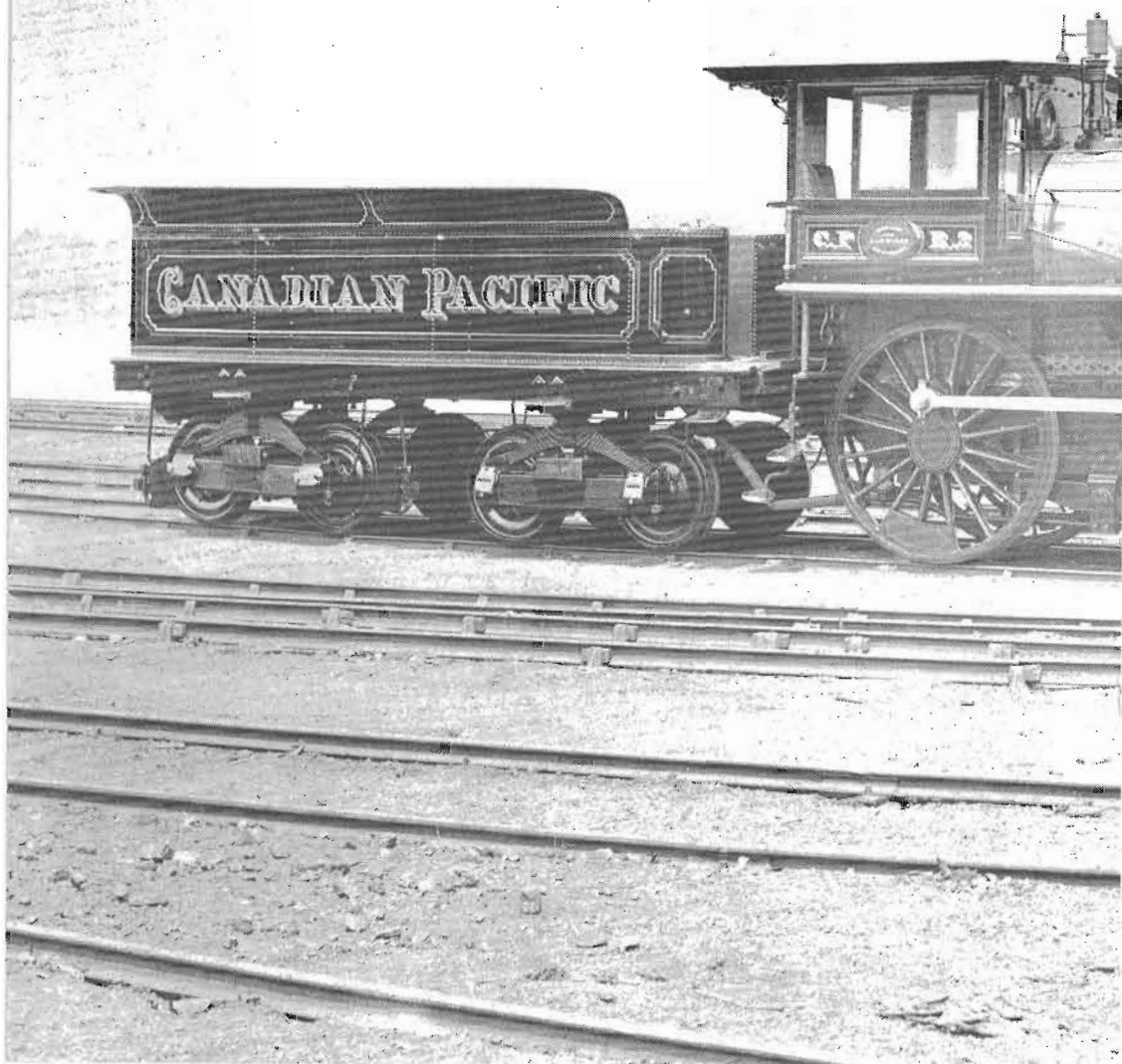


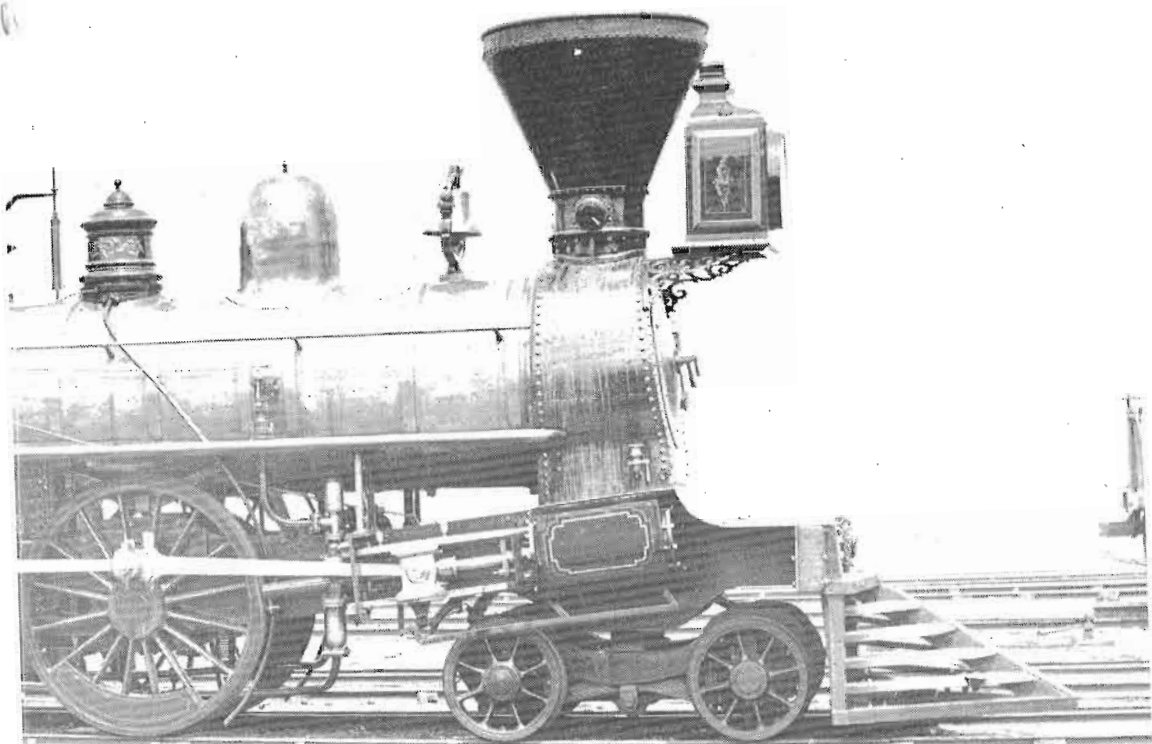
THE ARRIVAL OF THE "COUNTESS OF DUFFERIN" at St. Boniface Manitoba on October 9 1877. This was the first locomotive in Western Canada.

