

The Toronto World

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TUESDAY MORNING, SEPT. 7

A Red Letter Day in Our Railway History.

The long cherished aim of Sir William Mackenzie and Sir Donald Mann, of building another transcontinental line, has been accomplished. Sir William Mackenzie during the last fortnight was able to go from Toronto across the continent and back to Ottawa on the rails of the Canadian Northern. His train was the first over the new line between Sudbury and Port Arthur; between Edmonton and Vancouver across British Columbia, and on the return trip from Sudbury to Ottawa, also over a new section.

The Canadian Northern has at this moment a system extending from Quebec to Vancouver, touching the cities of Montreal, Ottawa, North Bay and Sudbury, Ottawa, Kingston, Belleville, Toronto, Parry Sound and Sudbury; Port Arthur, Winnipeg, Brandon, Regina, Edmonton and Vancouver. And by means of its connections with the Intercolonial it is able to reach all the cities of the Maritime Provinces.

But not only is this a new transcontinental line, but it is a very superior line in many respects. The grades are so good across the Rocky Mountains that the actual running time between Toronto and Vancouver is 91 hours, and the distance covered per hour a fraction over 33 miles; and this is better time and more speed than any existing route. As a matter of fact the Canadian Northern has the lowest grade of any transcontinental road in North America with a maximum grade of four-tenths of one per cent. per mile, with the exception of about 50 miles over the Alberta summit coming east, where the grade is seven-tenths per cent. One engine on the Canadian Northern by reason of the low grade will be able to move 2500 tons of freight from the Pacific to the Great Lakes, will have to cross only one mountain range; whereas the American lines have to cross three ranges and are not able to handle more than 500 tons of freight on an engine!

But not only has it the best grades of any American line, but it also has been splendidly built, especially in the newer sections; and what is still of greater importance it runs thru the best grain and live stock country in the whole of the Canadian West; opens up some very promising valleys in British Columbia; and here in Ontario opens up the clay belt between Lakes Nepegin and Nipigon, as well as the territory between Nipigon and Ottawa. And not only has the Canadian Northern these improved grades and fine roadbeds, but it also has cars and engines sufficient to move the farm produce and live stock of the country served by it in the western provinces. Over one hundred millions of bushels of wheat will be marketed this fall and winter along the Canadian Northern and carried east to Port Arthur; some of it will go to Montreal and some of it to New York via Buffalo and Duluth; and as settlement increases the tonnage of the Canadian Northern will grow in the same proportion.

The Canadian Northern has also this strategic position, that it can carry the grain and the live stock of the Provinces of Manitoba, Saskatchewan and Alberta to a Pacific port, whence it may go by the Panama Canal to Europe or by the Hudson Bay Railway to Hudson Bay and thence across the Atlantic to Europe, or easterly to Port Arthur, whence it may be distributed to Duluth or to Buffalo for New York or to Parry Sound for Montreal.

This thru transcontinental freight service will be going before October. But the Canadian Northern has also established passenger services over thousands of miles here in the east and in the west, and before six weeks are over they will be able to give a thru transcontinental passenger service between Vancouver, Winnipeg and Toronto, and Vancouver, Winnipeg, Ottawa, Montreal and Quebec.

At the present time the Dominion Government is giving a transcontinental service, three days a week, between Toronto and Winnipeg via North Bay and Cochrane. There is no reason why the Canadian Northern should not also give a service on the other three days of the week by way of Toronto, Sudbury, Port Arthur and Winnipeg. And if the government or the Canadian Northern were to build this fall a line of twenty or thirty miles between some point on the Canadian Northern east of Lake Nepegin northwesterly to the Transcontinental line they would be in a position to give the shortest, quickest and best route between Vancouver and Winnipeg and Toronto and all other eastern cities.

In other words, the passenger traffic could go by Toronto, Sudbury, Nepegin and Winnipeg, leaving out Cochrane to the north and Port Arthur to the south. This will be the ultimate national express line.

Another feature of the Canadian Northern is that it fits in with the Transcontinental now in the hands of the Dominion Government, and the two joined up would make the greatest system in Canada, and one truly national, as it would have the best grades, touch more of our cities and give the shortest route across the continent.

But as things are today, and without dealing with prospective mergers and improvements, the Canadian Northern is a great present fact; it is a new transcontinental railway connecting up nearly all the Canadian cities; opening up the richest farming and live stock country in the Canadian West; and for the first time fully removing the blockade conditions of two years ago when it was impossible for the western farmer to have his crops shipped out in a satisfactory way. And not only this, but the Canadian Northern is eminently a Toronto enterprise, and for the first time puts Toronto in the most direct touch with that west, in which she has such a vital interest.

