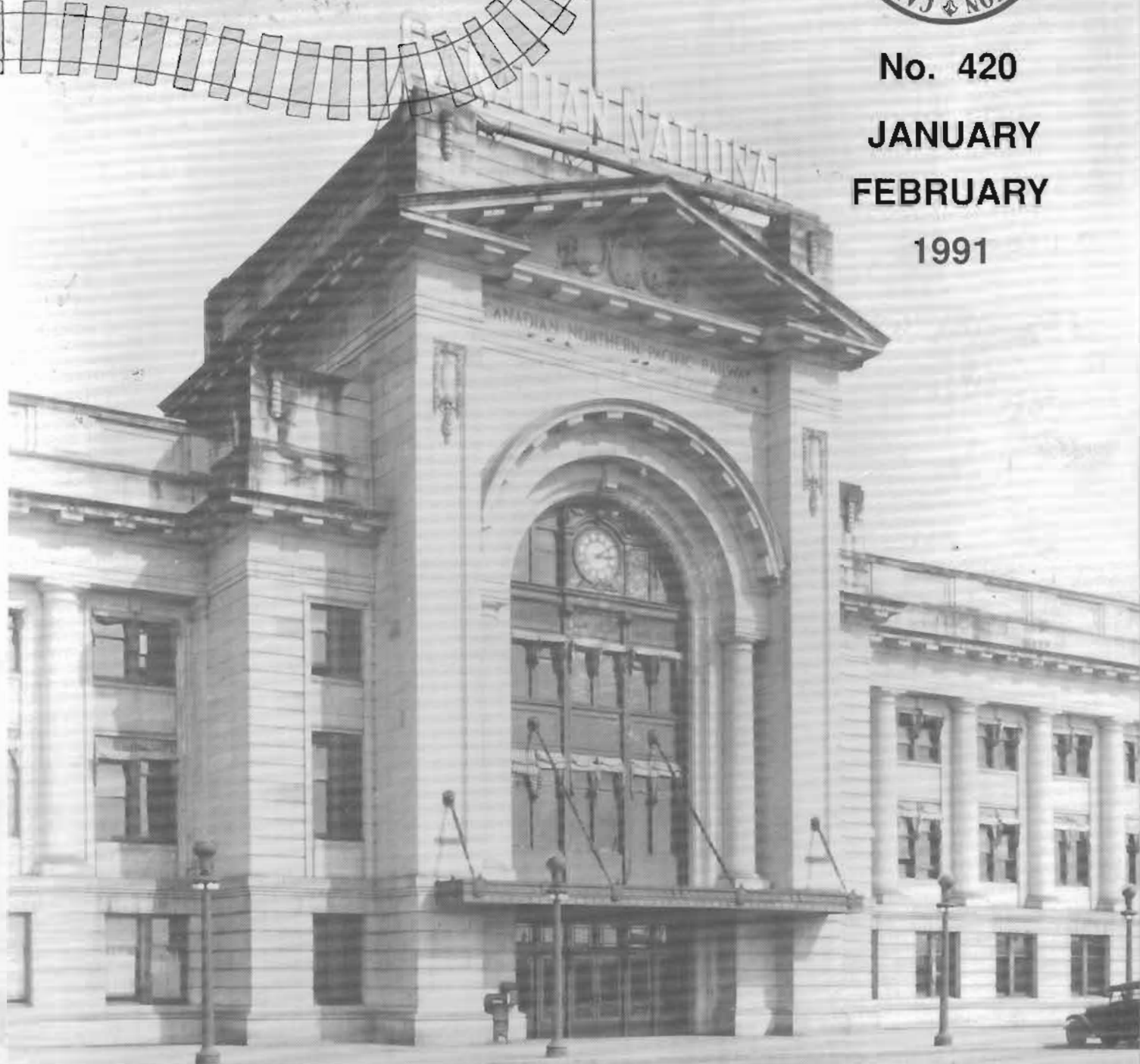


Canadian Rail



No. 420

**JANUARY
FEBRUARY
1991**





CANADIAN RAIL

ISSN 0008-4875

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

EDITOR: Fred F. Angus
CO-EDITOR: Douglas N. W. Smith
PRODUCTION: A. Stephen Walbridge
CARTOGRAPHER: William A. Germaniuk
LAYOUT: Fred F. Angus
PRINTING: Procel Printing

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, P.O. Box 148, St. Constant, Que. J5A 2G2

Rates: in Canada: \$29 (including GST).
outside Canada: \$25. in U.S. funds.

TABLE OF CONTENTS

THE BEST ROUTE THROUGH THE ROCKIES.....	DOUGLAS N.W. SMITH	3
---	--------------------	---

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

NATIONAL DIRECTORS

Frederick F. Angus	Hugues W. Bonin	J. Christopher Kyle	Douglas N.W. Smith
R.C. Ballard	Robert Carlson	William Le Surf	Lawrence M. Unwin
Jack A. Beatty	Charles De Jean	Bernard Martin	Richard Viberg
Walter J. Bedbrook	Gerard Frechette	Robert V.V. Nicholls	A. Stephen Walbridge
Alan C. Blackburn	David W. Johnson	Andrew W. Panko	John C. Weir

The CRHA has a number of local divisions across the country. Many hold regular meetings and issue newsletters. Further information may be obtained by writing to the division.

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John N.B. E2L 4G7

ST LAWRENCE VALLEY DIVISION
P.O. Box 22, Station "B"
Montreal P.Q. H3B 3J5

RIDEAU VALLEY DIVISION
P.O. Box 962
Smith's Falls, Ont. K7A 5A5

KINGSTON DIVISION
P.O. Box 103, Station "A"
Kingston, Ont. K7M 6P9

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal "A"
Toronto, Ont. M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St. Catharines, Ont. L2R 6W8

WINDSOR-ESSEX DIVISION
300 Cabana Road East
Windsor, Ont. N9G 1A2

KEYSTONE DIVISION
14 Reynolds Bay
Winnipeg, Man. R3K 0M4

CALGARY & SOUTH WESTERN DIVISION
60 - 6100 4th Ave N.E.
Calgary, Alberta T2A 5Z8

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station "C"
Edmonton, Alberta T5B 2N0

SELKIRK DIVISION
P.O. Box 39
Revelstoke, B.C. V0E 2S0

CROWNEST & KETTLE VALLEY DIVISION
P.O. Box 400
Cranbrook, B.C. V1C 4H9

NELSON ELECTRIC TRAMWAY SOCIETY
123 View Street
Nelson, B.C. V1L 2V8

PRINCE GEORGE-NECHAKO-FRASER DIVISION
P.O. Box 2408
Prince George, B.C. V2N 2S6

PACIFIC COAST DIVISION
P.O. Box 1006, Station "A"
Vancouver, B.C. V6C 2P1

FRONT COVER: The Canadian Northern Railway had become part of Canadian National by the time the Vancouver passenger terminal was opened on November 1, 1919. The impressive terminal was designed by the firm of Pratt & Ross and cost over \$500,000 in the dollars of 1919. While Canadian National applied its name to the top of the structure, the legend "Canadian Northern Pacific Railway" identifies the builder of this landmark building. This view was taken in 1939. Canadian National photo 41686.

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open from late May to early October (daily until Labour Day). Members, and their immediate families, are admitted free of charge.

The Best Route Through the Rockies

By Douglas N. W. Smith

"Except for the present war clouds, this would be a gala day for British Columbia, but first operation of third Canadian transcontinental railway is event of long remembrance in our history."

Telegram from B.C. Premier Sir Richard McBride to Sir William Mackenzie on the operation of the first Canadian Northern transcontinental train, August 27, 1915.

Seventy-five years ago, the Canadian Northern Railway (CNo) opened its transcontinental line between Quebec City and Vancouver to regular traffic. The final section of the transcontinental line to be completed was the portion between Edmonton and Vancouver. In less than two decades, CNo had gone from being an obscure prairie short line railway with under a hundred miles of line to a transcontinental system with 9,300 miles of trackage.

For the founders of the company, Sir William Mackenzie and Sir Donald Mann, this achievement must have been viewed with mixed feelings as the physical feat of the completion of the transcontinental line in 1915 was paralleled by unprecedented operating losses for the CNo. Within three years, the CNo would be taken over by the Dominion government and would be one of the major constituent parts of the Canadian National Railways.

The CNo had its origins in Manitoba. William Mackenzie and Donald Mann had met while working on their respective construction contracts on CP's transcontinental line. Eventually they teamed up to bid jointly on railway construction projects. The economic recession which settled over North America in 1893 caused railway construction across Canada to fall precipitously¹. While looking for new projects, Mann learned that the charter for the Lake Manitoba Railway and Canal Company (LMR&C) was up for sale. The most likely purchasers, the Northern Pacific or the Manitoba & Northwestern Railway, were in no position to acquire it due to their own financial difficulties.

Mann was able to persuade Mackenzie that the LMR&C would be a profitable venture². The LMR&C had been given land grant of 6,400 acres per mile of line by the Dominion government. The provincial government extended its guarantees on the payment of interest and the principal. Unfortunately, the Dominion and Provincial legislation had expired by the time the partners acquired the charter. After securing an order in council on February 1, 1896 from the Dominion government re-establishing the land grant, and legislation restoring the provincial guarantees, Mackenzie and Mann began grading the LMR&C line in the spring of 1896³. By December of that year, their construction train had rolled into Dauphin, some 85 miles from Gladstone⁴. The LMR&C was renamed the Canadian Northern when it was amalgamated with the moribund Winnipeg and Great Northern Railway in 1898⁵.

By this time, the North American economy was shaking off the effects of the depression. Failure of the grain crops in

Europe fueled demand for prairie grain. An unprecedented number of settlers began to move to Manitoba and the North West Territory as most of the good farmland in eastern Canada and the United States had been settled. The growth in population was so rapid that the the provinces of Saskatchewan and Alberta were carved out of the North West Territory in 1905. These two factors stimulated demands for additional railway lines to open the northerly regions of the prairies to settlement, to break the CPR's monopoly in the region. The existence of a second transcontinental railway would lead to freight rate reductions, and to an increase in rail line capacity between Winnipeg and Lake Superior ports⁶.

Capitalizing on these desires of the western settlers, the CNo found the provincial and Dominion governments eager to sponsor the construction of additional lines. By the time the CNo celebrated the tenth anniversary of the construction of the LMR&C in 1905, its lines extended from Port Arthur on Lake Superior to Edmonton⁷.

In view of the vast increase in traffic in the Canadian west, Grand Trunk Railway (GT) decided in 1902 that the time had arrived for it to extend its operations into the western provinces. This plan was not welcomed by Mackenzie and Mann. They decided that if the GT built in western Canada, the CNo would have to extend its lines into eastern Canada to protect their interests. The decision by Sir Wilfred Laurier in 1903 not to force the GT and CNo to join forces resulted in the two companies building into each other's territory. Both lines received direct financial support and/or guarantees from the Dominion and Provincial governments⁸.

As early as 1902, Mann was engaged in exploratory discussions with the government of British Columbia concerning provincial assistance to build rail lines. As the credit rating of the province was virtually nil after running deficits for thirty years, no assistance was available. The election of a new government headed by Sir Richard McBride in 1903 was followed by a period of major expansion in provincial revenues. Due to unprecedented economic growth and increased federal-provincial transfer payments, the provincial government's chronic deficits were replaced by a surplus of \$2.4 million in 1907⁹.

With funds in the treasury, the improvement of transportation links became a major consideration. In the first decade of the century, improved transportation meant new railways. In January 1909, McBride told the legislature that his government was willing to make any fair and equitable arrangement to bring the CNo into the province¹⁰. The expansion of the railway network in the province became the government's major platform in the provincial election in November 1909. Touching a popular nerve, McBride was returned to office with a sweeping majority. During the next few years, the Kettle Valley, CNP and Pacific Great Eastern Railways would be constructed.

On January 17, 1910, McBride, in his capacity as Minister of Mines for the Province of British Columbia, and Mackenzie signed a contract for the construction of a line from Yellowhead Pass to Vancouver via New Westminster, a line from Victoria to Barkley Sound on Vancouver Island, and the creation of a railway car ferry service to link these two lines. Should the main line not pass through Kamloops, the CNP was to build a branch line to the city. Work was to commence in July 1910 and be completed by July 1, 1914¹¹.

The selection of the completion date was not a random event. The completion of the line would co-incide with the first full year of operation of the Panama Canal. It was widely expected that the opening of the canal would enable Vancouver to become a major port for lumber and Alberta grain shipments moving to European markets¹².

The preamble to the agreement succinctly summarizes the expectations of the Premier and the residents of the province:

“... the Government of the Province of British Columbia deems it in the public interest to aid in the construction of the lines of railway hereinafter mentioned [the CNP] for the purpose of securing to the people of British Columbia reasonable passenger and freight rates and to assist in the opening up and the development of the Province. . .”¹³

The business community wholeheartedly supported these views. During the discussions concerning the terms of the CNP agreement, Vancouver and Victoria business leaders made a presentation to the cabinet. Their main complaint was the high rates charged by the CPR on shipments across B.C. CP's rates were approximately 50% higher than the rates charged for carrying shipments similar distances on the prairies. One representative of the Vancouver Board of Trade summarized the situation neatly: *“We can ship goods only as far as Calgary where we are met at these places by goods from Montreal and Toronto. We want the line moved eastward so that we may ship goods to the various cities of the North West [the popular name for the prairies of the time]”¹⁴.*

In a speech to the Dominion Parliament on March 28, 1912, A.S. Goodeve, the Member for Kootenay discussed the factors leading the provincial government to put this stipulation on its aid to the CNP. He stated, *“Probably the underlying reason why the government of British Columbia asked the Canadian Northern to enter into this agreement was purely of a local nature. We in British Columbia, in the past, have had considerable difficulty with the Transcontinental railway [the CPR] in regard to our rates, they being fixed higher on freight and passengers and on express than in any other portion of the Dominion. The ground taken for the fixing of these rates has been that the additional cost of operation over this Mountain section must be met by higher rates in British Columbia.*

That very question has been dealt with fully over and over again in this House. Having in mind the exactions that have been taken out of the province of British Columbia by the CPR, the government of that province, when it undertook to guarantee to such a large extent the bonds of this portion

of the road which really is part of the [CNo] Transcontinental railway, tried at the same time to remedy the existing grievances. They had not been satisfied in the past with the ruling of the Railway Commission[ers] with regard to rates as applied to British Columbia, and they felt that they had not had fair treatment in the matter.

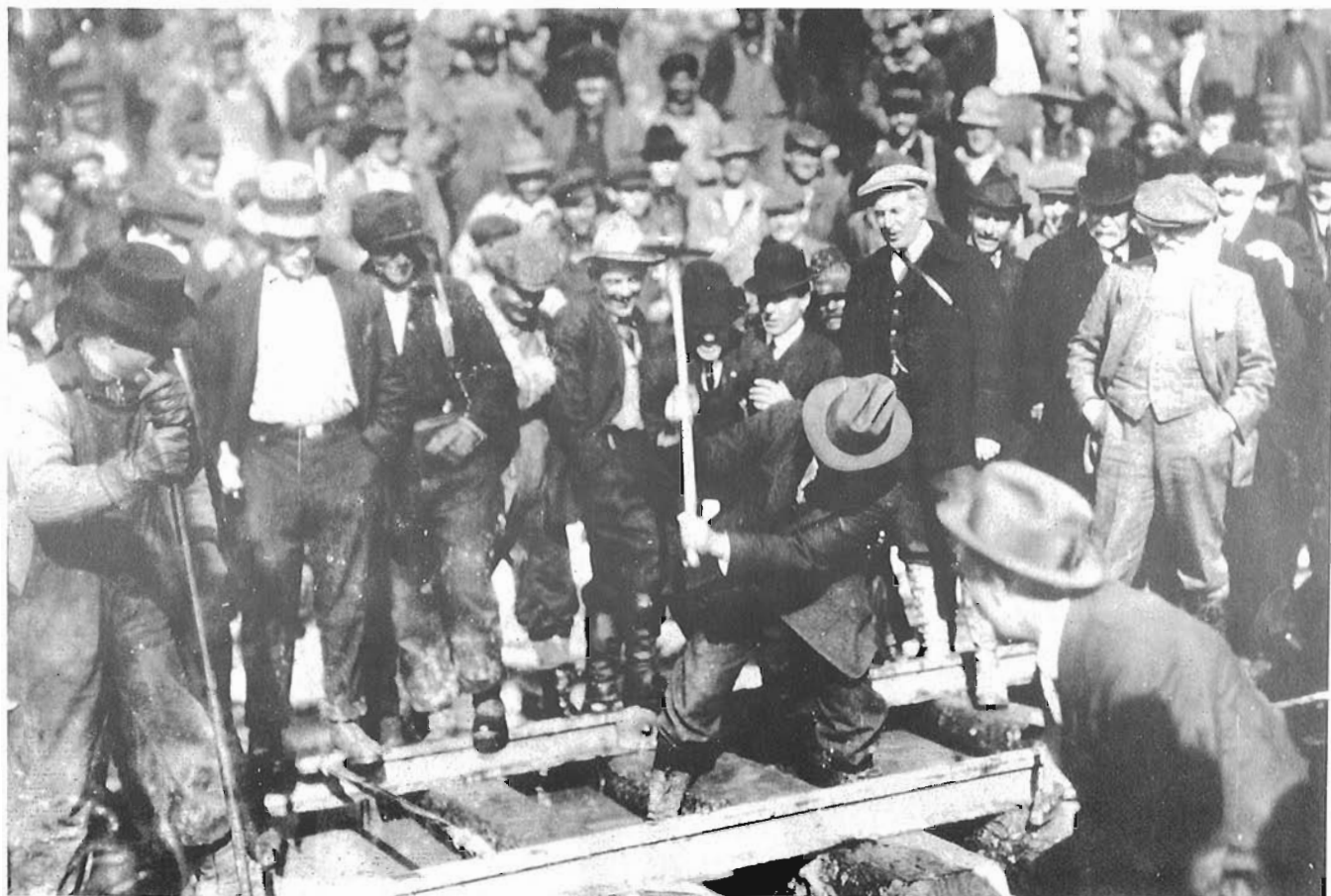
Therefore, they got together with the CNo and they entered into an agreement whereby the railway company would submit itself to this new tribunal, which was agreed upon, and set forth in the provincial legislation on the subject. They agreed that in so far as British Columbia is concerned, the local rates would be under the control and jurisdiction exclusively of that province and they further agreed that even though that tribunal made a rate which the railway company might think was too low, they would not appeal to the jurisdiction of the Railway Commissioners for Canada. . .”