Photo: Canadian Pacific archives.

THIS VERY RARE PHOTOGRAPH IS THE EARLIEST KNOWN SHOWING A LOCOMOTIVE LETTERED "CANADIAN PACIFIC". Taken at Richmond, near Halifax N.S. in 1876, it depicts one of the four former broad-gauge engines of the Windsor and Annapolis Railway. Traded to the Intercolonial in 1875 when the gauge was changed, these engines were standard-gauged in 1876 and sent to Thunder Bay to start work on the government-built section. This was more than a year BEFORE the "COUNTESS OF DUFFERIN" which is often claimed to be the first Canadian Pacific locomotive. Built by Fox Walker in Bristol England in 1869, as W. & A. No 2, "GABRIEL", this engine became C.P.R. 2016 and was scrapped in 1906.

Photo: C.R.H.A. archives, Van Horne Collection.





With the completion of the contract Joseph Whitehead is thought to have sold these eight engines to the government which then sold them to the C.P.R. in 1883. Nos. 1, 2, 3, 4, 5, 6, 7, 8 became C.P.R. numbers 151, 144, 145, 146, 147, 95, 148, 71 respectively. Number 148, formerly No. 7, "Joseph Brophy", made history when, on November 7 1885, it pulled the train to the driving of the last spike at Craigellachie B.C. New numbers were assigned to these engines in the general renumbering of motive power devised in 1905, but by then there were only four of them left in service. "Sitting Bull" No. 6 was scrapped in 1896, "James M. Rowan", No. 4 in 1898, and "Joseph Whitehead" No. 2 in 1902. In the 1905 renumbering, engines 145 "James McKay, 148 "Joseph Brophy" and 71 "H. Nuttall" were renumbered 19, 21, 28 respectively. Number 147 retained this number until it was sold to the Orford Mountain Railway in 1909.

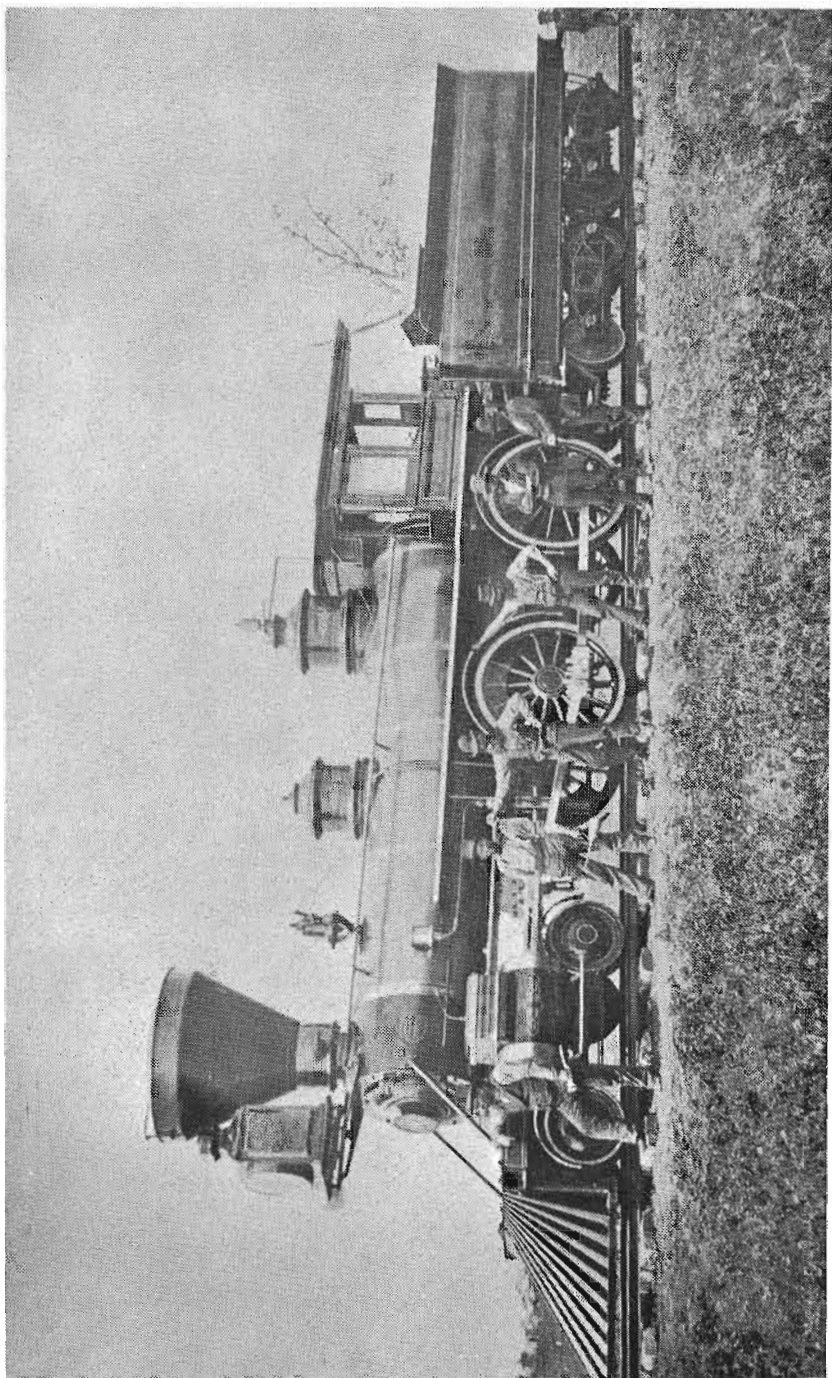
But these engines did not last long. Number 21 was scrapped in 1907, number 19 in 1909, and number 28 in 1910. Number 147, formerly Whitehead's No. 5, "Empress of India" was sent East and was for some time in service out of Montreal on the C.P.R.'s "short line" to Sherbrooke. She was sold to the Orford Mountain Railway, which connected with the C.P.R. at Eastray about 30 miles west of Sherbrooke, in 1909. The Orford Mountain worked the former "Empress" for only one year and then scrapped her in 1910.