The Canadian Pacific, which has been successful in the past, will in no way be injured by the development of the Canadian Northern. It has a splendid organization, unlimited resources, and has an immense traffic; and there is now or soon will be room for two great systems. Into the future of our transcontinental systems in Canada we do not at the present moment propose to enter; but we do take this occasion to point out that what seemed to be only a dream in the minds of Messrs. Mackenzie and Mann has become an accomplished fact; and that it is just another evidence of the importance of Canada as a portion of the continent of America, and as a portion of the British Empire. If ever two men worked to achieve a great end these two men have worked and have succeeded. Canada is a greater country because of their energy and determination. The World congratulates them on what they have done; and what they have done we believe will be the main factor in a great system of nation-owned railways, whose object will be service to the people and the nation and empire rather than profits for promoters and investors.

The World's belief is that once he has built his line, Sir William Mackenzie will let the nation have it to join up with the National Transcontinental, the Grand Trunk Pacific, the Intercolonial and the Hudson Bay. The other lines can also get in on terms.

Imperial Oil Co. Affiliations.

The Magazine of Wall Street says of the Standard Oil Company of New Jersey, that "of all the subsidiaries, the greatest possibilities seem to lie ahead of the Imperial Oil Company, Limited, of Canada." The Standard Oil Company of New Jersey owns capital stock of the \$15,000,000 company to the extent of 10 per cent. It is engaged in producing oil in Canada, marketing it throughout the Dominion. It owns pipe lines connecting with other lines, which bring oil from producing properties in the United States, for the use of its refineries at Sarnia and Vancouver, Canada. The Imperial Company owns about 70 per cent. of the \$20,000,000 capital stock of the International Petroleum Company, Limited. The International Company is a recent consolidation of four Peruvian companies in producing oil in Peru, refining and selling in that country and shipping oil from Peru to Vancouver. It is to be refined at the Imperial Company plants there.

TURKS SUCCEEDED IN NIGHT ATTACKS?

Constantinople Claims Considerable Booty Was Taken in Anafarta Sector.

CONSTANTINOPLE, Sept. 6, via London, 1:54 p.m.—The following official statement was issued today by the Turkish war office on operations in the Dardanelles: "In the Anafarta sector our reconnoitering detachments made some successful night attacks, capturing considerable booty. "At Avri Burnu artillery fire and Avri Burnu artillery fire and Avri Burnu artillery fire intermittently without success on the Alroui Tepe front."

THE CANADIAN NORTHERN TRANSCONTINENTAL LINE

Inspected by Sir William Mackenzie and Party.

Sir William Mackenzie arrived in Toronto Sunday morning from Ottawa. He left Toronto exactly two weeks ago to go across the continent by the completed Canadian Northern. He was accompanied by Sir Glenholme and Lady Falconbridge, Lady Mackenzie, D. B. Hanna (vice-president and general manager), Mrs. Hanna and other of the officials. Some of the party got home Saturday night, including Mr. Hanna, but Sir William went straight to Ottawa over the new line from Ruel and Sudbury, saw Sir Robert Borden Saturday afternoon, got to Toronto Sunday morning, and then to Kirkfield on the afternoon. They went over N. E. rails from Toronto to Vancouver and back to Ottawa and Toronto on their own steel all the way, as well. The features of the trip were the speed and grade from Edmonton to Vancouver, the unusual crop on the C. N. R. lines in Saskatchewan and Alberta, and the quality and grade of the line from Nepegin to Ottawa via North Bay.

CHIEF JUSTICE FALCONBRIDGE PRAISES NEW LINE

A Four-Tenths Grade Across the Mountains—List of the Officials and Guests Present—The Crops Along the New Line—Vancouver and the Panama Canal.

Sir Glenholme Falconbridge has just returned from a delightful trip over the transcontinental lines of the C. N. R. with Lady Falconbridge as the guests of Sir William and Lady Mackenzie on the first thru train across the continent which left Toronto at 3.30 on Sunday afternoon, Aug. 22. The itinerary covered 6605 miles, all of which, with the exception of the steamer route from Vancouver to Victoria, was over the C. N. R. tracks. Sir Glenholme noted it as a point of interest that the party visited every provincial capital west of Toronto on the C. N. R. lines and came back via Ottawa on the same road. Sir Glenholme is enthusiastic about the railway service, even on the 1700 miles of new road between Vancouver and Ottawa and the portion east of Capreol not yet opened.