In its agreement with the CNo, the province agreed to guarantee the payments of 4 per cent interest and principal upon the securities issued by the CNP up to a value of \$35,000 per mile. The provincial support was contingent upon the province retaining control over freight rates¹⁵. In theory, this prevented the CNo from applying to the Dominion government for aid as only railways chartered “in the general interest of Canada” by the federal Parliament were eligible for assistance. Any line chartered “in the general interest of Canada” automatically came under the purview of the Board of Railway Transport Commissioners who had the authority to regulate freight rates.

During the spring of the year, the necessary legislation to incorporate the Canadian Northern Pacific (CNP) and give force to the contract moved through the provincial legislature. The bills received royal assent on March 10, 1910¹⁶.

With the CNP incorporated, Mackenzie and Mann were as good as their word; the first construction contracts for the CNP were signed on June 23, 1910. The partners recognized this line would have to be well-engineered if it were to achieve profitability while meeting provincial expectations that the CNP freight rates would be less than those of CP. Blessed by one of the most favourable routes through the Rocky and Selkirk Mountain ranges, the CNP was built with 0.5% grades, 80 pound rail and steel bridges¹⁷. This would be no line with man killing “temporary” alignments and features such as stretches of 2.2 and 4.5 per cent grades which were a drawback to CP's transcontinental line through the Rockies. It is one of the anomalies of history that the route through the Yellowhead Pass adopted by the CNP had been the first route chosen for CP to cross the Rockies.

On February 5, 1913, the CNP reached an agreement with the City of Vancouver to locate its passenger and freight terminals at Main Street on False Creek. In exchange for the privilege of reclaiming the swamp lands at this location, the CNP agreed to an onerous list of requirements whose total cost was more than \$4 million. Within five years, the CNP undertook to construct a passenger terminal worth at least \$1 million, to build a freight yard and sheds, to build an hotel at the station and another in the downtown area (the cost of these was not part of the \$4 million), to tunnel under the ridge of land lying to the east of the False Creek lands, and to electrify the line through the tunnel.



There was no official ceremony to mark the driving of the last spike of the Canadian Northern Pacific. Newspapers of the day make no reference to any high ranking officials of the Canadian Northern even being present at this historic moment. However, some of the men who had toiled to drive the line across the province witnessed the event which occurred on January 23, 1915 at the remote outpost of Basque, B.C.

National Archives of Canada photo C-46483.

As well, the CNP agreed to establish a Pacific steamship line whose terminal would be at Vancouver within eight years¹⁸. This agreement should have made all civic boosters proud, but four of the sixteen Vancouver City councillors voted against the deal¹⁹. It is an indication of the great economic expectations of the era that the CNP accepted such onerous conditions.

Even at this early date, there were portents of impending changes. While negotiations for a Vancouver terminal site dragged on during 1912, the CNo began to have trouble selling its securities at less than ruinous prices. Perversely, the difficulties in the money markets was partially caused by the large number of bond issues coming out in London financial market to fund Canadian railway projects. To prop up the standing of their securities, Mackenzie and Mann obtained a federal subsidy of \$12,000 per mile for the CNP main line between Yellowhead Pass and Vancouver from Sir Robert Borden in 1912. In order to respect the terms of their agreement with British Columbia, the Dominion legislation granted the subsidy without declaring the CNP to be a work for the general advantage of Canada as this would have placed the line under the regulation of the Board of Railway Commissioners²⁰.

While Mackenzie was experiencing difficulty in placing securities to finance the CNP main line, McBride passed legislation increasing the amount of trackage to be built. In 1912, the provincial legislature passed the Canadian Northern Pacific Railway Extension Act approving a line from Kamloops to Kelowna, a branch from Vernon to Lumby, and the addition of 150 miles to the 100 mile line north from Victoria²¹. The following year, the legislature authorized a provincial guarantee of up to \$35,000 for an 11 mile line from the New Westminster Bridge to Vancouver, a 15 mile line from the New Westminster Bridge to Steveston, and an 18 mile line from Victoria to Union Bay²².

Irrespective of the financial troubles, construction was advancing on several fronts. By the end of 1912, work trains were running over 78 miles of track from the New Westminster Bridge to Hope²³. Grading in the vicinity of Kamloops was sufficiently advanced to permit the laying of rails. The CNP ordered 15,000 tons of rails from the Algoma Steel Corporation at Sault Ste Marie, Ontario to be delivered by CP²⁴.

The rails laid through the Fraser River valley came from a different supplier. They were purchased from the Dominion Steel Corporation at Sydney, Nova Scotia. The ships which carried the rails to the west coast had to sail around South America as the Panama Canal had not been completed.

In the area near Kamloops, the CNP had to construct a "temporary" line from the CP line in Kamloops to the site of its main line some three miles north of the city. Kamloops Junction was the closest the CNP transcontinental line came to the city. The Kamloops City Council authorized the CNP to build a temporary line from the CPR across Lorne Street and along Ninth Avenue. This line was to remain in use only until November 1, 1913 after which it was to be dismantled²⁵. The temporary line, which included a trestle over the Thompson River, was ready by the end of February 1913. By this time, CP was delivering rails to the CNP at the rate of eight carloads per day²⁶.

Once built, the so-called temporary line remained in place. The CNP transcontinental trains operated over this branch line to access the city²⁷. The wooden trestle was replaced by a steel bridge in 1926.

On May 14, 1913, a special train carried the Lieutenant Governor, the Premier and provincial legislators to the end of steel, then fifteen miles beyond Yale²⁸. The trip generated a large



During a pause in the cross-Canada trip put on by the CNo for Parliamentarians and journalists, in October 1915, the senior officials of the railway were photographed at Spence's Bridge. From Left to right are: Sir William Mackenzie, President of the CNo, D.B. Hanna Third Vice President, and M.H. McLeod General Manager.

National Archives of Canada, photo PA-165109.

amount of press attention and was billed as the first passenger train to operate on the CNP. The official party travelled from Vancouver to New Westminster on a car chartered from the British Columbia Electric Railway (BCE). At New Westminster, they then boarded the special train consisting of a 4-6-0, a special car and caboose. At the end of track, the official party viewed the large trestle under construction at Mile 105. The next month, the track was laid as far as the first division point at Boston Bar²⁹.

During the course of 1913, 212 miles of track were laid. Work on the transcontinental line had reached the following stage:

- rails laid from Hope to Cisco [the point where the CNP crossed the Fraser Canyon on a bridge slightly to the north of CP's bridge], distance 62 miles;

- rails laid between the steel bridges under construction along the Fraser River, distance 9 miles;

- rails laid 123 miles north from Kamloops; and

- rails laid 6 miles west from the Alberta border to the newly-created division point of Lucerne.

As well, track had been laid 12 miles on the

Steveston branch between Steveston and Queensboro³⁰.

The requirements of the provincial government that the CNP build several terminals on the west coast created difficulties for the company. Vancouver, New Westminster, Victoria and the smaller points of Steveston on Lulu Island and Port Mann all expected to reap economic benefits as grain, lumber and merchandise



This photograph was taken on August 25, 1915 during the first trip made from Toronto to the west coast over the CNo. Standing on the platform of the North Battleford, Saskatchewan station were are a number of the officials of the CNo who participated in this historic trip. The photograph shows from left to right: Walter Pratt, Superintendent of Sleeping and Dining Cars, later also General Manager of Canadian National Hotels; George Stephen, General Freight Agent; W.A. Tuxford, then Secretary, later occupying various positions including Chief of the Pass Bureau and Travelling Passenger Agent at San Francisco, California; Sir William Mackenzie, President; W.C. Muir, Superintendent of Express; D.J. Coyle, Accountant, Mackenzie and Mann Company; Graham A. Bell, Deputy Minister of Department of Railways and Canals; Chief Justice Falconbridge; A. Mitchell, Treasurer; D.B. Hanna, Third Vice-President; M.H. McLeod, Chief Engineer, General Manager Western Lines; M.A. McLeod, son of M.H. McLeod; P.C. Andrews, Office Manager, Mackenzie and Mann Company; C.W. Rowley; T.J. Lowe, Fuel Agent; E. Langham, Purchasing Agent; Ralph Pratt, Architect and Engineer; J.R. Cameron, General Superintendent; C.E. Friend, Auditor; George Mitchell, Secretary (killed in action in World War I), Robert Creelman, General Passenger Agent.

Canadian National photo 42240.

flowed between the interior and these coastal points. Needless to say, each of the communities viewed the others with a great deal of suspicion.

Port Mann was a new town which was purely the creation of the CNP. Situated three miles east of the New Westminster Bridge, it was destined to be the site of the CNP's major freight yards on the west coast³¹. The rails used on the CNP east of Basques were landed at Port Mann. By locating their west coast divisional point outside of the settled areas, Mackenzie and Mann

secured the large amount of land necessary for the division point yards and facilities at low prices. Additional blocks of land adjacent to the railway were acquired for townsite and industrial development. Land sales to CNP employees and manufacturing plants would help finance the cost of the facilities. The following newspaper article provides a detailed account of the state of the railway facilities at Port Mann at the close of 1913 as well as illustrates the optimistic pitch used to interest investors in town plots³².

EARLY FUTURE VERY BRIGHT FOR PORT MANN

While the contractors who are building the CNP are directing every effort and concentrating their forces in order to have the British Columbia portions of the new transcontinental linked up early next year, the Imperial Construction Company of Toronto is pressing actively forward the work on the roundhouse, repair shops and other buildings which will be located at Port Mann, the freight and ocean terminus on the Fraser River.

A large force of men is at work under the direction of Mr W. H. Fairchild at the townsite and good progress is being made on the different structures. The buildings already planned for the freight terminus will cover, it is estimated, an area of more than 100 square acres. Money on the improvements is being expended, it is stated, at the rate of \$1,000 per day.

The foundations have been completed for the roundhouse which will be the largest of its kind in Canada, containing stalls for 45 engines. Work is well advanced on the boiler house and the engine repair shops and the other buildings. In this connection, it is interesting to note that, according to announcements made by officials of the CNP, employment will be found for 500 men in the engine repair shops exclusively without taking into consideration the demand for workers in the car repair shops, the boiler house, roundhouse and freight yards.

Huge Car Building Plant

A plant is being established at Port Mann by the Imperial Car Building Company of Pittsburg which will be able to turn out fifteen cars a day. The firm has a contract with the CNP to supply during a five-year period at least 1,000 freight cars a year, the majority of which will be for freight equipment.

Several lines have been installed in readiness for the establishment of the yards in which there will be sixty miles of track and grading has been done for several other lines.

The large boarding house for the men employed on the terminal construction operations has been recently completed. Accommodation is provided for 200 men and the building is replete with all modern conveniences.

A huge steel water tank is to be erected at an early date and preliminary work on the foundation is already well advanced. The tank will have a capacity of 80,000 gallons, and is expected to be finished before the end of next month.

The wharf completed early this month is proving a great boom in handling supplies received by water. The structure extends out from the shore 1,000 feet and is 100 feet long [clarifying note: the wharf ran for 1,000 feet along the shore and was 100 feet wide]. More than 250,000 feet of lumber for the roundhouse and other buildings was recently landed at the dock. In connection with the building operations, large shipments of gravel and cement and other materials are constantly being received and in order to facilitate conveyance to the scene of operations, a light railway has been installed from the dock to the yards.

Through Service Next Summer

As reported previously in *The Province*, Sir William Mackenzie, president of the CNP, stated a short time ago that by the end of the year the whole transcontinental system, with the exception of a 50 mile gap in British Columbia, would be linked up. The unfinished portions are chiefly at the height of land on either side of the Yellowhead Pass and Tete Jeune Cache, and although the work is particularly heavy from an engineering point of view, preparations have been made to rush the work with all possible despatch so that the entire transcontinental will be completed before the middle of next year and ready for operation of through traffic.

Sir Donald Mann, vice-president of the CNP, supplemented the announcement of his confrere by stating at Edmonton a short time ago that by June next the CNo would be running trains between Toronto and Edmonton and by August overland expresses would be operated from Montreal right through to the Pacific coast.

The Ottawa-Toronto section of the CNo has been completed and the connecting Sudbury-Port Arthur [line] is to be finished next month. . .

Port Mann's Importance

An idea of the coming importance of Port Mann as a freight and ocean terminal can be gathered when the fact is taken into consideration that the CNo, when its new transcontinental line is completed, will be operating 10,500 miles of track. . .

Population of 10,000

According to a statement attributed to Mr Charles F. Miller, general manager of the Seaport Agencies Limited, Port Mann, in a recent interview, Sir Donald Mann has expressed the opinion that in two years' time, or in three at the most, the population of Port Mann will be in excess of 10,000 persons. The railway magnate remarked the number of men to be employed by the CNP in its shops at Port Mann would be as large as the number given work in the shops at Winnipeg or not less than 2,000.

At the present time the population of Port Mann is approximately 400 persons, the majority of whom are workmen and officials employed by the company on the construction of the new terminal buildings and engaged in preliminary work in connection with the establishment of the freight and trackage facilities.

It is not expected that a very large increase in population will take place until the new transcontinental line is completed and in operation and the new factories, several of which have been planned, are in commission.

With the opening up of the new road and the development of the industries and the shipping of the new port on the Fraser River, an era of business expansion is anticipated for Port Mann.

The Daily Province, Vancouver, November 29, 1913.

[The article was accompanied by photographs of the new boarding house and large dining hall for railway employees as well as the four story hotel at Port Mann.]

Liverpool
Addition

PORT MANN

Liverpool
Addition

Few other townsites in Canada have had so many advantages at their birth as Port Mann has—few other cities in Canada have ever grown as Port Mann should grow. Any one of the reasons we give below would make a city grow—all together they are certain to make Port Mann one of the big cities of B. C. in a very few years.

We could give you a hundred reasons for expecting a rapid and great increase in Port Mann's population and importance, but we have space for only five.

1. Port Mann is the first spot on the Pacific where the Canadian Northern Railway touches deep water. It is to be the freight and ocean terminus of the C. N. R. In freight yards, car shops, locomotive works, grain elevators and wharves, the C. N. R. expect to employ some thousands of men in Port Mann within five years.

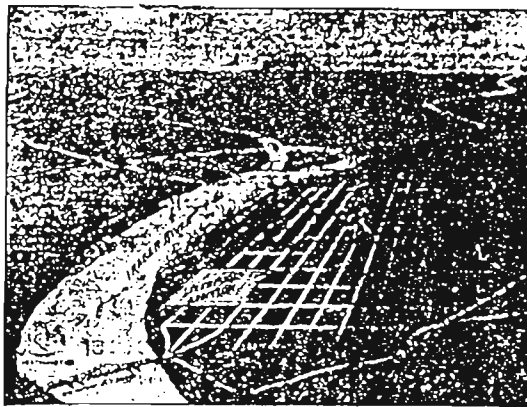
2. Port Mann has the finest freshwater harbor on the Pacific; is able to accommodate the largest vessels trading to this coast, and is open every day of the year. In addition to the C. N. R., Port Mann has today

connection with the C. P. R., the Great Northern, the Northern Pacific and the B. C. E. R. Few cities in Canada have better shipping facilities, and shipping facilities alone have made many a city great.

3. The Canadian Northern have set aside some two miles of water-frontage property, to be given practically free to manufacturers who will build works there. Such sites are not to be had elsewhere, and as a result, several of the most important concerns on this continent are said to be negotiating for sites for their western branch factories in Port Mann.

4. Back of Port Mann is the finest agricultural section in British Columbia—the famous Fraser Valley. In the next ten years every square foot of this wonderfully rich valley will be intensely cultivated—Port Mann must benefit enormously.

5. With the opening of the Panama Canal the whole Pacific Coast will boom. Port Mann, as one of the most favorably situated seaports in British Columbia, will share in the benefits to the full.



LIVERPOOL ADDITION

You have seen that Port Mann must become a great city—now let us show you that LIVERPOOL ADDITION must be the ultimate business centre of that great city.

Just look at the map above. Note that Port Mann has only one outlet by land—the government bridge over the Fraser—and Liverpool lies between the official townsite and that bridge. Every man, woman and child—every vehicle—passing out from any part of Port Mann MUST pass through Liverpool. Now, it is where the most people pass that the biggest business places are to be found. It is where the most

people pass that the highest property values rule. In Port Mann that place will be LIVERPOOL ADDITION.

The Canadian Northern car shops, round-house and locomotive works are being built on the site adjoining Liverpool. The growth of Port Mann must be west of these shops, towards the bridge. In other words, the growth of Port Mann must be on LIVERPOOL ADDITION.

To sum up, this property adjoins the C. N. R. shops—it fronts the great Pacific Highway—it is within a stone's throw of the mighty Fraser—it

is under two miles from the main street of New Westminster, a growing city of 20,000 people. Do you know any other property in Canada so well placed? Do you know any other property with even one-quarter of its advantages, in which you can buy a lot for a few hundred dollars on easy terms?

In spite of the money stringency, Liverpool lots are selling freely—prices go up continually. Impending developments will likely double them overnight. Send for plan and price list now while there are a few picked lots left.

COLONIAL INVESTMENT COMPANY

“THE PORT MANN PEOPLE”

837 HASTINGS STREET WEST

VANCOUVER, B. C.

Not surprisingly, a full page advertisement for the Colonial Investment Company offering to sell plots to investors at Port Mann appeared on the page facing the one with the article.

On January 8, 1914, Mackenzie issued the following statement concerning Port Mann's place in the west coast terminals:

"Regarding Port Mann, I will say that I believe it will be an important railway and shipping point on our system. We have commenced the construction of a roundhouse and repair shops and this will be followed by other buildings that may be necessary for our requirements. We are also establishing large yards, as much of the assembling and distribution of freight trains will be done there. As you know we already have docks there to take care of shipping requirements. We shall encourage manufacturing companies to locate at Port Mann by selling or leasing sites on the most favourable terms. . . Vancouver will be our principal western terminal, yet Port Mann should be an important port of our Pacific terminal system."³³

Shortly after this announcement, financial stringency curtailed the construction of terminal facilities at Port Mann. For example, the 45 stall roundhouse was scaled back to a more modest 15 stall facility. While the construction crews were working across the province, Mackenzie faced a deepening financial problem in 1913 as European money markets became tighter.

Early in January 1914, Mann went to Victoria to see McBride to persuade him to increase the interest rate which the province would guarantee on the CNP bonds. Without this increase, the CNP bonds would remain very difficult to sell as government securities were being issued bearing much higher rates of interest than the 4% rate guaranteed on the CNP bonds³⁴.