On the Thunder Bay section, much of the rolling stock used in construction was leased from the Intercolonial Railway and brought to Port Arthur in 1876. Four of the locomotives were former broad gauge (5' 6") engines of the Windsor and Annapolis Railway in Nova Scotia. They were No. 1 "Evangeline", No. 2 "Gabriel", No. 3 "Hiawatha", and No. 4 "Blomidon". They had been built in 1869 by Fox Walker of Bristol England and were rebuilt to standard gauge in 1876 at the Richmond (Halifax) shops of the Intercolonial. Eventually they were purchased by the C.P.R. in 1882 and given numbers 152 to 155. Number 155 was scrapped in 1902, while 152 to 154 were renumbered 2015 to 2017 in 1903, and were scrapped in 1907, 1906, and 1906 respectively. All four had been converted from 4-4-0 to 0-6-0 tender engines in 1887 to make continuing use of their excellent boilers.

The other engines used during the construction of the Thunder Bay section were noteworthy because their numbers were duplicated, so that there were two numbers 1, 2, 4, 5. Numbers 1 and 2 were delivered to the contractor by the Canadian Locomotive Company of Kingston Ontario in 1879 and 1880 respectively. They eventually became Canadian Pacific numbers 68 and 17 and remained on the roster until 1902 and 1901. The other engines are thought to have been from the Intercolonial Railway. Their former numbers are unknown but Nos. 6 and 7 may have originated as numbers 12 and 7 of the former Nova Scotia Railway. Curiously construction engines 9 and 35 were not purchased by the C.P.R. being either wrecked or scrapped. Number 4, first 5, second 5, 6, 7 were purchased by the C.P.R. in 1883 and were numbered 149, 150, 18, 19, 7. C.P.R. 8 and 9 were not contractor's engines but were of uncertain origin and bought second-hand by the C.P.R. in 1881. Numbers 149 and 150 were scrapped in 1895, number 7 in 1896, 19 in 1897, and 18 in 1898.

The building of the railway west of Winnipeg had been awarded in part to John Ryan who was to build the first 100 miles. For this contract a new locomotive was purchased from the Baldwin Locomotive Works, named "J.G. Haggart", and numbered 1. During the winter of 1879





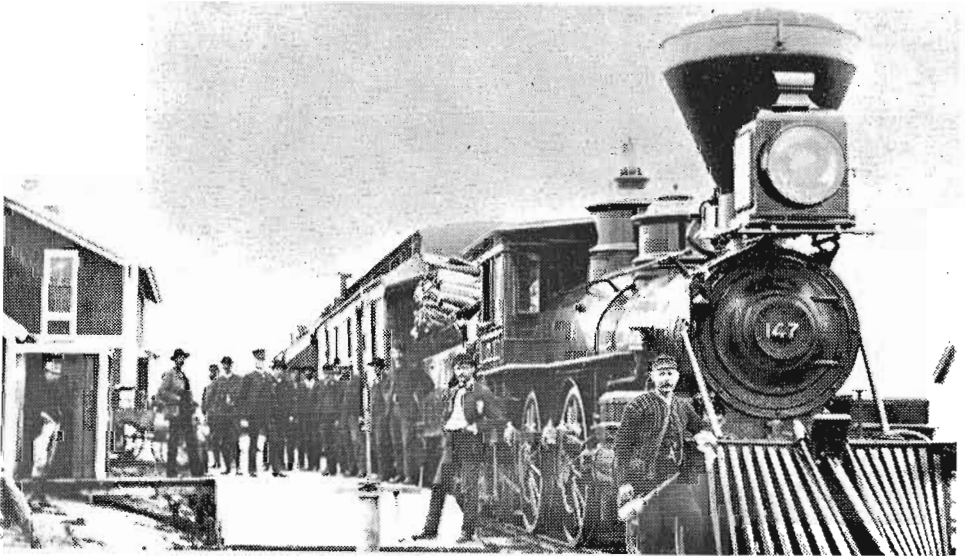
THE "JOSEPH WHITEHEAD", the second engine on the Manitoba section, is shown when new about 1878. This locomotive was also called "STAR" from the star on the front number plate. In later years it was C.P.R. 144 and was scrapped in 1902.

Photo: Canadian Pacific.

the rails were laid across the Red river on the ice, and on Christmas Eve the "J.G. Haggart" ran over from St. Boniface to Winnipeg. The C.P.R. purchased this locomotive in 1883, and numbered it 143. It was renumbered 18 in 1906 and was scrapped in 1910.

With both the Whitehead and Ryan contracts completed the engines they had used were taken over by the government of Canada for use on the Thunder Bay section. Subsequently they were purchased by the C.P.R. but disputes arose over the purchase price for them. Five were out of service and of little value, while the price offered for the ones in operation was considered by the government to be too low. Peter Clarke the mechanical superintendant of the Northern and North Western Railway in central Ontario was appointed arbitrator and, in August 1883, he went to Fort William to inspect the engines. Mr. Clarke made a thorough examination and on September 15 presented his report and evaluation of the motive power. This evaluation was slightly higher than the offer made by W.C. Van Horne, General Manager of the Canadian Pacific.

The construction locomotives on Andrew Onderdonk's contract through the mountains, the Pacific section, are of paramount interest. When the C.P.R. took over the line from the government of Canada in 1886 these locomotives were said to be unacceptable and no longer of any value. The Canadian government therefore had them shipped east where, ironically, they ran for almost forty years more! Originally most of these engines came from the Virginia and Truckee Railroad in the state of Nevada U.S.A. Darius Ogden Mills, who had a financial interest in the V. & T. as well as the Onderdonk contract in British Columbia, brought these engines north for use in building this portion of the C.P.R.