Sir Glenholme went west by the northern route and returned by the southern, thus having the advantage of seeing the whole of the vast tracts of country opened up by the new system. Outward from Toronto, the journey was by Port Arthur, Port Francis, Winnipeg, Dauphin, North Battleford, Edmonton, and thence to Vancouver and Victoria. Returning by Vegreville, Brandon, Regina, and Port Arthur, he was met by Sir William and Lady Mackenzie at Port Arthur. Over the whole of the route the speed averaged 33 miles an hour, the actual running time from Toronto to Vancouver being 91 hours.

It is my belief that the permanent character of the construction and the low grades thru the mountains, that the cost of operation will be under the average. This belief is shared by American writers, one of whom writing recently on comparative operating costs between Canadian and American railways, had this to say: "The Canadian Northern line across the Rocky Mountains thru the Yellowstone Pass, with its low grades and the approach to the Canadian Northern Railway, I am of the opinion that the greatest element of which, with the exception of the low grades thru the mountains, that the cost of operation will be under the average. This belief is shared by American writers, one of whom writing recently on comparative operating costs between Canadian and American railways, had this to say:

"The American roads cross three mountain ranges, while the Canadian line crosses only one. One locomotive and one train crew on the Canadian Northern will care for a load of 2500 tons of freight, whereas on the American lines a single crew and engine will care for a load of 1000 tons. The Canadian Northern has a grade of seven-tenths of one per cent. for some 50 miles coming east from Vancouver to Victoria. In another way the same writer, in The Wall Street Journal, explains himself:

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fullest extent in securing a good share of the business of the country. "Altogether," said Sir Glenholme, "the trip will live long in the memory of my wife and myself as one of the most pleasant in our experience."

MAKE HISTORIC TRIP.

Personnel of Party Accompanying Sir William Mackenzie on Canadian Northern Transcontinental Run.

The personnel of the party who made the historic thru trip on the Canadian Northern Railway, covering the distance of 6605 miles from Toronto to Port Mann in 91 running hours, was as follows: Sir William Mackenzie, Lady Mackenzie and maid; Sir Glenholme Falconbridge, chief justice of the court of appeals, Ontario; Lady Falconbridge; Mr. D. B. Hanna, third vice-president, Toronto; Mrs. Hanna, Miss Jean Hanna; Mr. W. Tuxford, secretary to third vice-president, Toronto; Mr. A. Mitchell, assistant to vice-president, Toronto; Mr. S. J. Hungerford, superintendent rolling stock, Toronto; Major G. A. Bell, financial controller, department of railways and canals, Ottawa; Mr. J. Burns, Calgary; Mr. W. C. Rowley, manager Canadian Bank of Commerce, Winnipeg; Mr. H. H. McKee, general manager, Winnipeg; Mr. J. R. Cameron, assistant general manager, Winnipeg; Mr. George Mitchell, secretary to general manager, Winnipeg; Mr. C. E. Friend, general auditor, Winnipeg; Mr. H. D. Mitchell, assistant superintendent rolling stock, Winnipeg; Mr. E. Langham, purchasing agent, Winnipeg; Mr. W. Pratt, Jr., general superintendent of L. C. cars and hotels, Winnipeg; Mr. George Stephen, general freight agent, Winnipeg; Mr. R. C. Creighton, general passenger agent, Winnipeg; Mr. H. H. McKee, cashier and paymaster, Winnipeg; Mr. W. C. Fair, general superintendent Canadian Northern Express Co., Winnipeg; Mr. D. B. Hanna, general superintendent of L. C. cars and hotels, Winnipeg; Mr. J. Lowe, fuel agent, Winnipeg; Mr. H. McConkey, superintendent electrical and telegraph maintenance, Winnipeg; Mr. R. B. Pratt, architect, Winnipeg; Mr. D. Coyle, Mackenzie, Mann & Co., Winnipeg; Mr. P. C. Andrews, Mackenzie, Mann & Co., Winnipeg; Mr. D. R. Campbell, superintendent of construction, Mackenzie, Mann & Co., Winnipeg; Mr. W. A. Brown, general superintendent, Edmonton; Mr. John Norquay, road foreman of engines, Edmonton; Mr. A. R. Reid, general superintendent, Vancouver; Mr. T. H. 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