McBride could not meet Mann's request. Starting in 1911, the provincial expenditures had begun once again to outstrip revenues. In 1913, the provincial deficit amounted over \$5 million³⁵. Hamstrung by the large provincial deficits, McBride refused to alter the interest rates. Instead, he increased the financial guarantees by another \$10,000 per mile.

Returning from Victoria, Mann was questioned by reporters about the Vancouver terminals. Mann revealed that he had met the GN President the previous month and arrangements were practically complete for the CNP to operate over the GN line between New Westminster and Vancouver until the CNP built its own line³⁶. This step underlined the tenuous financial condition of the CNo.

The start of World War I exacerbated the problems of the financing of the entire CNo system which was heavily dependant upon the sale of bonds. Interest rates soared as governments placed massive bond issues to finance war activities. The cost of labour and materials experienced rapid increases as these resources were absorbed by the war effort.

The situation threatened to cause the bankruptcy of the CNo. Faced with this prospect, the Dominion government grudgingly agreed to provide guarantees worth up to \$45 million on CNo securities in 1914. In exchange, the government required that 33% of the CNo stock be deposited with it and that all the CNo affiliated properties, such as the CNP, be consolidated and brought under federal regulation. Needless to say, Premier McBride disliked this stipulation which would place the CNP rates under Dominion regulation. However, his protests were for naught³⁷.

The 1914 Dominion guarantee permitted the CNo to complete its transcontinental line. The funds were used to complete its lines between Port Arthur and Sudbury, Sudbury and Ottawa, Toronto and Ottawa, and Edmonton and Vancouver.

Labour and material shortages added to the troubles of Mackenzie and Mann. Mann blamed this factor for delaying the completion of the CNP beyond the stipulated contract date of July 1, 1914. On January 7, 1914, Mann stated that the CNP wanted an extension of time to complete the main line. It would not be possible to meet the July 1, 1914 date due to the difficulty in obtaining steel for bridges and the engineering handicaps which had to be surmounted³⁸.

He added, *"We expect to be operating a through freight and local passenger service from coast to coast before the end of 1914 and we believe that the line will be in good shape for opening transcontinental passenger service a few months later. We will have our line graded right through British Columbia by next July. There is now only a gap of 60 miles yet to be graded in the province on the section of the route from Albreda Summit to Kamloops. We are more than 5 miles west of Yellowhead Pass already with our steel. All the grading has been completed on the Port Mann-Kamloops portion."³⁹*

Five days later, after his interview with McBride, he reversed his earlier statement regarding the completion date for the CNP main line and pledged that the line would be finished by July 1st. This about face would allow McBride room to manoeuvre the bill increasing the provincial guarantees on the CNP main line through the legislature.

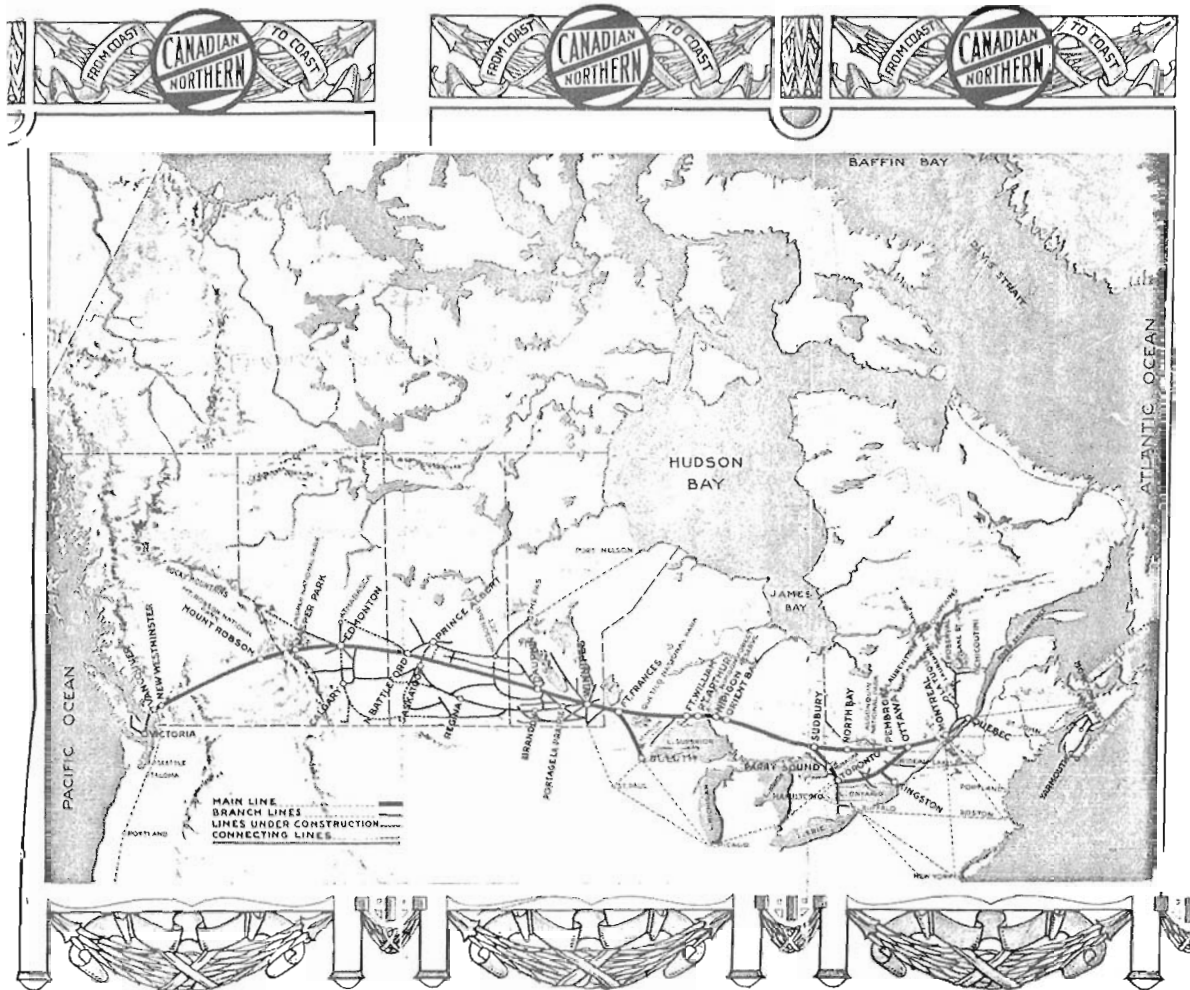
Events proved both of Mann's statements regarding the opening date for the transcontinental line to be overly optimistic. At the end of the year 1914, gaps remained in the line both north and west of Kamloops.

On January 23, 1915, the final rails of the CNP were joined at Basques, a point 59 miles west of Kamloops Junction, thereby symbolically completing Canada's third transcontinental railway. The rival Grand Trunk Pacific (GTP), which had received substantial financial aid from the Dominion government, drove the final spike in its Winnipeg-Prince Rupert line on April 5, 1914. The GTP had inaugurated through Winnipeg-Prince Rupert freight service in August 1914 and a through passenger service a month later⁴⁰.

There were no official ceremonies to mark the driving of the last spike in the CNP event in this remote area of the province. The clashes of the armies in Europe garnered the headlines while the announcement of the joining of the CNP rails was buried in the back pages of British Columbia's leading newspaper⁴¹. Ballasting the line and completing the necessary station, servicing and repair facilities was expected to delay the opening until late the following summer.

An excursion over the line for members of the legislature was planned to help mark the event. The collapse of the tunnel at Mile 186 on February 4, 1915 restricted the February 12th outing by Premier McBride and his supporters to the portion of the line between New Westminster and Cisco⁴².

The CNP began regular service over the section of line from Port Mann to Hope on May 29, 1915. The tri-weekly mixed train was scheduled to connect with the GN's trains to permit



A map of the Canadian Northern's transcontinental system as it appeared soon after opening.

passengers from Fraser Valley points to travel through to and from Vancouver with a minimal delay at Port Mann⁴³.

When the rails were joined at Basques, work on the promised branch lines and terminal facilities was practically at a standstill. All the money which Mackenzie was able to raise after 1913 was devoted to completing the main line. Construction on Vancouver Island was proceeding at a snail's pace and the Steveston line still remained unconnected to the rest of the CNP. In the two years since the agreement with the City of Vancouver had been signed, the only work undertaken at the False Creek site for the Vancouver terminals was the dumping of approximately 1.5 million cubic feet of fill⁴⁴. For most of the 1914 and 1915, the CNO and GN discussed the creation of joint terminal facilities at False Creek. The main freight terminals at Port Mann remained in a rudimentary and uncompleted state. Work had not begun on the terminals at New Westminster.

At his appearance before the Vancouver City Council on August 28, 1915, Mackenzie stated that the unusual conditions in the financial markets for the past two years had set the progress on the CNP back for two years. It simply had not been possible to

borrow money, even with the endorsement of the Dominion government. For these reasons, the CNP would seek extensions of the time specified in their agreements with the City of Vancouver to complete their terminal developments. On a more positive note, Sir William announced that within the past few weeks he had raised \$11 million in New York. This funding would permit the work on terminal facilities to be vigorously pursued⁴⁵.

During the summer of 1915 work was put in hand to permit the main line to pass the inspection by the Dominion and Provincial engineers. In July, the BC Provincial Engineer, F.C. Gamble, inspected the line. He pronounced work fully complete from the New Westminster bridge to Mile 190, near Basques. Ballasting work between Mile 190 and Mile 245, at Kamloops Junction, was uncompleted. This was due to be finished by the end of August. From Mile 245 to the provincial border, the only work which remained was to apply a second lift of ballast on a 15 mile segment. All the bridge structures were completed except for three temporary bridges north of Mile 316. The CNP stated these temporary structures would be replaced after the line was officially opened. Station buildings were being erected at Fort Langley, Matsqui,

Sumas, Arnold, Rosedale and Laidlaw. At Port Mann, a 15 stall roundhouse and a turntable were under construction while work was underway on a 10 stall facility at Kamloops Junction and a 5 stall structures at Lucerne and Boston Bar⁴⁶.

By the end of August the work was sufficiently advanced to permit the operation of a special train bearing Sir William Mackenzie and guests. This was the first train to run over the CNO transcontinental line from Toronto to the west coast. The train departed Edmonton at 0700 on August 27th and arrived at Port Mann the next day. The locomotive between Lucerne and Kamloops Junction was a 4-6-0, Number 1111. Sister engine 1127 brought the train through to the coast. The train was composed of the private cars Atikokan, Toronto, Albreda, Etomami and Number 19⁴⁷.

On October 3rd, A. R. Kerr, Engineer for the Board of Railway Commissioners and Alexander Ferguson, Engineer for Dominion Department for Railway and Canals inspected the CNP line to determine whether it could be opened for public traffic. Four days later, the CNP called for tenders to erect temporary freight and passenger buildings on its land at False Creek pending the erection of the permanent facilities. While the temporary facilities were being constructed, the CNP announced it would use the GN station in Vancouver⁴⁸.

One of the most famous trains to operate over the CNP was a special train put on by Mackenzie and Mann for the accommodation of Parliamentarians and newspaper correspondents from the nation's leading newspapers. In order to emphasize the full size of the CNO system, the main section of the train originated in Quebec City and operated to Capreol via Ottawa. A separate section from Toronto joined the main train at Capreol. Having left the eastern cities on October 12th, the train was scheduled to take six days to reach the coast. The invited guests were officially known as the "Parliamentary Party", but were dubbed the "Expeditionary Force". A special train left Vancouver on the 17th bearing the BC Minister of Railways and Public Works and the Mayors of Vancouver, Victoria and New Westminster. This train meet the westbound special at Yellowhead Pass.

Once the private car used by the BC delegation was attached to the special, it totaled 15 cars. Much attention was drawn to the fact that one engine was able to handle this large train through to the coast - a feat which would have been impossible on the CPR line due to its steep grades. The only event which marred the trip was the late arrival in Vancouver. Originally scheduled to arrive at 2300, it did not reach Vancouver until 0130. The main reason for the late arrival was a broken wheel⁴⁹. The reporter covering the arrival found little more to comment on than the fact that the son of the late Premier Norquay of Manitoba was the engineer who brought the special into Vancouver.

An unremarked footnote to this excursion was the special protection afforded the train while it crossed the western provinces. Between Winnipeg and Vancouver, A.E. McDonald, Chief, Special and Claims Agent, drove a motor car to serve as a pilot section for the special. The car was modified with the tires being replaced by flanged wheels⁵⁰.

Enroute, D. B. Hanna, Third Vice President of the CNO, had announced that through freight service between Toronto and the west coast and a tri-weekly Edmonton-Vancouver passenger

service would commence on November 1st⁵¹. Even before the Parliamentary Special had completed its return trip, these plans were in a state of disarray. The following account from the Vancouver Province provides a complete description of the events.

CNP IN DEADLOCK WITH THE HILL ROAD

What looks like a deadlock appears to have been reached in negotiations between the Canadian Northern Pacific Railway and the Great Northern Railway with reference to the running rights over each other's line in the province and terminal facilities for the former road at Vancouver. As a result the CNP has cancelled its arrangements for operating a through service to the coast from Edmonton which it was announced some time ago was to come into effect on November 1. Pending a settlement of the questions at issue between the two companies, the CNP will be unable to operate into this city.

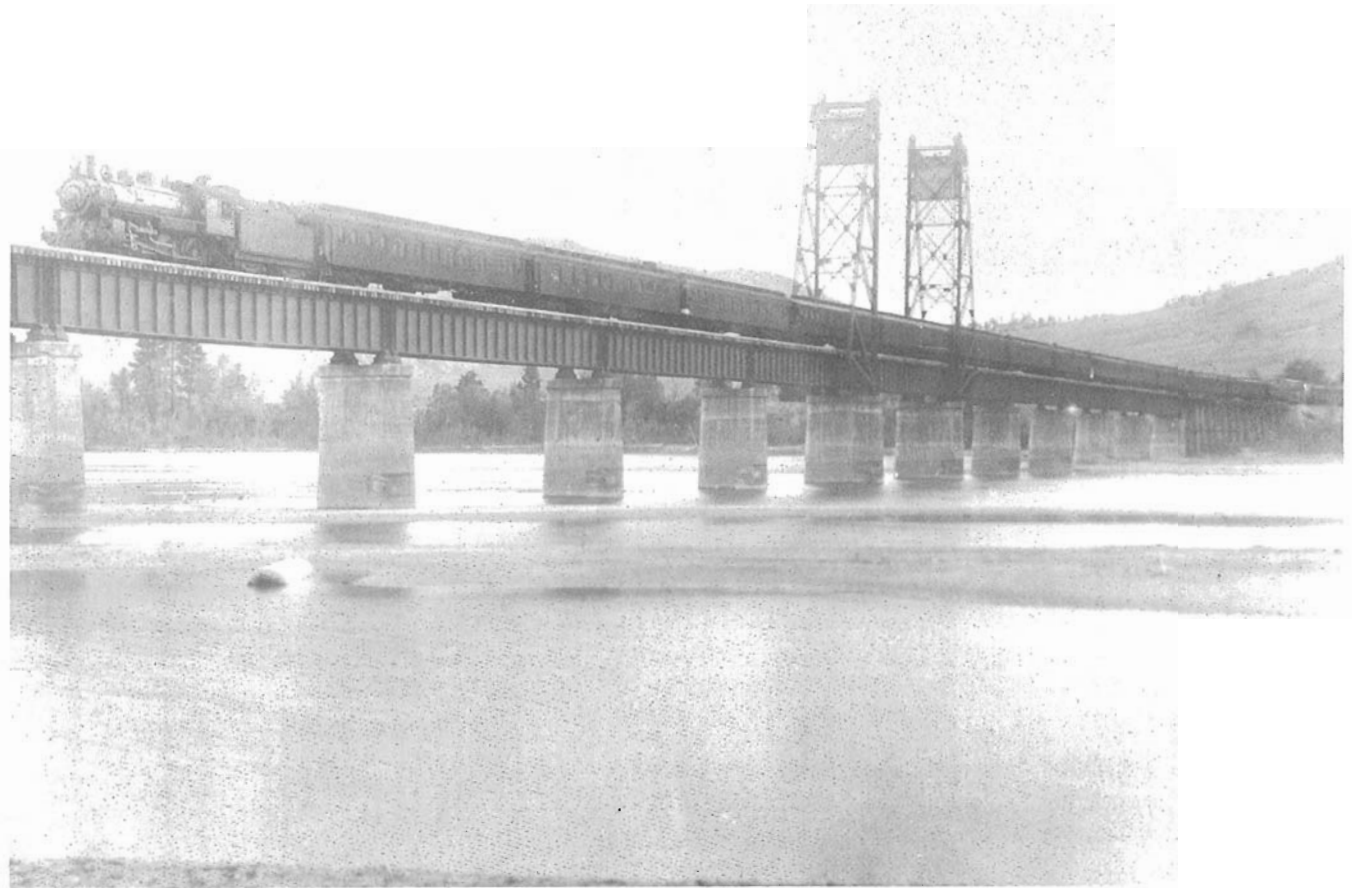
Shed Contract is Off

That the points at issue between the CNP and GNR have reached an acute stage is indicated by the action taken by the latter road to prevent the former from going ahead with its plans for temporary freight facilities on the portion of its reclaimed property on False Creek. The CNR can only reach its tract from GN property. In preparation for tracks and freight sheds the CNP has been driving piles on its reclaimed holdings, the operations being conducted from the neighbouring land owned by the Hill road. The CNP has been served with a notice compelling it to stop further work from the GN property. The CNP had invited bids for the construction of the sheds, and tenders were being received this week. As a result of the tie-up, the company has announced that it can not proceed with the letting of a contract.

Arrangements in the Air

The arrangement for operating CNP trains into Vancouver over the GN lines from Port Kells, the junction for the two roads, are said to have been only tentatively agreed upon. Plans for using each others line at other points had been decided upon and approved, but no regular agreement had been signed, it is declared. Under the terms of the proposed agreement covering the lines in this province, the GNR was to use the CNP line to Hope to connect with its Hope Mountain Railway through from Similkameen and the Boundary districts, and the CNP was to run trains from Port Kells into Vancouver over the GN.