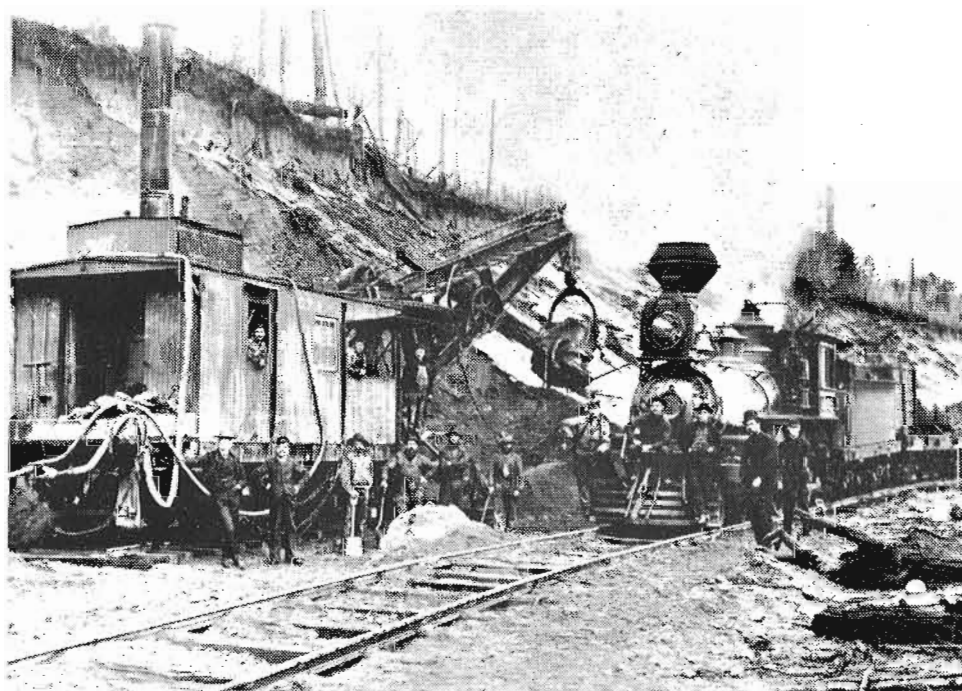


C.P.R. 147 AT CALGARY IN 1884 less than a year after the arrival of the first train. This engine had formerly been Whitehead's No. 5, "EMPRESS OF INDIA", and it was destined to end its days in 1910 on the Orford Mountain Railway in Quebec's Eastern Townships.

Canadian Pacific archives.

The first of these engines, No. 1 "Yale", was formerly No. 3 "Storey" of the V. & T. When the C.P.R. was completed, No. 1 was sold to the Intercolonial Railway and renumbered 188. She was renumbered 1023 in 1912, and the following year was transferred to Canadian Government Railways, retaining the same number. She was rebuilt considerably in 1914, and, finally, in 1920 became Canadian National No. 7082, being scrapped a few months later.

Onderdonk's Number 2 "Emory", otherwise known as "Curly", was and is probably the best known of these construction engines. An 0-4-0T with tender, Number 2 was built in 1879 by Marschuetts and Cantrell of San Francisco California, where it is thought to have been used in the construction of the sea-wall before being shipped north to B.C. in the Spring of 1881. On arrival "Emory" was in poor condition and was rebuilt extensively under the supervision of E.E. Austin. "Emory" remained in service until 1888, when it was sold to the Hastings Saw Mill Co. which operated it until 1926. It was then retired and returned to the care of the Canadian Pacific. Restored by the C.P.R. and renumbered 2 "Curly", it was placed on exhibition at Hastings Park, Exhibition Grounds, Vancouver.

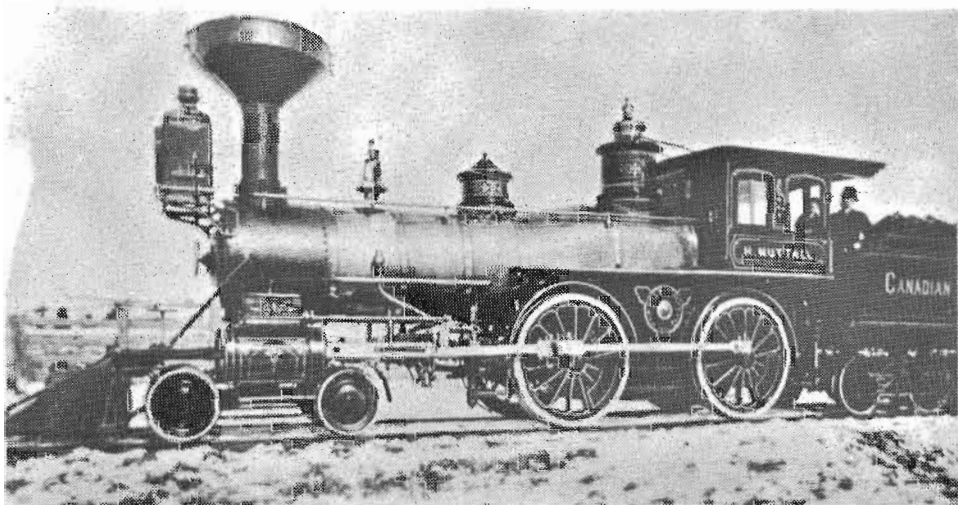


C.P.R. NUMBER 148 at work in a gravel pit at Keefers B.C. in 1886. The previous November 7 this locomotive had made history by hauling the train at the famous driving of the last spike at Craigellachie. It had originally been Whitehead's No. 7 "JOSEPH BROPHY" and it survived on the C.P. until 1907.

Collection of Omer Lavallée.

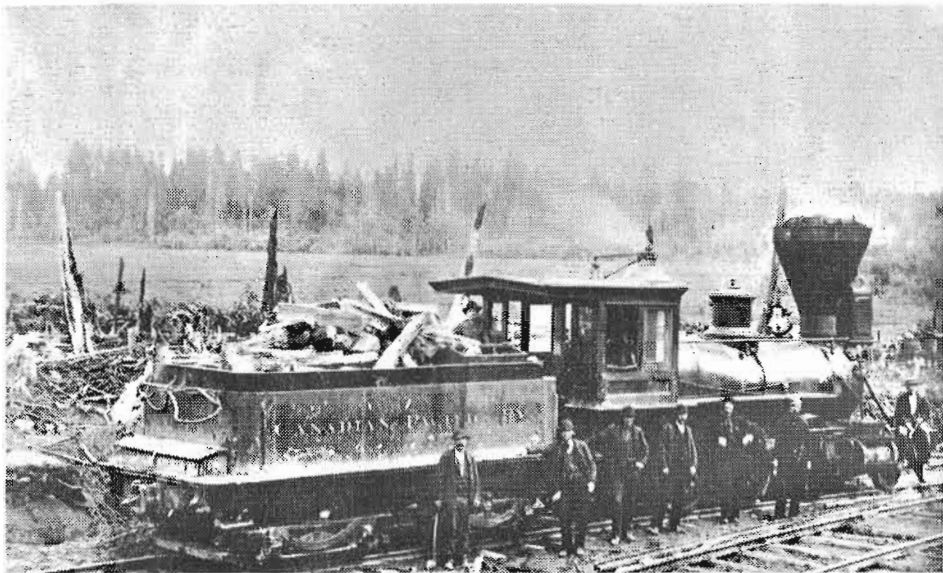
Number 3 "New Westminster", No. 4 "Savona" and No. 5 "Lytton" also came from the Virginia and Truckee, while No. 6 "Nicola", No. 7 "Kamloops", No. 8 "Shuswap", and No. 9 "Columbia" were purchased new from the Baldwin Locomotive works in 1884. These engines were sold to the Intercolonial Railway in 1887, becoming I.C.R. engines 189, 190, 191, 184, 185, 186, 187 respectively. No. 190 was rebuilt in 1910 to an 0-6-0 but retained the same number. In 1912 they were renumbered 1024, 1025, 1026, 1119, 1078, 1079, 1080. Numbers 1078 and 1080 were scrapped in 1914, while the others became Canadian Government Railways engines, with the same numbers, in 1913. Their final disposition was as follows: 1079 (former "Shuswap") was sold in 1915 to Kirk and Cook the contractors building the Saint John Valley Railway in New Brunswick. 1026 (former "Lytton") and 1024 (former "New Westminster") were sold for scrap to the Canadian Car and Foundry Co. in Amherst Nova Scotia in 1917 and 1918. Number 1025 (former "Savona") and 1119 (former "Nicola") were taken into the roster of Canadian National Railways in 1920 where they became numbers 7083 and 236. No. 236 was scrapped in 1925, while 7083 was a shunter in Nova Scotia until she was scrapped in 1926.

The retirement of the last of these survivors brought to a close the career of the contractor's engines of the C.P.R., a career which had spanned a period of just over half a century.



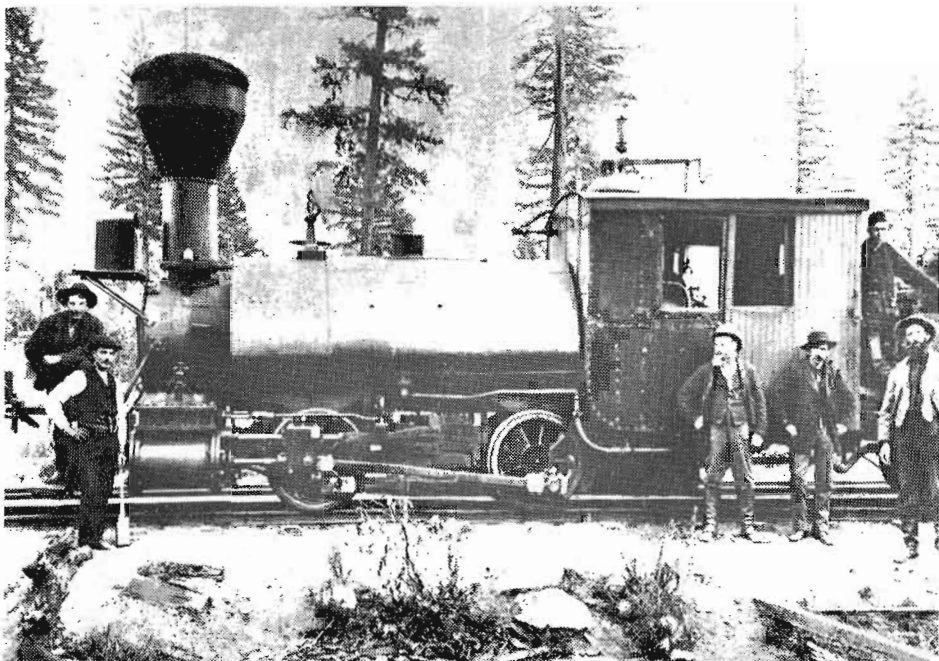
THE NEWEST OF THE WHITEHEAD ENGINES, No. 8 "H. NUTTALL" is depicted here before it was sold to Canadian Pacific where it became second number 71.

Collection of Harvey Elson.



THE FIRST LOCOMOTIVE USED ON THE PACIFIC SECTION OF THE CANADIAN PACIFIC, No. 1 "YALE" was imported by Andrew Onderdonk in 1880. Formerly No. 3 "Storey" of the Virginia and Truckee, it survived until 1920, being, in its last days, C.N.R. No. 7082.

Canadian Pacific archives.



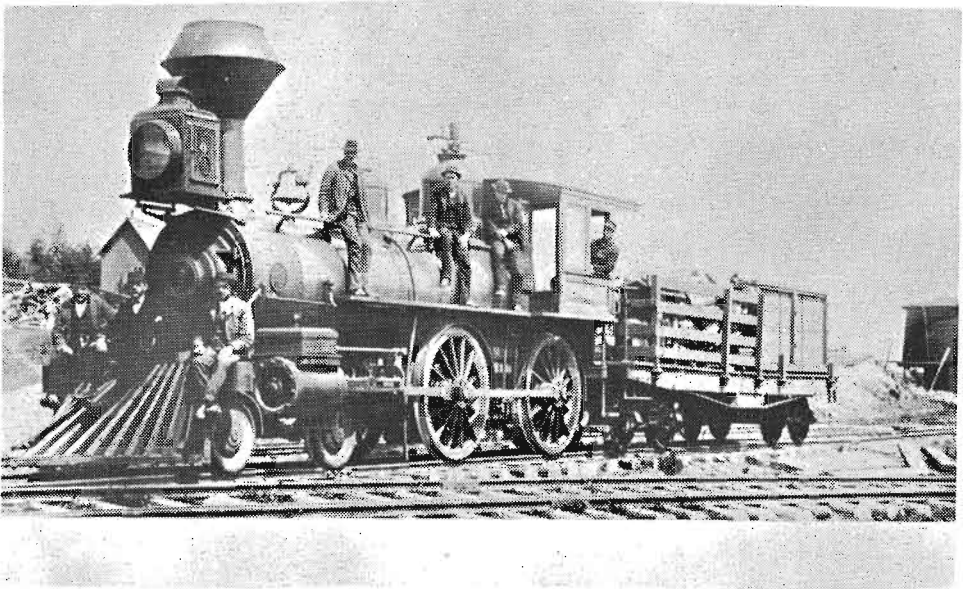
ONDERDONK'S SECOND ENGINE No. 2, "EMORY" also called "CURLY" is seen in 1881 soon after its arrival in B.C. This engine has been preserved.

Collection of Omer Lavallée.



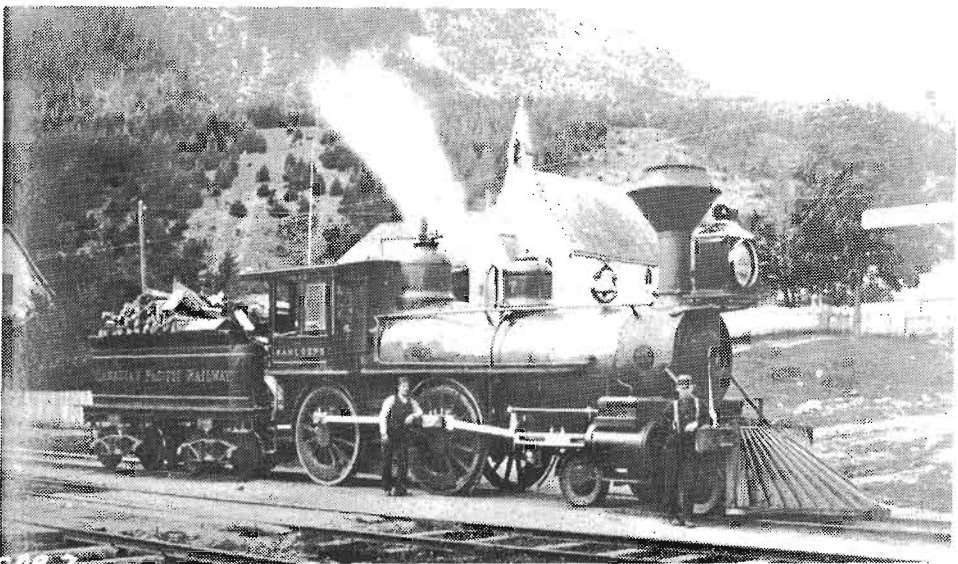
L O C O M O T I V E S   O F   T H E   T H U N D E R   B A Y   C O N T R A C T S