Officials of the CNP who came to the coast with the parliamentary special declined to make any announcements as to when through service from Edmonton and the East would be instituted, although a short time ago it had been definitely stated that the first train would leave Edmonton on November 1. The date for inaugurating through traffic had been postponed several times since the initial announcement when October 1 was mentioned. Sir William Mackenzie, president, was silent on this subject when questioned. Mr M.H. McLeod, general manager, said that there had been some difficulty in making arrangements with the GNR with respect to running rights into Vancouver over the company's road and explained that the CNR had intended entering into



In October 1915 Mackenzie and Mann operated a special train from Quebec to Vancouver to show Parliamentarians and journalists their new transcontinental line. This view was taken whilst the train was travelling from Yellowhead Pass to Vancouver over the Canadian Northern Pacific.
Canadian National photo 15070.

some temporary agreement pending the settlement of the main agreement covering other questions.

While Sir William Mackenzie and other CNo officials have been expressing themselves as favouring the idea of a combined union station on False Creek for the CNo, GNR and Northern Pacific, no progress is said to have been made with negotiations having that object in view . . .

The Daily Province, Vancouver October 22, 1915

On October 25th, A.H. MacNeill, the GN General Counsel for B.C. had an interview with Premier McBride. MacNeill stated that the negotiations between the GN and CNP were not deadlocked, but that the two companies were simply arranging several important trackage agreements. The CNo was reviewing the evaluation which the GN had completed of its New Westminster line. This evaluation was to serve as the basis for fixing compensation and the schedules of the CNP⁵².

The CNP did not occupy a strong position in these negotiations. It was seeking to purchase the Port Kells-Brownsville trackage from the GN subsidiary, the Vancouver, Victoria & Eastern (VV&E)⁵³. This trackage would form a key part of the CNP transcontinental line as it would provide access to the New Westminster bridge and the division point at Port Mann. As well, the CNP sought running rights over the VV&E between New Westminster and Vancouver and the use of its terminal in Vancouver. For its part, the GN desired running rights over the CNP between Hope and Sumas Landing in order to finish the VV&E's line from Spokane, Washington to Vancouver. By this time, the utility of the VV&E to the GN was doubtful⁵⁴.

While the negotiations with the GN were underway, the CNo opened the eastern section of its transcontinental line. Effective November 1, 1915, tri-weekly passenger service was provided between Toronto and Winnipeg⁵⁵. Connections were scheduled at the latter point with the Winnipeg-Edmonton trains.

Travel Canadian Northern All the Way Between



Virgin Falls, Nipigon Forest Reserve.



Moonbeam Falls, Mount Robson, B.C.

TRANSCONTINENTAL EQUIPMENT AND SERVICE Trains One and Two

Compartment-observation cars between—Toronto and Winnipeg, Edmonton and Vancouver.
Electric-lighted standard and tourist sleeping cars between—Toronto and Vancouver.
Dining cars between—Toronto and Vancouver.
First and Second-class Coaches between—Toronto and Winnipeg; Winnipeg and Vancouver.
Colonist sleeping cars between—Toronto and Winnipeg.

No. 1.—WESTBOUND—HEAD DOWNS			TABLE 1 (Eastern Time)		No. 2.—EASTBOUND—HEAD UP		
	Miles		Arr.	Code			
TORONTO							
9.45 pm Mon	9.45 pm Wed	9.45 pm Fri	6.0 LV	264	4.30 pm Mon	4.0 pm Wed	4.30 pm Fri
2.55 am Tues	2.55 am Thur	2.55 am Sat	148.0 AT	642	11.59 am "	11.50 am "	11.00 am "
7.40 " "	7.40 " "	7.40 " "	267.1 AT	846	5.45 " "	5.45 " "	5.45 " "
6.40 " "	6.40 " "	6.40 " "	267.1 LV		6.40 " "	6.40 " "	6.40 " "
3.40 " Wed	3.40 " Fri	3.40 " Sun	871.5 AT	616	9.30 " Sun	9.30 " Tues	9.30 " Thur
3.00 " "	3.00 " "	3.00 " "					
3.12 " "	3.12 " "	3.12 " "	874.9 AT	612	7.54 " "	7.54 " "	7.54 " "
11.10 am "	11.10 am "	11.10 am "	1102.0 "	1152	12.00 pm Wed	12.00 pm Mon	12.00 pm Wed
5.45 pm "	5.45 pm "	5.45 pm "			5.15 " Sat	5.15 " "	5.15 " "
10.30 " "	10.30 " "	10.30 " "	1309.4 AT	774	7.50 am "	7.50 am "	7.50 am "
9.45 am Wed	9.45 am Fri	9.45 am Sun	1304.9 AT		11.20 " "	11.20 " "	11.20 " "
12.50 am Thur	12.50 am Sat	12.50 am Mon	1444.0 AT		8.45 " "	8.45 " "	8.45 " "
8.55 " "	8.55 " "	8.55 " "	1665.0 AT		11.45 pm Fri	11.45 pm Sun	11.45 pm "
4.50 am Thur	4.50 am Sat	4.50 am Mon	1487.0 AT	608	1.30 am Sat	1.30 am Mon	1.30 am Wed
8.45 " "	8.45 " "	8.45 " "	1888.1 AT		9.10 pm Fri	9.10 pm Sun	9.10 pm Tues
8.52 " "	8.52 " "	8.52 " "	1612.1 AT		7.04 " "	7.04 " "	7.04 " "
1.30 pm "	1.30 pm "	1.30 pm "	1734.5 AT	1865	2.27 pm Fri	2.27 pm Sun	2.27 pm "
4.35 " "	4.35 " "	4.35 " "	1828.4 AT	1090	11.05 am "	11.05 am "	11.05 am "
8.28 " "	8.28 " "	8.28 " "	1828.4 LV		12.30 pm "	12.30 pm "	12.30 pm "
9.11 " "	9.11 " "	9.11 " "	1867.0 AT		11.13 am "	11.13 am "	11.13 am "
12.10 am Fri	10.12 am Sun	12.10 am Tues	1951.5 AT		8.38 " "	8.38 " "	8.38 am "
2.18 " "	2.18 " "	2.18 " "	1965.2 AT		6.14 " "	6.14 " "	6.14 " "
6.40 " "	6.40 " "	6.40 " "	2087.9 AT		2.00 " "	2.00 " Sun	2.00 " "
12.44 pm "	12.55 pm "	12.55 pm "	2224.8 AT		7.50 pm Wed	7.50 pm Sat	7.50 pm Mon
7.15 " Thur	7.15 " Sat	7.15 " Mon	1914.7 AT		1.00 " Fri	1.00 " Sun	1.00 " Tues
7.45 " "	7.45 " "	7.45 pm "	1822.1 AT	1687	8.25 am "	8.25 am "	8.25 am "
3.50 am Fri	3.50 am Sun	3.50 am Tues	2098.8 AT	2185	1.14 " "	1.14 " "	1.14 " "
7.00 " "	7.00 " "	7.00 " "	2136.4 AT		10.20 pm Thur	10.20 pm Sat	10.20 pm Mon
6.00 pm "	6.00 pm "	6.00 pm "	2386.5 AT	2426	9.11 am "	9.11 am "	9.11 am "
7.30 " "	7.30 " "	7.30 " "	2431.0 AT	2520	6.41 " "	6.41 " "	6.41 " "
5.55 am Sat	5.55 " Mon	5.55 am Wed	2528.4 AT		8.27 " Wed	8.27 " Fri	8.27 pm Sun
2.55 pm "	2.55 " "	2.55 pm "	2622.8 AT		11.25 " "	11.25 " "	11.25 am "
4.50 " "	4.50 " "	4.50 " "	2666.2 AT	84	9.30 " "	9.30 " "	9.30 " "
6.50 " "	6.50 " "	6.50 " "	2666.2 AT	10	9.00 " "	9.00 " "	9.00 " "

* Trains No. 1 and 2 run daily between Winnipeg and Edmonton.

CONNECTIONS AT WINNIPEG, MAN. TO AND FROM ALL POINTS IN WESTERN CANADA.



The Patisades, Jasper National Park.



Mt. Robson, Mt. Robson Park, B.C.

Ottawa, Toronto, Winnipeg and Vancouver



This publicity photo of the interior of a 12 section 1 drawing room sleeping car reveals the sumptuous woodwork and surroundings accorded the sleeping car traveller who travelled on the CNo. This car is most likely one of 11 which the Canadian Car and Foundry delivered to the CNo during 1915. The hat bags bear the Canadian Northern circular logo as well as the motto "Canada's Second Transcontinental Railway". Strictly speaking, this was not true as the Grand Trunk Pacific and National Transcontinental were opened to traffic in 1915. However, as the Grand Trunk Railway, the parent of the GTP, protested taking over the NTR and as a change of trains was necessary in Winnipeg, perhaps the CNo can be forgiven this statement.

National Archives of Canada photo C-34292.

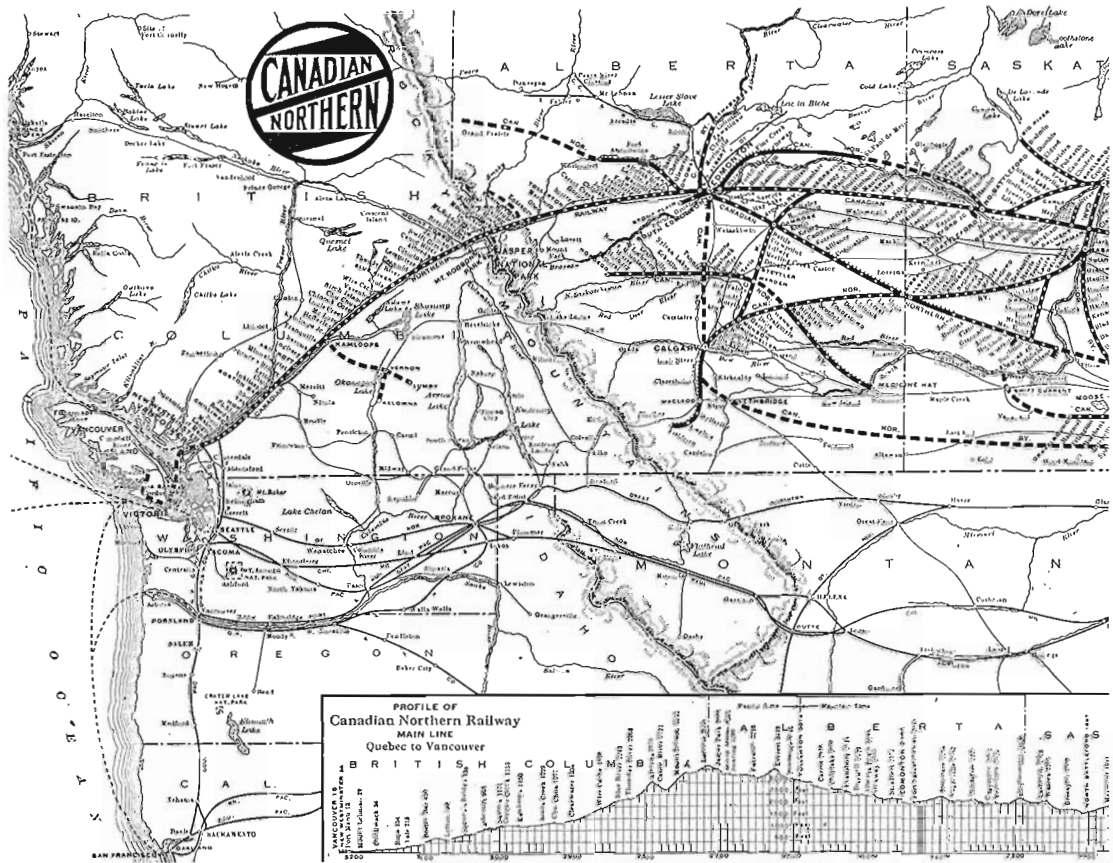
On November 8th, the GN unveiled the plans for its Vancouver station. The GN pointedly noted that these plans made no provisions for the CNP⁵⁶. As the two carriers had been discussing the possibilities of erecting a single union station, this announcement obviously was designed to place yet more pressure upon the CNP to accept the GN's terms for access to its trackage.

On November 17th, it was announced that the impasse was broken. CNo General Manager, M.H. McLeod stated on November 22nd that the first passenger train would arrive from Edmonton on November 24th and the first train would depart for Edmonton the same day. The special train on which McLeod had come to Vancouver on November 20th would form the consist of the first eastbound passenger train⁵⁷.

In addition to the tri-weekly service to Edmonton, the CNP also instituted a tri-weekly local train between Vancouver and Boston Bar. The local made its first departure from Vancouver on November 23rd.

The first eastbound passenger train to run the length of the CNP departed Vancouver at 0900 on November 24th. Reports in the two Vancouver newspapers differ as to the size of the train; one claims it was four cars while the other states seven cars. There is agreement that it included a baggage-express car, the sleeper "Belleville", and an observation-cafe-diner car⁵⁸. The first eastbound ticket was bought by a Mr G.F. Williams, a merchandise broker. Thirty three passengers on the first eastbound train were destined to Edmonton and points further east. A number of invited guests from Vancouver and New Westminster travelled 113 miles to Stout where they transferred to the first westbound train. This train arrived two hours late in Vancouver⁵⁹.

Following the inauguration of the transcontinental line, the attention of the officials turned to building up traffic over the new line. Their efforts received a major setback early in 1916. On January 22th, the province was blanketed by a heavy snowstorm. Trains on both the CP and CNP lines were trapped in the huge



The Canadian Northern route through the Rockies as shown in the railway's summer timetable for 1917.

drifts. The CNP had passenger trains snowed in near Blue River and Boston Bar. While CP reopened its line in several days, the CNP line would remain closed for more than a month. By February 2nd, the train at Blue River had been freed, however, the one in the Fraser Canyon remained blockaded. As long as the line remained closed, mixed trains operated between Vancouver and Hope⁶⁰.

The following two newspaper articles discuss certain events which occurred during the blockade.

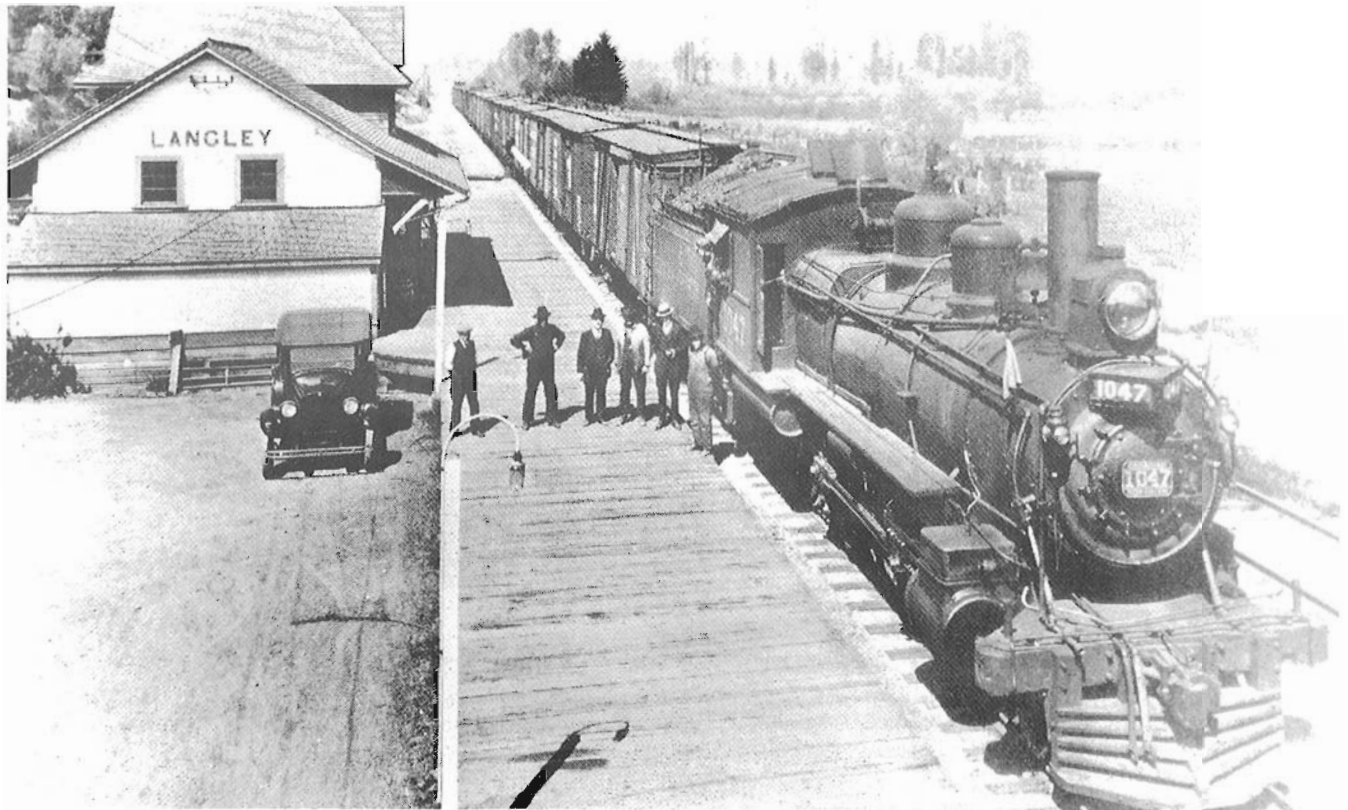
USE CABLE ROUTE TO CROSS CANYON

Deserting their special train, which has been stalled east of the blockade along the Fraser Canyon section of the line since last Monday [February 7th], Mr M.H. McLeod, general manager, and a party of officials accompanying him, crossed the canyon yesterday on a cable and came in to Vancouver last night over the CPR.

On arrival here, Mr McLeod made the following announcements: Preliminary plans for the proposed CNP depot on False Creek will be ready for submission to the City Council at an early date. The CNP expects to call for tenders for the construction of car ferry slips on the mainland and Vancouver Island, and scows and tugs for the gulf service within the next few days.

Tired of their enforced stay at the scene of the tie-up and of the plain camp fare that is the portion of those who are in the clearing outfits, the general manager and his assistants crossed the Fraser Canyon on a wire cable yesterday afternoon and caught the westbound train over the rival road [the CPR]. A shortage of tobacco and the other creature comforts that help to relieve the tedium of long waits is also whispered to have had something to do with the determination of the officials to come to the coast and seek the luxury of a modern hotel . . .

Successions of slides following the heavy falls of snow along the Fraser Canyon section of the CNP have greatly accentuated the difficulties of clearing the line, stated the general manager. Snow plows and the other mechanical contrivances have been found ineffective to cope with the complicated troubles that are being encountered, he remarked, and consequently the line will have to be laboriously dug out by hand. The abnormal conditions and the unusually heavy snowfall this season found the company unprepared, he observed, for dealing with the situation developed during the past few weeks, but equipment would be provided for coping with similar emergencies the future . . . The Daily Province, Vancouver February 12, 1916.