<u>NUMBER</u>	<u>BUILDER</u>	<u>DATE BUILT</u>	<u>ACQUIRED FROM AND DATE</u>	<u>LATER HISTORY</u>	<u>DATE SCRAPPED</u>
First 1.	Fox Walker	1869	ICR (1876) Ex. W&A 1 (EVANGELINE)	CPR 152 (1883) CPR 2015 (1902)	1907
First 2.	Fox Walker	1869	ICR (1876) Ex. W&A 2 (GABRIEL)	CPR 153 (1883) CPR 2016 (1902)	1906
First 3.	Fox Walker	1869	ICR (1876) Ex. W&A 3 (HIAWATHA)	CPR 154 (1883) CPR 2017 (1902)	1906
First 4.	Fox Walker	1869	ICR (1876) Ex. W&A 4 (BLOMIDON)	CPR 155 (1883)	1902
Second 1.	Canadian (Kingston)	1879	NEW (1879)	CPR 68 (1883)	1902
Second 2.	Canadian (Kingston)	1880	NEW (1880)	CPR 17 (1883)	1901
Second 4.	Dübs	1873	Possibly ICR (1880)	CPR 149 (1883)	1895
First 5.	Dübs	1873	Possibly ICR (1880)	CPR 150 (1883)	1895
Second 5.	Canadian (Kingston)	1877	Possibly ICR (1880)	CPR 18 (1883)	1898
6.	Portland #99	1858	Possibly ICR (1880)	CPR 19 (1883)	1897
7.	Neilson	1858	Possibly ICR (1880)		c.1883
9.	Portland #131	1868	Possibly ICR (1880)		c.1883
35.	Fleming & Humbert	1860	Possibly ICR (1880)		c.1883



THE "NICOLA" was No. 6 of the Pacific section and was built new in 1884. As C.N.R. 236 it lasted until 1925. Note the makeshift tender replacing the regular one which had been wrecked.

Canadian Pacific archives.

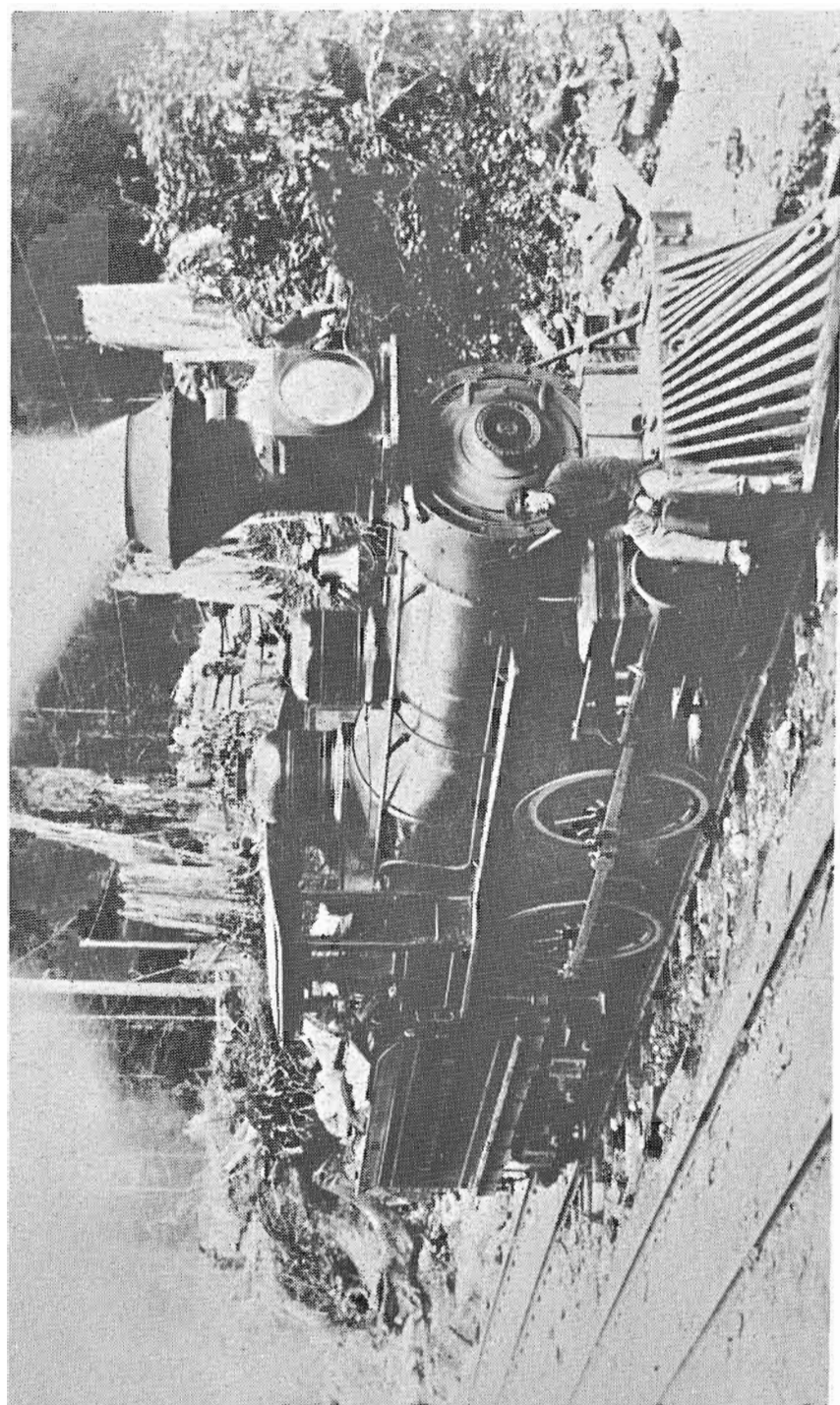


"KAMLOOPS", number 7 was photographed by Yale B.C. in 1885.

Photo: Canadian Pacific.

L O C O M O T I V E S   O F   T H E   W H I T E H E A D   C O N T R A C T S

<u>NUMBER AND NAME</u>	<u>BUILDER AND SERIAL NUMBER</u>	<u>YEAR BUILT</u>	<u>ACQUIRED FROM AND DATE</u>	<u>LATER HISTORY</u>	<u>DATE SCRAPPED</u>
1. COUNTESS OF DUFFERIN	Baldwin #2660	1872	N.P. (1877)	CPR 151 (1883) C.R.L.C. (1897) Winnipeg (1910)	****
2. JOSEPH WHITEHEAD	Baldwin #4319	1878	NEW (1878)	CPR 144 (1883)	1902
3. JAMES MC.KAY	Baldwin #4516	1879	NEW (1879)	CPR 145 (1883) CPR 19 (1905)	1909
4. JAMES M. ROWAN	Baldwin #4624	1879	NEW (1879)	CPR 146 (1883)	1898
5. EMPRESS OF INDIA	Baldwin #4714	1879	NEW (1879)	CPR 147 (1883) O.M.Ry. (1909)	1910
6. SITTING BULL	Pittsburg #247	1879	USRS #356 (1879)	CPR 95 (1883)	1896
7. JOSEPH BROPHY	Baldwin	1878	USRS (1880)	CPR 148 (1883) CPR 21 (1905)	1907
8. H. NUTTALL	Canadian (Kingston)	1880	NEW (1880)	CPR 71 (1883) CPR 28 (1905)	1910

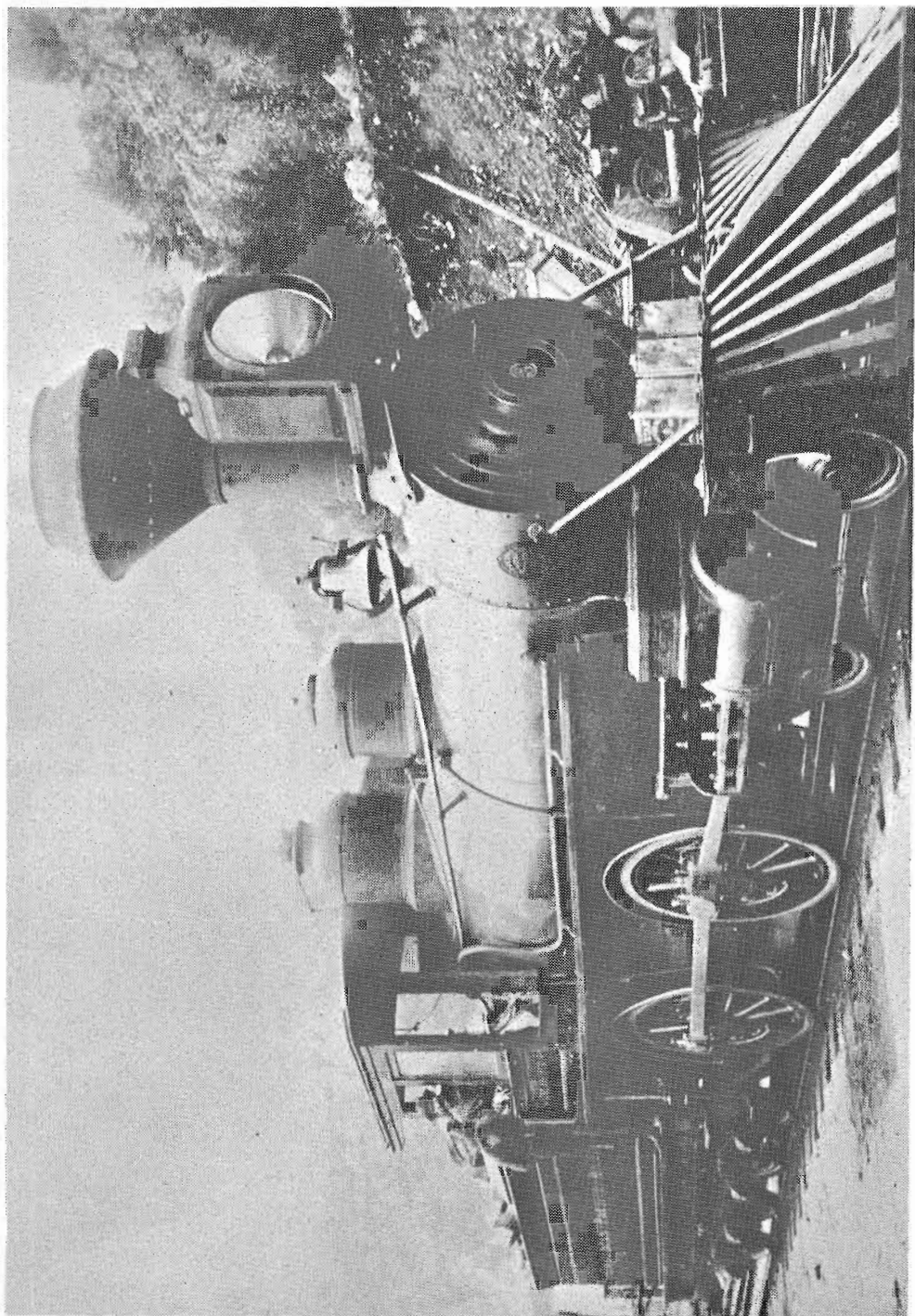


"SHUSWAP" was No. 8 of the Pacific section, and is depicted at Keefers B.C. in 1885. Many years later, this engine was used in the construction of the Valley Railway in New Brunswick!

Photo: Canadian Pacific.