A Canadian Northern freight train has paused at the Langley, B.C. station. Number 1047 was built by Baldwin in 1901. It was retired by CN in 1925

National Archives of Canada photo PA-178465.

MORAL IS NEVER LEND YOUR SNOW PLOW

For a railway to lend another railway - a rival one at that - a snow plow when trouble is threatened over all lines is a great concession - something regarded in transportation circles as an almost unprecedented happening. The Grand Trunk Pacific [GTP] did this during the tie-up of the Canadian Northern Railway in the Selkirks - and had cause to rue such a radical departure. The tragedy of the GTP snow plow is now being related in railway circles. Despite efforts made to keep the occurrence secret, the facts have now leaked out. The story runs this wise:

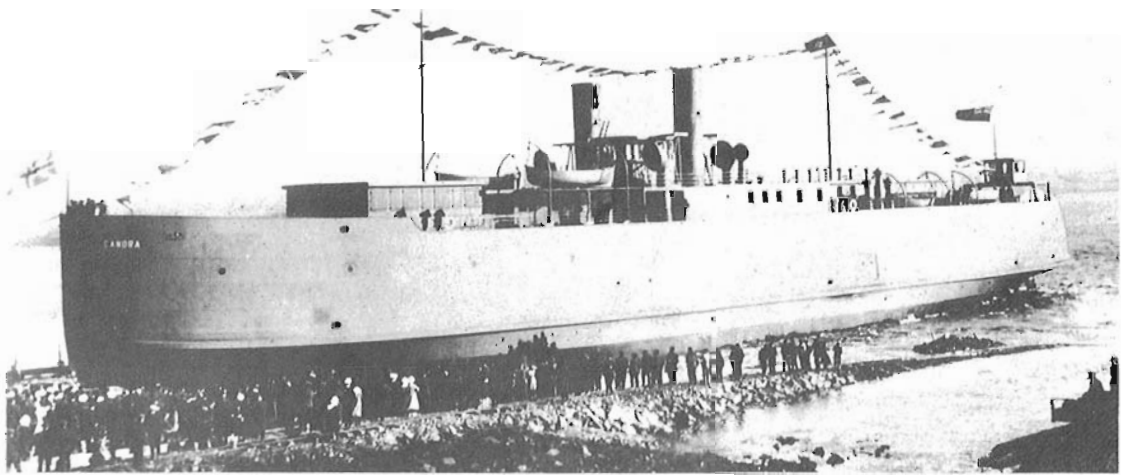
Mr Morris Donaldson, vice-president and general manager of the GTP, thought he would like a little change of scenery on his way east after he had visited the coast a few weeks ago and so he decided to have his private car attached to the outgoing CNo express. The train missed the fierce snow storm that blocked both the CNP and CPR through the Fraser Canyon, but ran into troubles near Blue River, close to the Yellowhead Pass. After a few days of inaction - the line was tied up tight by slides - Mr Donaldson began to chafe with impatience. He had business worries of his own and so with the idea of hurrying the work along he got his own operating department in action and had a wing snow plow transferred at a point where the two transcontinental systems run parallel to the CNo.

The GTP plough was fine for a time and then it ran off the track. It not only ran off the CNP track but it fell a hundred feet and landed on the GTP line, which happened to be immediately below. The plough fell with its wheels up. There was a stove in the plough, which set the woodwork afire. By the time the crew climbed down from the CNP to the GTP line all that remained of it were the wheels and the metal work.

Daily Province, Vancouver February 21, 1916.

Just as weary crews had cleared last of the snowdrifts from the line near Boston Bar, a massive thaw set in during the week of February 17th. This caused several washouts along the line through the Fraser Canyon. Repairs at Lytton delayed the opening of the line until February 28th when freight service resumed. Passenger service between Edmonton and Vancouver recommenced on March 1st⁶¹.

In order to have sufficient equipment for operation over its new main lines, the CNo placed an order for 66 new passenger cars in the summer of 1914⁶². Most of these cars were to be used on the Toronto-Vancouver transcontinental service. Sufficient cars were ordered to permit daily service. The order was split between the four major car builders in the following manner:



SS CANORA

Official Number 138.800. Registered at Quebec City, No. 8/1918, 23 Sep 1918. A fore-and-aft Steam Screw Ferry, Lloyd's Register 100A for 15 years.

Built by Davie Shipbuilding & Repair Co. Ltd., Lauzon, Quebec Engines & Boilers by John Inglis & Co. Ltd., Toronto

GRT 2382.66, NRT 940.31, IHP 2200 giving 12½ knots Launched 10 June 1918 To Vancouver via Panama Canal 30 Sep - 7 Dec 1918

Master: Captain Norman McKay, Canadian Certificate of Competency, #7810

SS CANORA

Numéro officiel 138,000. Immatriculé à Québec, N° 8/1918, 23 sept 1918 Traversier à vapeur avec hélices arrière et avant, Lloyd's Register 100A pour 15 ans.

Construit par Davie Shipbuilding & Repair Co. Ltd., Lauzon (Québec) Moteurs et chaudières: John Inglis & Co. Ltd., Toronto.

CRT 2382.66, NRT 940.31, IHP 2200 (12½ noeuds) Lancé le 10 juin 1918 À Vancouver via le canal de Panama du 30 sept. au 7 déc 1918

Commandant le capitaine Norman McKay, certificat de compétence Canada N° 7810.



While Canadian Northern's car ferry steamer "Canora" spent her entire working life on the west coast, she was registered in Quebec. The name was derived from the first two letters of Mackenzie and Mann's Canadian Northern Railway. The top view shows the vessel when new in 1918, while the bottom photo most likely shows the ship at the Port Mann terminus some time after World War II.

Bottom picture, Canadian National photo 49257



National Steel Car of Hamilton Ontario, 15 Baggage-Express Cars. National Steel Car, 5 First Class Coaches. Crossen Car Company of Cobourg, Ontario, 7 Colonist Cars. Preston Car and Coach Company of Preston, Ontario, 5 Mail Cars. Canadian Car & Foundry Company of Turcot, Quebec and Amherst, Nova Scotia, 11, 12-section 1 drawing room sleepers. Canadian Car & Foundry Company, 2 Compartment sleepers (for the Ottawa-Toronto service). Canadian Car & Foundry Company, 7, 30-seat diners. Canadian Car & Foundry, 7, 17-section tourist sleepers. Canadian Car & Foundry Company, 7, 4-compartment 1 drawing room-buffet-observation cars. (see table II on page 31).

In the spring of 1916, it was announced that the frequency of the transcontinental service would be increased from tri-weekly to daily as of June 1st⁶³. This announcement was subsequently revoked; the reason being that Canadian Car & Foundry had not yet delivered all the cars. The final cars from the 1914 order were not delivered until September 1916⁶⁴. Even with the completion of the order, the frequency of the CNo's transcontinental service remained at tri-weekly levels until the company was taken over by Canadian National.

The CNP did upgrade its passenger services in the lower Fraser Valley. As of June 11, 1916, the tri-weekly Vancouver-Boston Bar service was replaced by a daily Vancouver-Hope train⁶⁵.

On March 9, 1916, CNo Chief Engineer McLeod informed the Mayor of Vancouver that the CNP could not come to any agreement with the GN concerning the construction of a union station at False Creek. As a result, the CNP built its station within several hundred feet of the GN's facility⁶⁶.

A report on the state of the CNP lines at the end of 1916 was prepared by the Chief Engineer of the B.C. Department of Railways. Extracts of this report are contained in Annex I following this article.

Following the completion of the transcontinental line, the attention of the construction forces focused upon the neglected branch lines and the west coast terminals. In November 1915, rails were shipped to Vancouver Island for the Victoria-Patricia Bay line⁶⁷. A year later, tracklaying on this 18 mile branch was completed. It lay dormant during the winter of 1917 as the ferry slip at Patricia Bay remained uncompleted.

While the Patricia Bay slips were not completed until April 6, 1917, the CNP did begin to serve Victoria the previous fall. As per its contract with the province, the CNP ordered the rail car ferry "Canora" from the Davie Shipbuilding and Repair Company at Lauzon, Quebec. As the ferry would not be delivered for several years, the CNP constructed three barges at Port Mann to use in coastal service. The first barge was completed in July and the second in November 1916. Two whaling vessels, the "Germania" and the "Sebastian", were secured from Victoria Whaling Company, a firm owned by Sir William Mackenzie⁶⁸.

On November 15, 1916, the "Germania" towed Transfer No 1 to the dock of the Victoria Whaling Company⁶⁹. On its deck were nine empty tank cars to be loaded with whale oil. It should be noted that the CNP made extensive use of the barges in serving points in the greater Vancouver area not reached by its rails. Before making this trip, the barge had already made nine trips

between Port Mann and Ioco on Burrard Inlet carrying rail cars loaded with oil and gasoline.

Passenger service using a gas-electric car was inaugurated between Victoria and Patricia Bay on April 30, 1917⁷⁰. Simultaneously, barge service was inaugurated between the mainland and Patricia Bay. The "Canora" was put on the Patricia Bay-Port Mann run in the spring of 1919. It was a bi-directional vessel with space for 40 freight cars.

The Dominion cabinet passed an order in council declaring the CNP to be for the general advantage of Canada effective March 1, 1917 thereby placing it under the jurisdiction of the Board of Railway Commissioners⁷¹.

One of its first rulings affecting the CNP related to interswitching privileges. The Board ordered the GN, CP and British Columbia Electric to interswitch carload traffic with the CNP effective March 1, 1917. Prior to this order, the CNP was forced to transfer freight to shippers located along these lines by road as the other carriers refused to switch the cars to warehouses lying along their tracks⁷².

An additional benefit arising from the Board's interswitching order was it allowed the CNP to move carload traffic over CP and BCE lines to access shippers on its isolated Steveston line⁷³. The branch from Queensboro to Steveston had lain dormant since tracklaying was completed in 1912 as the CNP and City of New Westminster could not agree on the route the CNP would take through that city.

The demand for rails for use on the military railways along the western front in France led to the cessation of most rail line construction and the removal of rails on some recently completed lines in 1917. On December 19, 1916, it was announced that the Honourable F. Cochrane, the Dominion Minister of Railways and Canals had decided that the CNo and GTP duplicate lines between Edmonton and Yellowhead Pass had to be rationalized⁷⁴. During 1917, the 190 miles of parallel trackage between Imrie, Alberta and Resplendent, B.C. were consolidated, and 81 miles of CNP track were lifted⁷⁵. One victim of the formation of the Canadian National Railways was the CNP division point at Lucerne, B.C. The management of the new CNR decided to consolidate the CNP division point at Lucerne and the GTP facilities at Jasper. In September 1922 the Board of Railway Commissioners turned down a CN request to consolidate the division point activities to Lucerne. In its order, the Board directed CN to move the division point to Jasper. The change was made November 1, 1924. To this day, Lucerne remains a hamlet while the construction of a railway hotel at Jasper has brought international renown to that town.

The CNP pledges concerning the Okanagan Valley and Vancouver Island lines were partially fulfilled by Canadian National. A 116 mile extension from Kamloops to Kelowna was built and opened to traffic in 1925⁷⁶. It was an amalgam of 90 miles new construction and 26 miles of running rights over CP trackage. A 14 mile branch line was constructed to Lumby at the same time. The situation was different on Vancouver Island. The 250 mile line north from Victoria through Port Alberni was never completed⁷⁷.

The completion of the transcontinental line did not end the financial problems of the CNo. Indeed, the situation slipped from bad to worse. For the fiscal year ending June 30, 1915, the CNo



system lost \$2.5 million after all interest and carrying charges were taken into account. For the 1917 fiscal year, the loss had increased to \$3.2 million and in 1918 the red ink totalled \$11.7 million⁷⁸.

The Dominion government took over nominal control of the CNo system on November 16, 1917. Following the decision to nationalize the company, Mackenzie and Mann resigned from the Board of Directors on September 6, 1918⁷⁹. The government authorized the use of the title "Canadian National Railways" for the new system formed by the CNo and Canadian Government Railways on December 20, 1918. Five years later, upon the takeover of the Grand Trunk by the government, the name Canadian National Railways (CN) would become the official title for the new system.

Though Mackenzie and Mann have been gone from the scene for many decades, the main line of the CNP has more than fulfilled their expectations. The high construction standards permitted CN to cope with the increasing traffic demands as western producers found world-wide markets for lumber, potash and grain. During the early 1980's, a program was undertaken to double track portions of the line to accommodate the rapid increases in natural resource traffic flowing over the line. Most recently clearances have been increased to accommodate double stacked container trains. Today and in the foreseeable future, the Albreda, Clearwater, Ashcroft and Yale Subdivisions are some of the busiest and most profitable portions of the CN system.

AT YOUR SERVICE

Compartment-Library-Observation Cars

Several new features cannot fail to meet with approval. A patented folding dresser, containing all necessary toilet articles, forms a very useful table when closed. The library contains the latest and most popular literature, also convenient writing desks. Porters can prepare very tasty light refreshments and have charge of a "Traveller's Shop" with a stock of articles likely to be overlooked in packing.

Standard Sleeping Cars

Upper and lower berths are noticeably roomier than usual, and each is equipped with electric lights and a patent wardrobe. A new ventilator has been installed which completely exhausts the vitiated air every eight minutes. Clean towels are kept in glass covered cases, and individual drinking cups in sealed packages are exclusively used.

Tourist Sleeping Cars

Each car, electric lighted throughout, is upholstered in Pantesote leather, while the bed linen and blankets are of the best quality. A large kitchen, fitted with range, cooking utensils and lockers, enables the traveller to prepare any kind of meal, with the assistance of the porter, who is a competent cook, if desired.

Dining Cars

In order to obtain the choicest vegetables a chain of farms is maintained while staple supplies are served in individual sanitary packages. Every article used comes under the experienced eye of an inspector so as to ensure its perfect freshness and quality. In addition to the regular a la carte menu, club meals may be had at moderate prices. Passengers are supplied with menu cards about thirty minutes before each meal and the steward will be pleased to give any information desired.

Travel Comforts

For the convenience of passengers travelling with babies, dining car steward will have milk and baby food heated, and supply hot water free of charge. Mineral waters, plain and fancy drinks, ice-cream soda, sundaes and ices, cigars and cigarettes are served in the dining car. Coach passengers can purchase bread, tinned meats, biscuits, fruits, etc., from the News Agent, and coffee, tea and milk from the dining car at reasonable charges.

From Coast to Coast

Some Canadian Northern advertising from 1917.

END NOTES

The formal style for listing sources has been modified to enable the reader to identify more readily the sources used by the author.

¹ The Baring Brothers and Company failure in 1890 set off a depression in Britain which spread to Europe in 1891. As most railway construction in Canada was underwritten by British and European banks, funds became difficult to attract. The financial panic hit North America in 1893. For further details see H.A. Fagan, "American Economic Progress", J.B. Lippincott and Company, 1935. Pages 468-470. During the ten year period between 1882 and 1891, an average of 704 miles of new line was

added to the Canadian railway network each year. Between 1892 and 1898, this declined to less than 319 miles per year. For further details see M.C. Urquhart, Editor, "Historical Statistics of Canada", MacMillan Company, 1971. Series S24-38.

² For a full discussion of these events, see Regehr, T.D., "The Canadian Northern Railway: Pioneer Road of the Northern Prairies 1895-1918", MacMillan Company of Canada, Toronto, 1976. Pages 39 to 51.

³ The Manitoba government guaranteed interest and principal repayment at the rate of \$8,000 per mile of line. See Manitoba Statutes, Victoria, 1896, Chap 10.

⁴ Hanna, D. B. "Trains of Recollection", MacMillan Company of Canada, Toronto, 1924. Page 132.

⁵ An agreement to amalgamate the two companies was signed in December 1898. It was approved by the Dominion Parliament in 1899.

⁶ The transformation of the prairies from an empty land to a major grain producing region was amazingly swift. Between 1891 and 1901, the population of the North West Territory and Manitoba increased from 251,473 to 439,641. By 1911, the population had increased to over 1.3 million.

Between 1891 and 1901, the number of prairie farms increased from 31,252 to 55,176. By 1911, there were almost 200,000 farms.

The tons of grain and flour shipments handled by the railways increased from 3,681 in 1894 to 6,482 in 1900.

Op. cit., "Statistics of Canada", Series A2-14, L1-6 and S39-52.

⁷ The CNo line was completed to Port Arthur in 1902 and Edmonton in 1905.

⁸ It is ironic that both the Grand Trunk and CNo were only able to undertake their expansion programs with the support of the Dominion government. This support took the form of either a direct cash subsidy, a land grant or a Dominion guarantee of the interest and principal payments on securities issued by the company. Exemplifying the confidence of the Laurier government in the continued economic expansion of the country, A. G. Blair, the Minister of Railways and Canals, stated in his speech to the Liberal Association in Vancouver on October 9, 1902 that there was room for four transcontinental railways in Canada.

⁹ Smith, B.R.D., "Sir Richard McBride: A Study in the Conservative Party of British Columbia 1903-1916", Queen's University, unpublished MA Thesis, 1959. Pages 69 and 118 to 119.

¹⁰ The Daily Colonist, Victoria, January 26, 1909.

¹¹ Agreement between His Majesty the King and the Canadian Northern Railway dated January 17, 1910.

¹² Though the Panama Canal was supposed to open in 1913, construction difficulties delayed the passage of the first ship until August 15, 1914. The Vancouver-New Westminster area rapidly became a major lumber exporting centre providing many carloads for the CNP.

The movement of Alberta grain through Vancouver took many years to develop. A trial shipment from Vancouver's newly completed grain elevator to Liverpool, England was made via the Panama Canal in 1916. This shipment proved grain would not spoil on a voyage of this length. See "Port Cities: Then and Now" by Allan Fisk in "Portus", Fall 1988.

Little grain moved through Vancouver as prairie grain shipments moved under special rates via the Great Lakes under the Crows Nest Pass Agreement. The Crows Nest Pass rates were applied to export shipments via Vancouver in 1925. An article in "The Daily Province" on September 1, 1916 stated the cost to move a

bushel of grain from Alberta to Liverpool via Montreal was 28 cents versus 38 cents from Vancouver.

¹³ Agreement between His Majesty the King and Canadian Northern Railway dated January 17, 1910.

¹⁴ The Daily Province, Vancouver, January 11, 1910.