LOCOMOTIVES OF THE ONDERDONK CONTRACTS					
NUMBER AND NAME	BUILDER AND SERIAL NUMBER	YEAR BUILT	ACQUIRED FROM AND DATE	LATER HISTORY	DATE SCRAPPED
1. YALE	U.I.W. #13	1869	V&T 3 (STOREY) (1880)	ICR 188 (1887) ICR 1023 (1912) CGR 1023 (1913) CNR 7082 (1920)	1920
2. EMORY (CURLY)	M. & C.	1879	? (1881)	H.S.M. (1888) Vancouver (1926)	****
3. NEW WESTMINSTER	Baldwin #2198	1870	V&T 8 (HUMBOLDT) (1881)	ICR 189 (1887) ICR 1024 (1912) CGR 1024 (1913)	1918
4. SAVONA	Baldwin #1947	1869	V&T 5 (CARSON) (1881)	ICR 190 (1887) ICR 1025 (1912) CGR 1025 (1913) CNR 7083 (1920)	1926
5. LYTTON	Baldwin #2200	1870	V&T 7 (NEVADA) (1881)	ICR 191 (1887) ICR 1026 (1912) CGR 1026 (1913)	1917
6. NICOLA	Baldwin #7273	1884	NEW (1884)	ICR 184 (1887) ICR 1119 (1912) CGR 1119 (1913) CNR 236 (1920)	1925
7. KAMLOOPS	Baldwin #7274	1884	NEW (1884)	ICR 185 (1887) ICR 1078 (1912)	1914
8. SHUSWAP	Baldwin #7498	1884	NEW (1884)	ICR 186 (1887) ICR 1079 (1912) CGR 1079 (1913) K. & C. (1915)	c.1920
9. COLUMBIA	Baldwin #7501	1884	NEW (1884)	ICR 187 (1887) ICR 1080 (1912)	1914





NUMBER 9 "COLUMBIA" was the last of Onderdonk's engines, dating from 1884. It was destined to survive until 1914 as I.C.R. 1080.

Photo: Canadian Pacific.

L O C O M O T I V E   O F   T H E   R Y A N   C O N T R A C T

<u>NUMBER AND NAME</u>	<u>BUILDER AND SERIAL NUMBER</u>	<u>YEAR BUILT</u>	<u>ACQUIRED FROM AND DATE</u>	<u>LATER HISTORY</u>	<u>DATE SCRAPPED</u>
1. J.G. HAGGART	Baldwin #4860	1879	NEW (1879)	CPR 143 (1883) CPR 18 (1905)	1910

N O T E S   F O R   A L L   T A B L E S

- CPR      Canadian Pacific Railway Co.
- ICR      Intercolonial Railway of Canada.
- CGR      Canadian Government Railways.
- CNR      Canadian National Railways.
- V&T      Virginia and Truckee RR.
- H.S.M.   Hastings Saw Mill Company.
- K. & C.   Kirk and Cook.
- U.I.W.   Union Iron Works.
- M.& C.   Marschuetts and Cantrell.
- W&A      Windsor and Annapolis Railway.
- USRS      United States Rolling Stock Co.
- C.R.L.C. Columbia River Lumber Co.
- O.M.Ry.   Orford Mountain Railway.



THE VETERAN LOCOMOTIVE "COUNTESS OF DUFFERIN" as she appeared on August 6 1950 standing outside the C.P.R. station at Winnipeg.

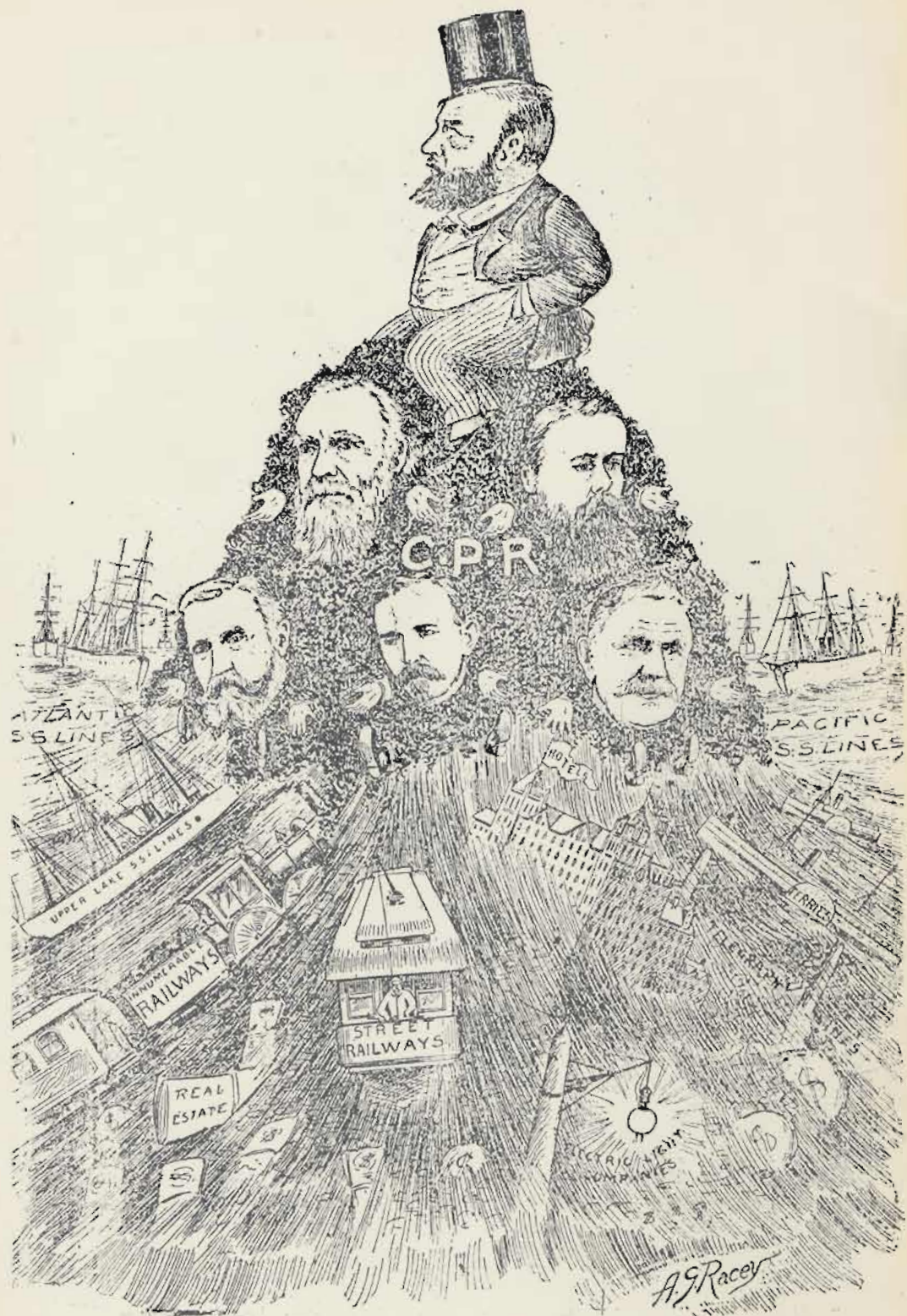
Toohey Collection, C.R.H.A.



BACK COVER

BY 1892 THE C.P.R. was well on the way to being the widely diversified corporation it is today. President Van Horne sits atop the "all absorbing sponge" in this cartoon of 1892. Also visible are Donald Smith, George Stephen, R.B. Angus, and Thomas Shaughnessy.





A. Racey