¹⁵ See Section 17 of the Agreement between His Majesty the King and the Canadian Northern Railway dated January 17, 1910.

¹⁶ See B.C. Statutes 1910, Edward VII, Chap 3 which ratified the agreement of January 17, 1910 and Edward VII; Chap 4 which incorporated the Canadian Northern Pacific Railway.

¹⁷ "Report of the Department of Railways of the Province of British Columbia from 1911 to December 31st, 1916", William H. Cullin, Printer to the King's Most Excellent Majesty, Victoria, 1917.

¹⁸ The bill of the provincial legislature ratifying the agreement between the City and the CNP received royal assent on March 1, 1913. See B.C. Statutes 1913, George V, Chap 76.

¹⁹ The Daily Province, Vancouver, February 6, 1913.

²⁰ The legislation of the Dominion Parliament received royal assent on April 1, 1912. See Dominion Statutes, George V, 1912, Chap 9.

²¹ The legislation received royal assent on February 27, 1912. See British Columbia Statutes, George V, 1912, Chap 32.

²² The legislation received royal assent on February 21, 1913. See British Columbia Statutes, George V, 1913, Chap 57.

²³ Canadian Railway & Marine World (CR&MW), March 1913

²⁴ The Daily Province, Vancouver December 3, 1912

²⁵ The Inland Sentinel, Kamloops, December 20, 1912.

²⁶ The Inland Sentinel, Kamloops, February 21, 1913.

²⁷ Canadian Northern Passenger Timetables for 1916 and 1917.

²⁸ The Daily Province, Vancouver, May 14 and 15, 1913.

²⁹ CR&MW, July 1913.

³⁰ CR&MW, February 1915 and the Daily Province, Vancouver, December 15, 1913. The CR&MW mileage report actually states only 206 miles were completed, but in the detailed statement accompanying the statistic the compiler neglected to include the 6 miles of line reported elsewhere in the same issue as being completed westwards from the Alberta border.

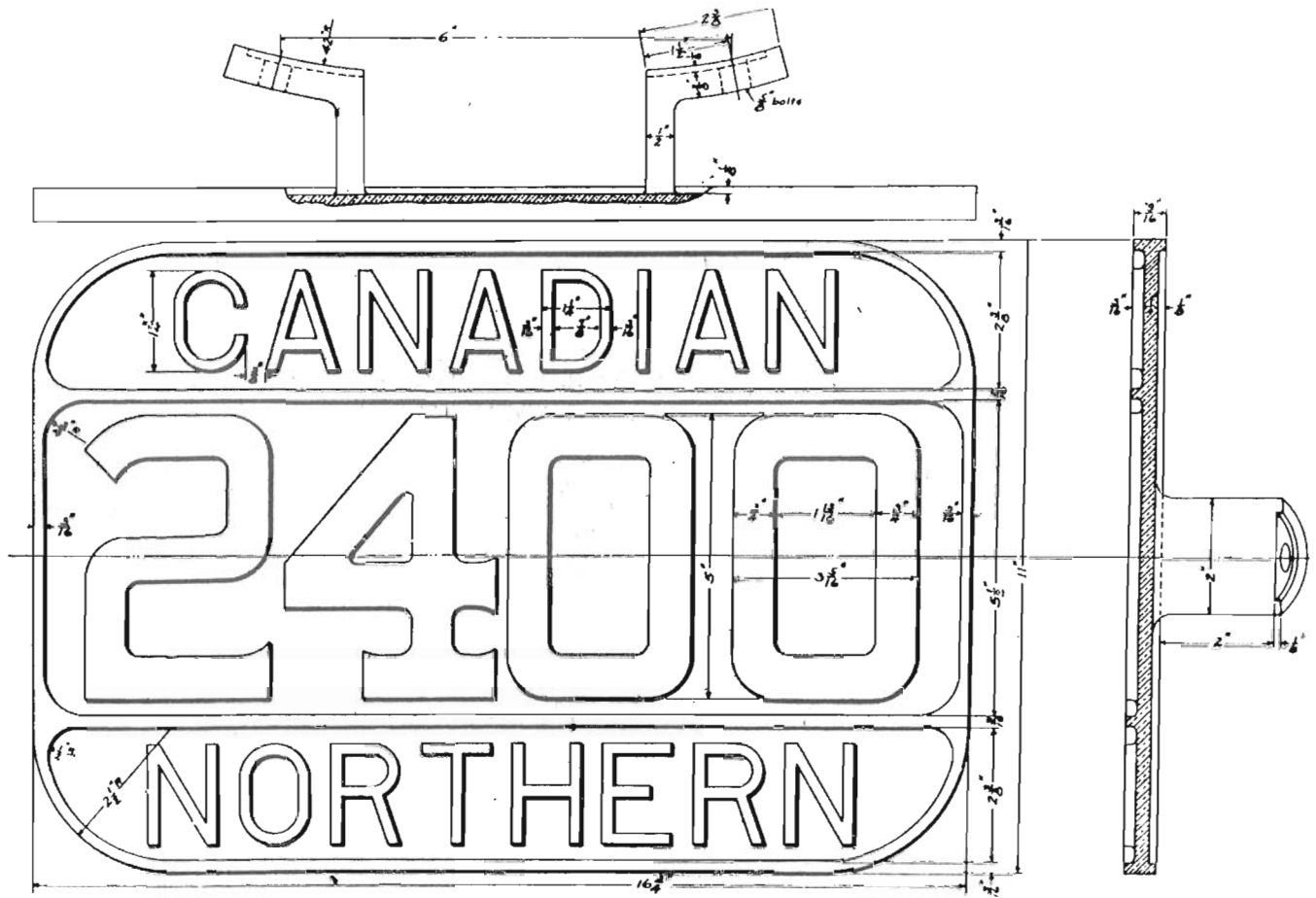
³¹ The Port Mann Yard was subsequently renamed Thornton Yard in honour of CN's second president, Sir Henry Thornton.

³² Land speculation along the route of a new railway was a common occurrence in the four western provinces. While building its transcontinental line across the prairies, CP often located division points on land it owned. During the construction of the Grand Trunk Pacific, each of the division points, such as Smithers and Prince George, were touted as the next site where a major new city would arise.

³³ The Daily Province, Vancouver, January 8, 1914.

³⁴ Op. cit., "Canadian Northern Railway". Pages 353-354.

- ³⁵ Op. cit., "Sir Richard McBride". Page 282.
- ³⁶ The Daily Province, Vancouver, January 12, 1914.
- ³⁷ The legislation received royal assent on June 12, 1914. See Dominion Statutes, George V, 1914, Chap 9. The legislation fixed the total amount of capital stock which the CNo could issue at \$100 million, thus the CNo was required to deposit \$33 million worth of shares with the Dominion government.
- ³⁸ The July 1914 issue of CR&MW reported that bridge building along the CNP was being delayed by the lack of labour.
- ³⁹ The Daily Province, Vancouver, January 7, 1914.
- ⁴⁰ The first sod of the GTP was turned in Prince Rupert on April 7, 1908, more than two full years before work on the CNP got underway. G.W. Taylor, "Builders of British Columbia: An Industrial History", Morriss Publishing, Victoria, 1982.
- ⁴¹ The Daily Province, Vancouver, January 23, 1915.
- ⁴² The Daily Province, Vancouver, February 13, 1915.
- ⁴³ The Daily Province, Vancouver, May 25, 1915.
- ⁴⁴ CR&MW, July 15, 1915. Ultimately, five million cubic feet of fill was required to provide a firm base for the facilities at the False Creek site.
- ⁴⁵ The Daily Province, Vancouver, August 28, 1915.
- ⁴⁶ CR&MW, September 1915.
- ⁴⁷ Inland Sentinel, Kamloops, August 27, 1915 and The Daily Province, Vancouver, August 28, 1915. Locomotive 1111 and sister engine 1127 were part of a group of 20 locomotives built by the Montreal Locomotive Works for the CNo in 1912. Sister locomotive 1112 is on display at the Association's Canadian Railway Museum at St-Constant.
- ⁴⁸ The Daily Province, Vancouver, October 7, 1915. At this time, the GN station was located on Pender Street.
- ⁴⁹ The Daily Province, Vancouver, October 13, 14, 18, and 19, 1915. The newspaper account states the train had 19 cars, while a photo of the train at Kamloops Junction shows only 15 cars. In his annual report to CNo stockholders, Mackenzie stated the special had 15 cars and carried 78 senators and M.P.s and 34 journalists.
- ⁵⁰ The Sun, Vancouver, October 19, 1915.
- ⁵¹ The Daily Province, Vancouver, October 18, 1915.
- ⁵² The Daily Province, Vancouver, October 26, 1915.
- ⁵³ This trackage was built by the New Westminster Southern in 1890-91 as an extension of the GN line from Seattle, Washington. It was rendered redundant when the VV&E completed a shorter line with less arduous grades between the American border and Brownsville in 1909. Those portions of the New Westminster Southern not sold to the CNP in 1916 were abandoned.
- ⁵⁴ The first indication of a declining interest in the VV&E's Spokane-Vancouver can be traced to a decision by the GN to accept running rights over the Kettle Valley Railway through the Coquihalla Valley. Once the line through the Coquihalla Valley was completed, the GN operated a single through train over the Spokane-Vancouver line in 1916. It would never operate another train through the Coquihalla and by 1920 had ceased to exercise its trackage rights over the CNP line to Hope. See "McCulloch's Wonder" by Barrie Sanford published by Whitecap Books in 1977 for further details.
- ⁵⁵ Toronto Star, Toronto, November 2, 1915.
- ⁵⁶ The Daily Province, November 8, 1915.
- ⁵⁷ The Daily Province, Vancouver, November 17 and 22, 1915.
- ⁵⁸ The Daily Province, Vancouver, November 24 and 25, 1915 and The Sun, Vancouver, November 24, 1915.
- ⁵⁹ The Daily Province, Vancouver, November 25, 1915.
- ⁶⁰ The Daily Province, Vancouver, February 2, 1916.
- ⁶¹ The Daily Province, Vancouver, February 26 and 29, 1916.
- ⁶² CR&MW, August 1914.
- ⁶³ CR&MW, March 1916.
- ⁶⁴ CR&MW, July, August, September and October 1916.
- ⁶⁵ CR&MW, July 1916.
- ⁶⁶ CR&MW, April 1916.
- ⁶⁷ The Daily Province, Vancouver, November 17, 1915.
- ⁶⁸ The "Germania" was purchased by the Canadian Northern Steamship Co. Limited. Subsequently, it was renamed "Fraser" and later "Canadian National No. 4" while operated by Canadian National. See "List of Shipping", Department of Marine and Fisheries, King's Printer, 1930. The "Sebastian" was not purchased and probably operated under a lease or charter. See "Lloyd's Register", 1917 to 1923, and "Pacific Coast Ferry Service" by J.R. Rochester in the November 1922 issue of Canadian National Magazine.
- ⁶⁹ The Daily Colonist, Victoria, November 16, 1916.
- ⁷⁰ The Daily Colonist, Victoria, May 1, 1916.
- ⁷¹ The Daily Province, Vancouver, February 28, 1917.
- ⁷² The Daily Province, Vancouver, February 28, 1917.
- ⁷³ The Daily Province, Vancouver, February 28, 1917.
- ⁷⁴ The Daily Colonist, Victoria, December 19, 1916.
- ⁷⁵ CR&MW, August 1917.
- ⁷⁶ The Daily Province, Vancouver, September 12, 1925 contains an account of the laying of the final rail on the Kelowna line.
- ⁷⁷ During the 1920's, CN would lay 95 miles of rails on the line to Port Alberni. For a brief history of the CNP lines on Vancouver Island, see "Rail Canada Decisions" by Douglas N. W. Smith in the May-June 1988 issue of "Canadian Rail", pages 107-108.
- ⁷⁸ "Railway Statistics of the Dominion of Canada", Sessional Paper No 20b, Kings Printer, Ottawa, 1916 to 1919.
- ⁷⁹ Op. cit., "Canadian Northern Railway". Page 451.



Many of the senior officials of the newly formed Canadian National Railways came from the Canadian Northern. Thus many Canadian Northern operating practices became part of the national system. One of the most visible of the Canadian Northern traditions, one which lasted until the end of the steam age, was the use of cast metal number plates on the front of locomotives. About the only change necessary to update the Canadian Northern number plate diagram was to replace the word "Northern" by "National". This number plate was used on Consolidation type locomotive 2400.

National Archives of Canada photo PA-178466.

ANNEX I

Extract from the "Report of the Department of Railways of the Province of British Columbia from 1911 to December 31st, 1916"

CANADIAN NORTHERN PACIFIC RAILWAY

The surveys for the location of the Canadian Northern Pacific Railway (CNP) commenced on May 1st, 1909. The construction of the main line commenced on July 10th, 1910.

The system of the company in British Columbia, when all work provided for is completed, will comprise the following:

- 498.6 miles from Westminster Bridge to Yellowhead Pass: [which is now] completed.

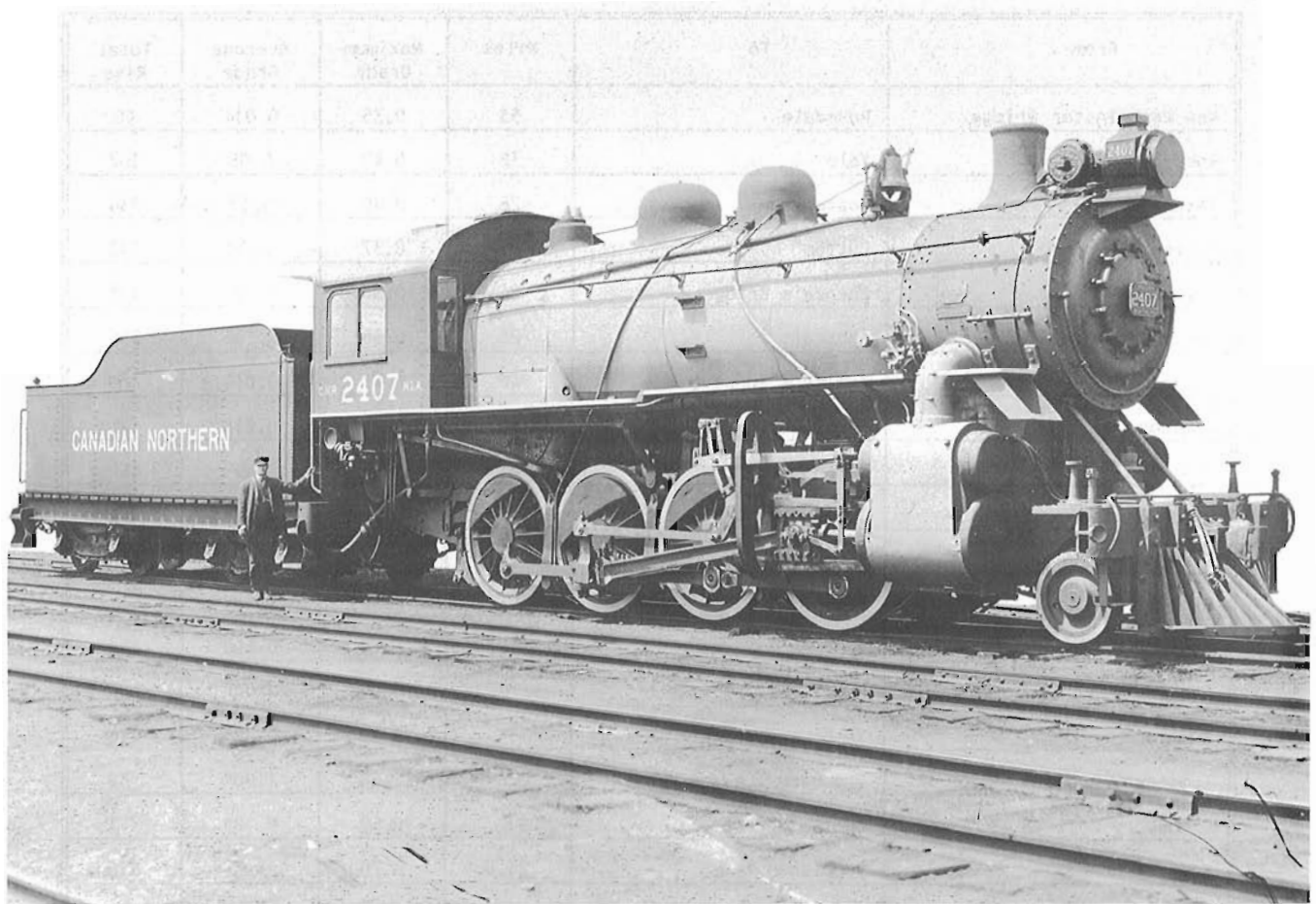
- 100 miles from Victoria towards Barclay Sound: subgrade completed, no track laid.

- 11 miles from Westminster Bridge to Vancouver: not yet built, but for [the] present running rights over the Great Northern Railway between these two points have been obtained.

- 15 miles from Westminster Bridge to Steveston: incomplete.

- 150 miles from Barclay Sound North, an extension of the Victoria-Barclay Sound line: about 45.5 miles of which have been graded to Alberni Canal.

- 145 miles from Kamloops to Vernon, Lumby and Kelowna: no construction work as yet, only right-of-way and terminal properties purchased.



Canadian Northern ordered a large number of 2-8-0 locomotives to haul their heavy freight trains. Number 2407 was built by the Canada Foundry Company of Toronto in 1912.

National Archives of Canada photo PA-178467.

Terminals, as provided for in chapter 59, 1913, at Port Mann, New Westminster, Vancouver, Victoria, Steveston, and Patricia Bay, are in course of development, with the exception of those at New Westminster and Steveston.

The main line of the CNP enters the Province of British Columbia through the Rocky Mountains at Yellowhead Pass, and, paralleling the Grand Trunk Pacific Railway on the south side thereof, follows the Fraser River for a distance of about forty-two miles thence turning south passes over Albreda Summit to the North Thompson River, which it follows to Kamloops, crossing this river four times. From Kamloops, paralleling the Canadian Pacific railway, generally on the opposite side of the river, it continues down the Thompson River, crossing it seven times, and the Fraser River, crossing it at two points, to New Westminster Bridge; then crossing over it proceeds to Vancouver over the line of the Great Northern Railway.

The location has been selected with judgment and skill for the greater part through a rough and difficult country, and the line now presents at its completion and in operation a single track railway of the first class, of the most substantial and solid character, unequalled on the continent. The work of construction has been ably carried out, and while nothing has been slighted, there has been due regard paid to economy. In fact, it is doubtful if any other transcontinental road has been built with such care and less waste.

The track is laid with 80-lb. steel rails, 3,000 ties to the mile, and with tie-plates on all curves. The maximum curve is 8 degrees, of which there are 136. All curves have easements or spirals at both ends. The total angles of curvature are to the right 16,440 degrees, to the left 16,376 degrees. The maximum and approximate grades over the sections between New Westminster Bridge and Yellowhead Pass are given in the following table:

From	To	Miles	Maximum Grade	Average Grade	Total Rise
New Westminster Bridge	Rosedale	53	0.35	0.014	40
Rosedale	Yale	38	0.40	0.08	167
Yale	Boston Bar	26	0.40	0.17	234
Boston Bar	Lytton	28	0.37	0.08	112
Lytton	Spence's Bridge	24	0.30	0.14	175
Spence's Bridge	Ashcroft	26	0.35	0.185	255
Ashcroft	Kamloops Junction	48	0.40	0.064	160
Kamloops Junction	Chu Chua	50	0.40	0.048	125
Chu Chua	Birch Island	31	0.40	0.093	152
Birch Island	Stillwater Flats	30	0.40	0.0295	466
Stillwater Flats	Blue River	39	0.40	0.170	346
Blue River	Foot of Grade	13	0.40	0.165	111
Foot of Grade	Albreda	17	0.70	0.500	446
Albreda	Summit	1	0.00	0.00	
Summit	Temporary Grade	14	0.40	0.30*	224
Temporary Grade	Cranberry Lake	0.67	1.00	1.00*	32
Cranberry Lake	Foot of Grade	5	0.50	0.10*	5
Foot of Grade	Resplendent	25.3	0.70	0.60	816
Resplendent	Grantbrook	13	0.40	0.03*	16
Grantbrook	Yellowhead	17	0.70	0.35	307

* Marked thus are adverse grades

Note - Equation of levels at Albreda Summit:

West 2,800 - 2861.39 East

In this table a number of small ups and downs in grade have not been taken into account. It is also pointed out that in the forty-eight miles from Ashcroft to Kamloops Junction the maximum grade is given at 0.40 per cent, whereas there is for a short distance a 0.50 percent grade, but as this is not a ruling grade it is not taken into account. Also in the thirty-one miles, Chu Chua to Birch Island, there is about 2,000 feet of 1 per cent grade, but as this will eventually be reduced it is not included in the table, as it is not considered a ruling grade. Between Birch Island and Blue River there are two short pieces of 0.60 grade. Near Cranberry Lake, there is a piece of 1 per cent adverse temporary grade; this, however, will not affect east-bound traffic, and will eventually be reduced. All grades have been compensated for curvature.

The general manager of the Western lines of this railway has furnished the following information concerning the relation of grades to the efficiency of locomotives:

"In the CNR classification of engines 1 per cent means 1,000 lb. of tractive effort (or pull). The engine hauling the

Transcontinental Special is 35 per cent. It is, accordingly, capable of a "pull" of 35,000 lb. The train itself of fifteen cars is 1,235 feet in length and weighs 1,200 tons, inclusive of the engine, which weighs 165 tons loaded. From Edmonton westbound a 35 per cent engine would haul thirty-two loaded freight cars, of an average weight cars and contents of fifty tons each, over the 5/10 of 1 per cent maximum grade between Edmonton and Albreda Summit, the train running towards the Coast. The same engine would be able to pick up thirty-three other loaded cars of similar weight at Albreda Summit and carry the total load of sixty-five cars to the Coast (426 miles). A 50 per cent engine of the CNR classification would haul forty-eight loaded cars to the Albreda Summit and ninety to the Coast."

"A 35 per cent engine starting out from the Pacific Coast towards Edmonton will handle thirty-five loaded cars, or a total of 1,750 tons, as far as Blue River (110 miles from the Westminster Bridge). Between Blue River and Lucerne, a distance of 383.3 miles, the maximum gradient of the CNR in the Rocky Mountains

- 7/10 of 1 per cent - occurs. In that division, a 35 per cent CNR engine will handle twenty-four loaded cars, or 1,200 tons. From Lucerne to Edmonton, the same locomotive will pull thirty-six loaded cars, or 1,800 tons. The hauling capacity of a 50 per cent engine would, of course, be proportionately greater."

"Now as to passenger traffic. Taking as basis a transcontinental train of eight passenger cars, a 35 per cent CNR engine may run through to the Coast, westbound, between Edmonton and Vancouver, at a minimum speed of forty miles an hour; and the speed would drop to that rate only on the section of line affected by the 5/10 of 1 per cent, or the maximum grade. Eastbound, on the division where the 7/10 of 1 per cent in the grade occurs or on twenty-eight miles of the 383.3 miles between Blue River and Lucerne, a 35 per cent locomotive will be able to haul the eight car train at a speed of thirty miles an hour. Apart from that section of that division, a speed may be obtained as great as desired up to fifty miles an hour between Vancouver and Edmonton."

"Broadly speaking, the addition of each 1/10 of 1 per cent in the grade of a railway means that the efficiency of the locomotive is reduced 2 lb. for each gross ton of its load. The frictional resistance of equipment moving over a level track is approximately 5 lb. per gross ton. As the line rises 2 lb. for each 1/10 of 1 per cent of grade for each ton of load are added to the 5 lb. To interpret: A grade of 4/10 of 1 per cent would mean a total resistance of 13 lb. for each gross ton of the load, made up by the 5 lb. counter-frictional resistance and the 8 lb. for the 4/10 of 1 per cent grade. The total for a 5/10 of 1 per cent grade would be 15 lb.; that for a 6/10 grade 17 lb.; that for a 7/10 grade 19 lb.; and that for a 1 per cent grade 25 lb. To ascertain the tonnage possible for a locomotive to handle on any grade, the calculator would be quite within the

bounds of reason to subtract 10 per cent from the total capacity of the engine, and to divide the remainder by the frictional resistance as given above. Curvature also adds to the resistance, but on this line that is compensated for by the reduction grades at curves. To give an example of a 35 per cent engine:

Total tractive effort.....	35,000
Internal friction for loss of steam pressure, etc., less 10 per cent.....	3,500
Balance available for haulage purposes.....	31,500

"Divide this by 13, the frictional resistance on a 4/10 per cent grade per gross ton, and the result will be 2,423 gross tons as the total possible gross load for that locomotive. Subtract the weight of the engine and tender from the load and the load will be 2,258 tons, which at 50 tons each for a freight car and contents give forty-five cars."

The running time between Vancouver and Lucerne, a divisional point five miles west of Yellowhead Pass, is twenty-three hours, including stops.

The total expenditure to completion of the railway between the points under reference, 498.96 miles, is \$34,437,454.82. Average cost [is] \$69,018.05 per mile. To this total should be added the sum of \$256,500, the purchase price paid for a portion, nine miles [long], of the New Westminster Southern Railway between Port Kells and Westminster Bridge.

By divisions the cost per mile is as follows:

	Length in Miles	Cost (\$)
Division 1 From Port Kells	60.2	32,653
Division 2	17.8	51,233
Division 2A	13.2	61,980
Division 3	25.8	141,599
Division 4	28.3	145,572
Division 5	17.3	127,326
Division 6	28.1	82,790
Division 7	24.0	89,414
Division 8	28.5	67,807
Division 9	39.9	41,673
Division 10	40.9	33,638
Division 11	59.9	61,745
Division 12	40.6	62,806
From Division 12 to Yellowhead Pass	74.4	68,139

The steel superstructure of all bridges over the Fraser, Thompson, and North Thompson Rivers are steel resting on concrete substructures . . . [The following wooden bridges were deemed to be temporary structures to be replaced once the line was opened: a 2,049.5 foot long pile trestle at Mile 323.3 near Birch Island, a 1,319 foot long pile trestle at Mile 332.3 near Vavenby and a 1,509.5 foot long pile and frame timber trestle at Mile 366.0 near Avola.]

Between Hope and Kamloops, Mileage 91 and 258 from Vancouver, there are thirty-three tunnels in rock of a total length of 18,991 feet; the shortest is 129 feet, and the longest, through Battle Bluff on Kamloops Lake, 2,837 feet. North of Kamloops to Yellowhead Pass there are five tunnels, two in earth and three in rock, with a total length of 2,176 feet; the shortest of these is 135 feet, while the longest is 1,216 feet, opposite Mounts Robson and Resplendent.

The tunnels at Mileage 423.3 and 425 from Vancouver, through fine mica sand, though timbered throughout, have had to be abandoned for the present owing to the impossibility of preventing the fine material sifting through. A line around the outside was substituted therefore, but they may be in the future lined with concrete. Tunnels 41 and 42, through wet clay, collapsed and a through cut has been substituted.

All the tunnel portals have been protected and the interiors lined with timber wherever considered necessary for safety.

The equipment, including rolling stock of the line, is of the most modern design and is such as may be demanded and expected of a railway of this class in operation. All the locomotives are coal burning.

The divisional points are at Port Mann, Boston Bar, Kamloops, Blue River and Lucerne, five miles west of the summit at the Provincial Boundary; and are fully provided with suitable passenger stations, freight sheds, water tanks, water service, oil tanks, ice houses, engine houses, blacksmith shops, repair shops; in fact, everything required to equip a divisional point and operate it efficiently. The yards have the necessary sidings and loading and unloading tracks . . . [See Table I for list of structures erected between Port Mann and Yellowhead Pass.]

The CNP has entered into an agreement with the Vancouver, Victoria & Eastern Railway and Navigation Company (VV&E) for running rights over the latter's tracks between Westminster Bridge and Vancouver, with the privilege of using its railway station at the latter point until the new stations, side by side, of the two companies are constructed on False Creek Flats east of Main Street, Vancouver. [This agreement is] to be ratified by an act of the Dominion government.

The CNP has purchased the line of the Westminster Southern Railway between Port Kells and the end of the approach to the Bridge at New Westminster, a length of nine miles, for the sum of about \$256,000. This was paid in Toronto, and is therefore not included in the statement of cost hereinbefore given.

The company has come to an arrangement with the VV&E whereby the latter company is given running rights over its line between Sumas Junction and the Town of Hope. [This agreement is] to be ratified by an act of the Dominion government.

The amount of freight transported is said to be satisfactory, and, in fact, both passenger and freight traffic may be considered as very encouraging.

The extremely favourable uniform grades and alignments through the mountains enjoyed by this railway presents an advantage in cost of maintenance and operation which no other continental line can equal.

The passenger and freight traffic between Vancouver and Hope carried by accommodation has quite come up to, if not, exceeded, expectations.

Since the advent of this railway, the agricultural development of the North Thompson country has shown marked progress.

TERMINALS

PORT MANN - The terminal point is situated about two miles above New Westminster Bridge on the south bank of the Fraser River. The yard will be about three miles long between the limits. The waterfront is 10,155 lineal feet.

The yard comprises 68.66 acres. There are numerous spurs and through sidings as well as loading and unloading tracks. These will be added to as the traffic demands.

The wharf is 102 x 1,000 feet; it is built entirely of timber. About 2,100 feet below the lower end of the wharf there is a ferry-slip or dock, completed and in service, from which car-barges are towed to-and-fro between Vancouver and Port Mann, and in the future between Port Mann and Patricia Bay [the terminus of the branch line then under construction to Victoria]. Eventually the passenger steam ferry provided for in Section 6 of the schedule to Chapter 3, 1910, will leave on regular trips from this slip for Patricia Bay. There are three car-barges, two of 7-car and one of 11-car capacity, which will be towed to and from Vancouver and Patricia Bay by tugboats.

Buildings erected at this terminal are passenger station - first class - and platform, scales in house, ice house, water tank, water service, storehouse, 15 stall engine house, coal bunkers, blacksmith shop, boiler house, machine shops, repair shop, car shops, boarding house, bunkhouse and other buildings which are of more or less importance.

The yard is being rapidly filled in by train and dredge, and will be raised above danger of overflow at summer high water. It is evidently the intention to make this place a permanent yard.

The estimated expenditure at this time considered necessary to develop this terminal is \$1,237,540.

NEW WESTMINSTER - Beyond purchasing property for railway purposes nothing has been done. The total cost estimated as required to complete this terminal is \$2,017,575.

STEVENSON - No development of this proposed terminal has taken place. The estimated total expenditure to carry out the contemplated works is \$472,500.

VANCOUVER - The company acquired a certain portion of the False creek flats, east of Main Street, Vancouver, for railway purposes from the City of Vancouver, with the conditions as set forth in an agreement dated February 5th, 1913, entered into



In 1954, CN's premier train on the transcontinental run was the "Continental Limited". In this view taken at Geike, Alberta, a point less than ten miles from the Alberta-B.C. border, a meet between the eastbound and westbound "Continental Limited" is occurring. The passengers riding the open air observation car were able to get a close look at Mountain type 6057. Less than a year later, the "Continental Limited" slipped to second place status as the "Super Continental" became the premier train on the run.

Paterson-George Collection

between the City of Vancouver and the CNP and the Canadian Northern Railway Company, wherein, for the area of land to be conveyed, the company agreed to erect thereon a commodious railway station, construct a sewer to drain the surrounding property, and a seawall, or quay, on the outside of Main Street, in False Creek.

There are also other particulars attached to this agreement, such as a hotel to be built in the city, and the city was to expropriate, and the company to pay for, certain lots north and south on the east side of the present Main Street Bridge and fronting on that street. There are other conditions which it is not necessary to mention here.

The property situated on the flat acquired by the company from the city is flanked on the north, south, and east sides by the property and tracks of the Great Northern Railway Company [The owners of the VV&E]. The station of the latter company is also on the flat close to the north boundary of the property of the CNP.

The proposed total expenditure in the development of this terminal is \$4,544,400.

VICTORIA - Nothing has yet been done towards the development of the portion of the Songhees Reserve proposed to be allotted to the CNP, 41 1/4 acres, which includes land above as well as below high water, but, as the Government has leased for a term of two years or so, for ship-building purposes, a portion of this allotment, it is assumed that the railway company, as soon as the bridge over Selkirk Water is completed, will probably locate their station on the reserve north of Point Ellice Bridge. This would meet the requirements for some little time to come.

The estimated expenditure that is necessary to develop this terminal is \$853,125.

PATRICIA BAY - The terminal works at Patricia Bay are not very extensive, consisting only of the Gulf ferry slip, or dock, and track for switching facilities. The total cost estimated to complete this terminal is \$83,685.

The estimated final cost of the development of these six terminals, \$9,208,885, must be treated entirely in a tentative sense. It is impossible at this early date to more than very approximately approach the cost. As time passes the requirements may vary and the prices of work may range higher or lower than that obtaining at the present time.

TABLE I

BUILDINGS ERECTED BETWEEN PORT MANN AND YELLOWHEAD PASS
MAY 25, 1916

Miles from New Westminster Bridge	Station	S H o u s e e r c t i o n	C o m b i n a t i o n	S t a t i o n	T h i r d C l a s s	S t a t i o n	P l a t f o r m	T o o l H o u s e	W a t e r T a n k	S t a n d p i p e s	P u m p h o u s e	R o u n d h o u s e	T u r n t a b l e
494.0	Lucerne	1		1		1	1	60,000 steel			1	5 Stall	1*
485.3	Grant Brook		1										
478.2	Rainbow		1										
470.2	Resplendent		1					41,600 steel			1		
464.6	Mount Robson												
462.0	Mile 32					1**							
458.4	Morey	1											
450.4	Jackman		1					41,600 steel					
443.0	Swift Creek		1										
432.4	Canoe River		1										
424.2	Albreda		1					41,600 steel			1		
418.7	Clemina		1										
409.3	Lempriere		1										
401.4	Pyramid		1								1		
393.2	Thunder		1										
383.3	Blue River	1		1				40,000 wood			1	5 stall	1*
375.1	Wolfenden		1										
369.7	Messiter		1										
358.5	Avola		1					40,000 wood					

Miles from New Westminster Bridge	Station	S H o u s e e r c t i o n	C o m b i n a t i o n	S t a t i o n	S t a t i o n	T h i r d C l a s s	S t a t i o n	P l a t f o r m	T o o l H o u s e	W a t e r T a n k	S t a n d p i p e s	P u m p h o u s e	R o u n d h o u s e	T u r n t a b l e
345.9	McMurphy				1									
336.1	Irvine				1					40,000 wood				
330.	Vavenby				1									
321.4	Birch Island				1					40,000 wood				
309.1	Blackpool				1									
300.4	Boulder				1					40,000 wood				
297.6	Mount Olie					1								
292.0	Chu Chau					1								
284.9	Chinook Cove				1									
279.1	Barriere				1									
274.6	Louis Creek				1					40,000 wood				
266.4	McLure				1									
254.3	Hefferly Creek				1									
258.1	Hefferly				1									
250.6	St Paul				1									
243.5	Kamloops Junction	1				1				40,000 wood	1	1	10 stall	1*
242.5	Mytton					1								
235.5	Tranquille				1									
222.7	Copper Creek				1									
217.8	Savonna				1					40,000 wood		1		
210.8	Walhachin				1									
202.4	McAbee				1									

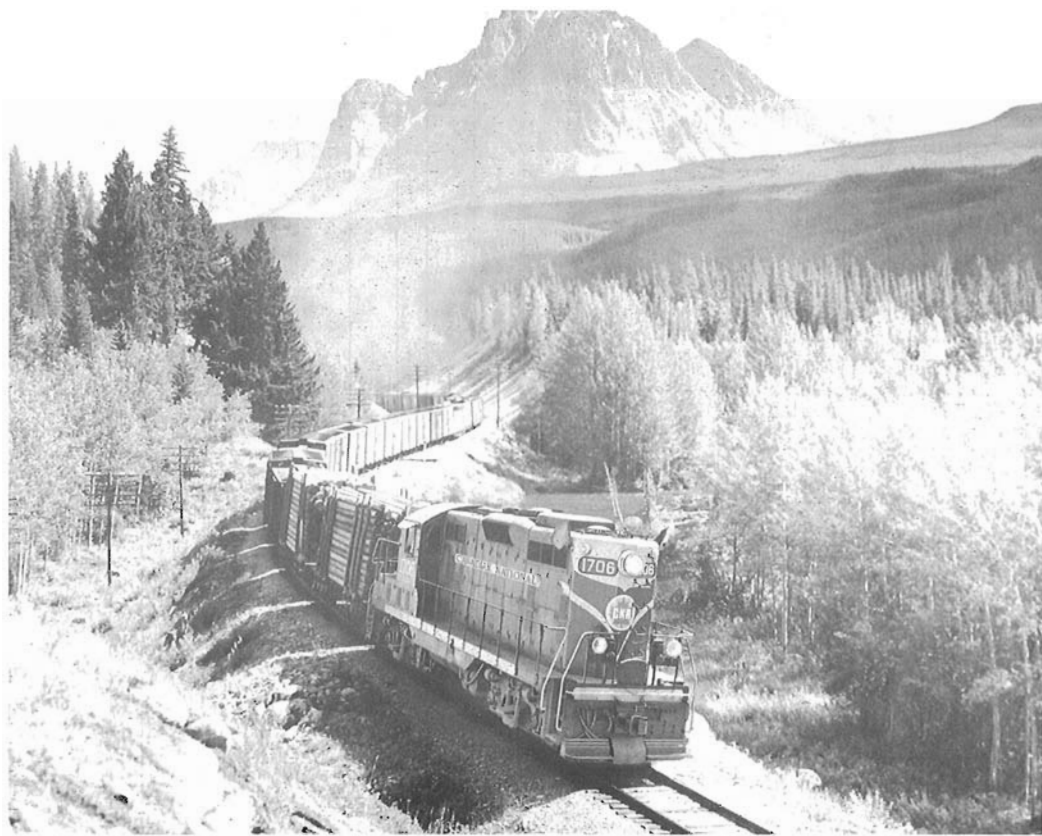
Miles from New Westminster Bridge	Station	House Section	Combination	Special	Station Class	Platform	Water Tank	Standard	Pump	Roundhouse	Turntable
194.7	Ashcroft	1			1		41,600 steel		1		
184.4	Basque		1								
174.3	Spence's Bridge	1									
168.5	Martel	1			1		41,600 steel				
160.2	Seddell		1								
152.3	Cossett	1									
145.5	Lytton	1			1		40,000 wood				
145.0	Mile 98.5 Welche's Spur					1					
133.3	Falls Creek		1				40,000 wood				
124.0	Boothroyd	1									
117.8	Boston Bar	1		1			40,000 wood			5 stall	1*
110.5	Hell Gate	1									
105.1	Chapman's		1				40,000 wood				
91.0	Yale		1								
86.1	Squeah	1									
77.5	Hope	1		1			40,000 wood				
70.0	St Elmo					1					
68.2	Laidlaw		1								
63.8	Cheam View		1				40,000 wood				
52.7	Rosedale	1			1						
46.2	Chilliwack	1		1			40,000 wood				

Miles from New Westminster Bridge	Station	House Section	Combination	Special	Station Class	Platform	Water Tank	Standard	Pump	Roundhouse	Turntable
41.4	Arnold					1					
34.9	Sumas	1				1					
30.5	Matsqui				1						
25.5	Mount Lehman	1				1	40,000 wood				
20.0	Glen Valley					1					
14.7	Langley	1			1		1				
3.1	Port Mann			1			1	60,000 steel	1	15 stall	1*

Notes: * Turntable 86'6" long
 ** No shelter, platform only 37'5" long

TABLE II
 PASSENGER TRAIN CARS ORDERED BY CANADIAN NORTHERN IN SUMMER OF 1914.

Builder and Plant Location	Number of Cars	Configuration of Equipment
National Steel Car of Hamilton Ontario	15	Baggage-Express Cars
National Steel Car	5	First Class Coaches
Crossen Car Company of Cobourg, Ontario	7	Colonist Cars
Preston Car and Coach Company of Preston, Ontario	5	Mail Cars
Canadian Car & Foundry Company of Turcot, Quebec and Amherst, Nova Scotia	11	12 section 1 drawing room sleepers
Canadian Car & Foundry Company	2	Compartment sleepers (for the Ottawa-Toronto service)
Canadian Car & Foundry Company	7	30 seat diners
Canadian Car & Foundry	7	17 section tourist sleepers
Canadian Car & Foundry Company	7	4 compartment-1 drawing room-buffet-observation cars

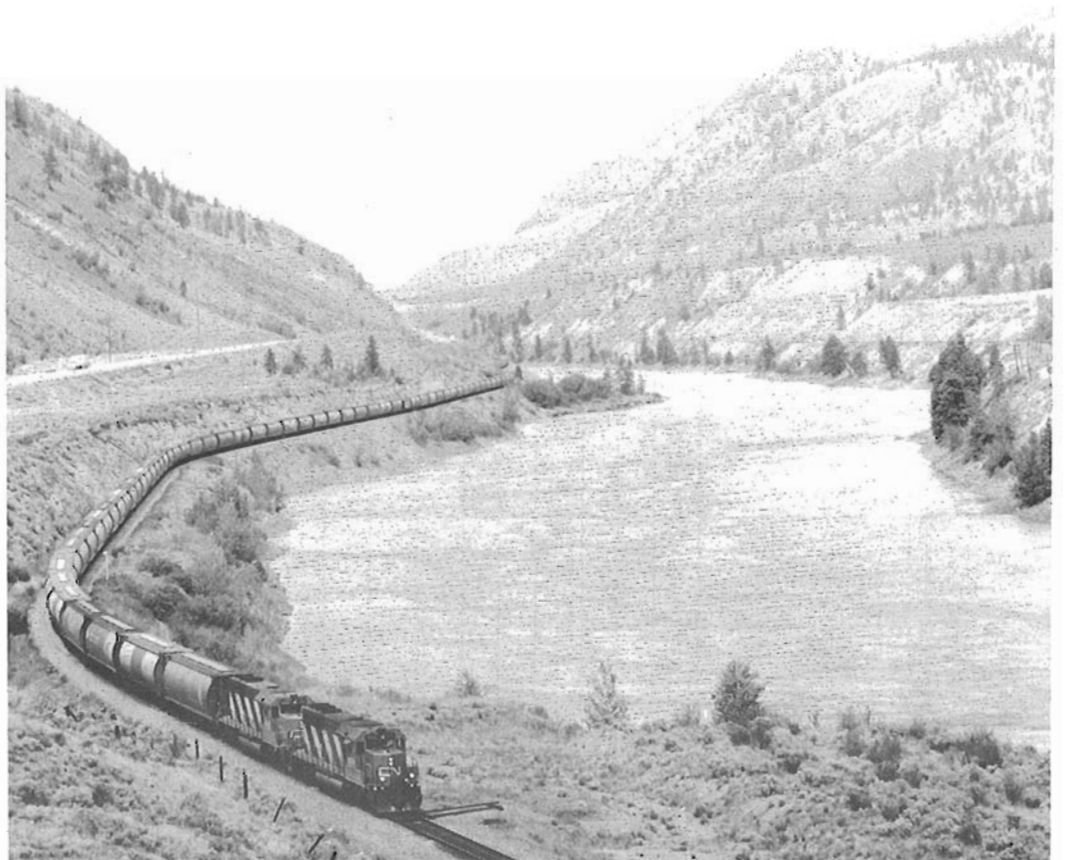


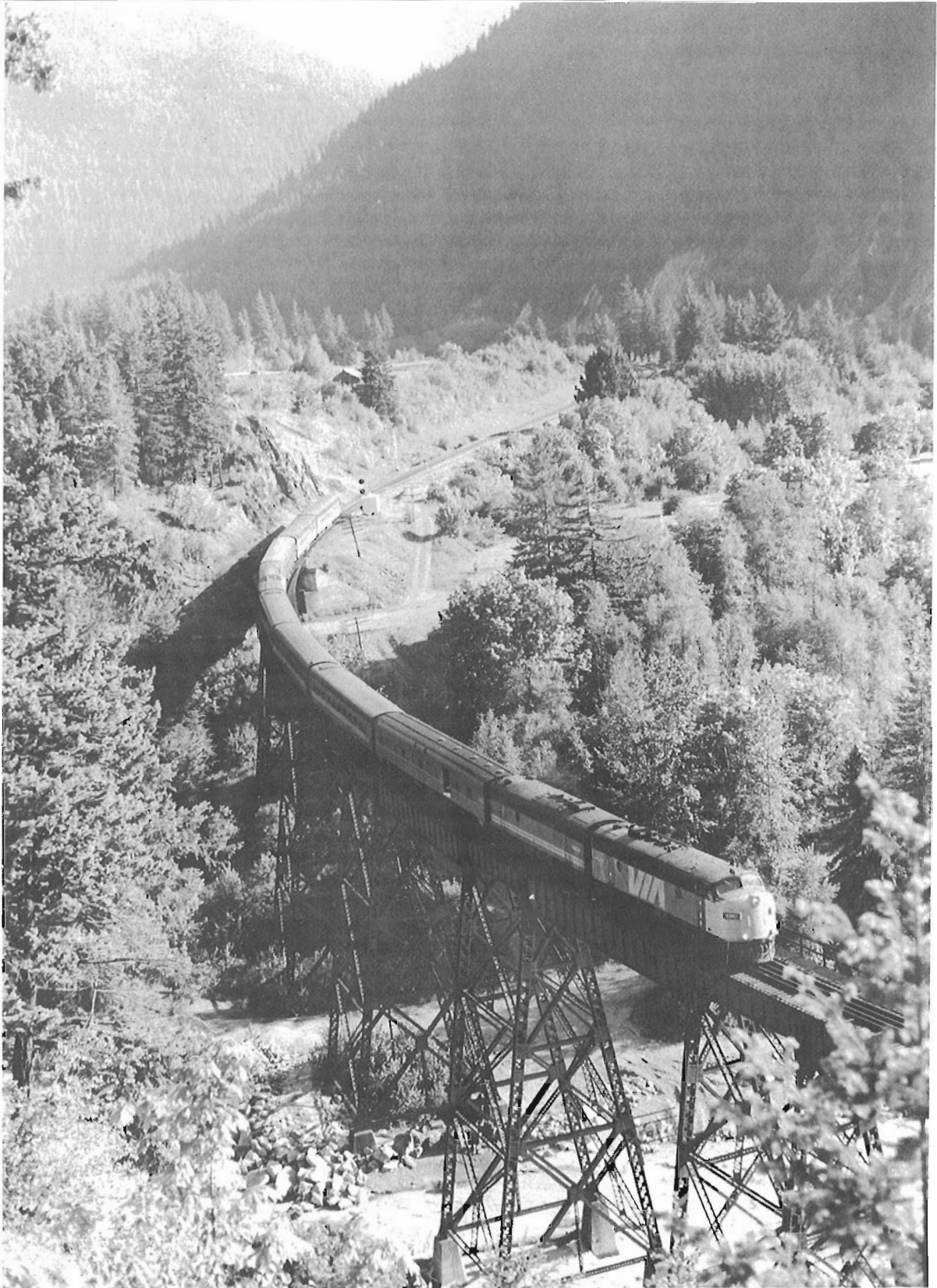
This classic view sums up railroading in our Western-most province. The GP7 1706 leads a freight train through a gentle curve beneath the timeless peaks of the Canadian Rockies. This photo shows one of the liveries used by CN on its early diesels. General Motors delivered the unit to CN in 1953.

Canadian National photo 52724.

This photo demonstrates the advantages of CN's relatively grade-free line across British Columbia. Two SD40 units provide sufficient power to move a loaded grain train consisting of some 100 cars. This view was taken near Basques where the final spike of the Canadian Northern Pacific line was driven in 1915. The arid, almost desert like region is a vivid contrast to the lush forests around Boston Bar, some 60 miles down the line.

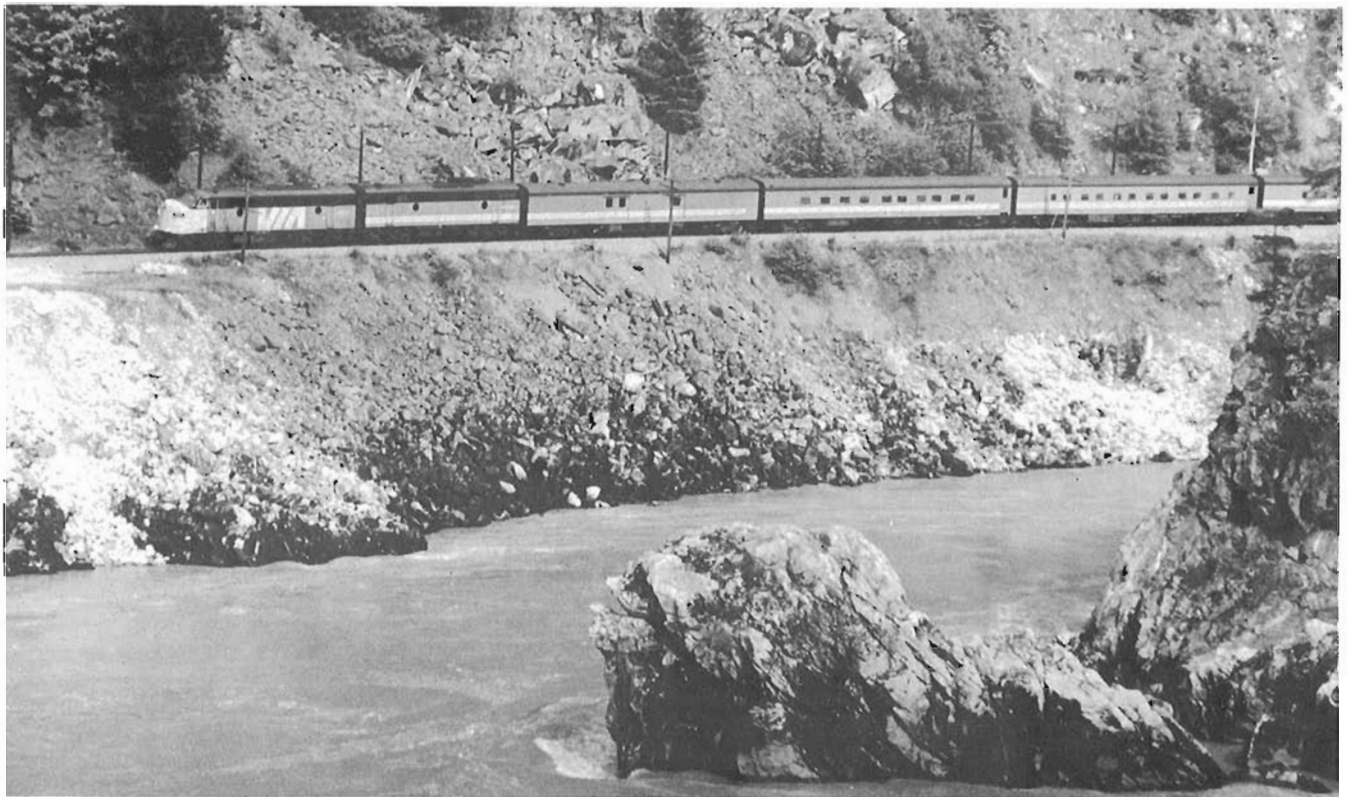
Douglas N.W. Smith.





The "Super Continental" had been restored in June 1985 as a Winnipeg-Edmonton-Vancouver service. In this May 1986 view, The "Super" is approaching the division point at Boston Bar. Trailing FP9Au 6307 is a former CP baggage car, three ex-CN coaches, an ex-CP Skyline car, an ex-CP sleeper and two ex-CN sleepers.

Douglas N. W. Smith.



The builders of the Canadian Northern Pacific faced a tremendous challenge finding room to build the right of way through the narrow gorge of the lower Fraser River. This view shows the "Super Continental", Train 4, some ten miles north of Hope, B.C. in May 1986.

Douglas N.W. Smith.

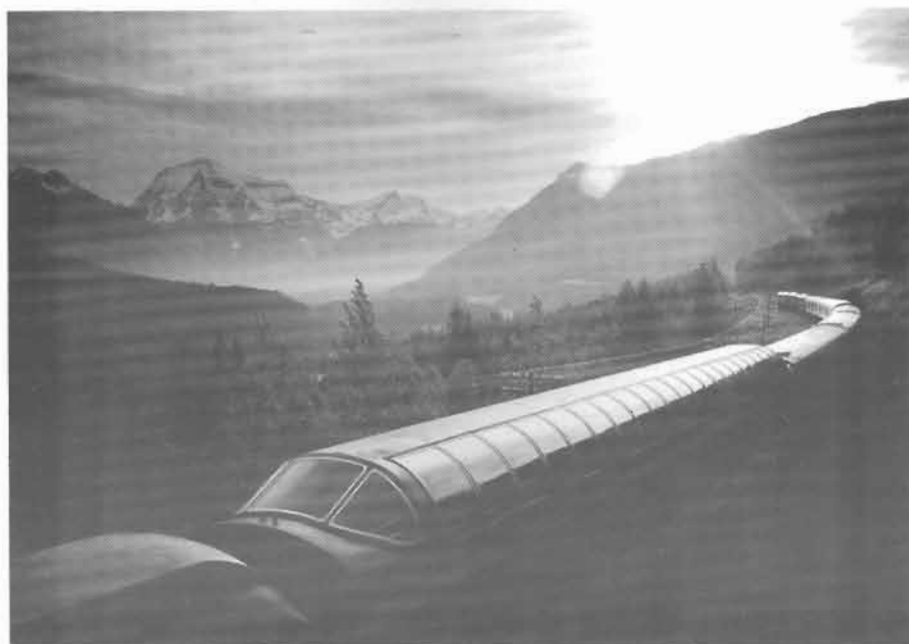


Immediately north of Lytton, B.C., the CN line runs along the stupendous gorge of the Thompson River. In order to prevent rock and snow slides from blocking the line, CN has built a number of sheds to protect their trackage. In this May 1986 view, an empty CN coal train is proceeding westward to pick up yet another load of coal.

Douglas N. W. Smith.



GP9 4208 leads a freight train past the station at Yellowhead, B.C. This is the first station in British Columbia when going westward. The 4208 was one of 22 GP9's General Motors delivered to CN during 1958. Canadian National photo X44384.



ABOVE: A CN "Sceneramic" full-length dome car, formerly from the Milwaukee Road, on a passenger train passing Mount Robson in British Columbia. Canadian National photo X-50602.

BACK COVER: In April 1955, CN inaugurated the "Super Continental" as its premier train on the Montreal-Toronto-Vancouver run. The inaugural heralded the delivery of some 150 new streamlined passenger cars which were outfitted in a new green, black and gold paint scheme. In this 1950's view of the "Super Continental", the train is lead by unit 6508, one of the fleet of FP9A locomotives which pulled most of the nation's passenger trains. The unit, which still hauls VIA trains in 1990, was rebuilt and renumbered to 6305 in 1984. Canadian National photo X42282.

Canadian Rail

120, rue St-Pierre, St. Constant, Qu
Canada J5A 2G9

Postmaster: if undelivered within
10 days return to sender, postage guaranteed.

