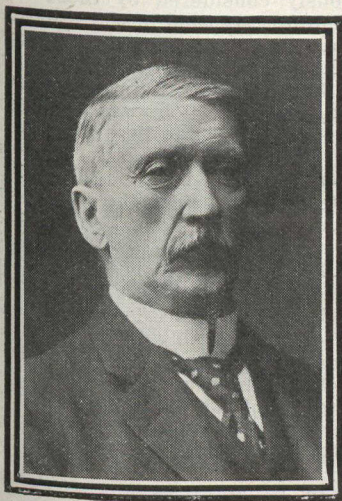
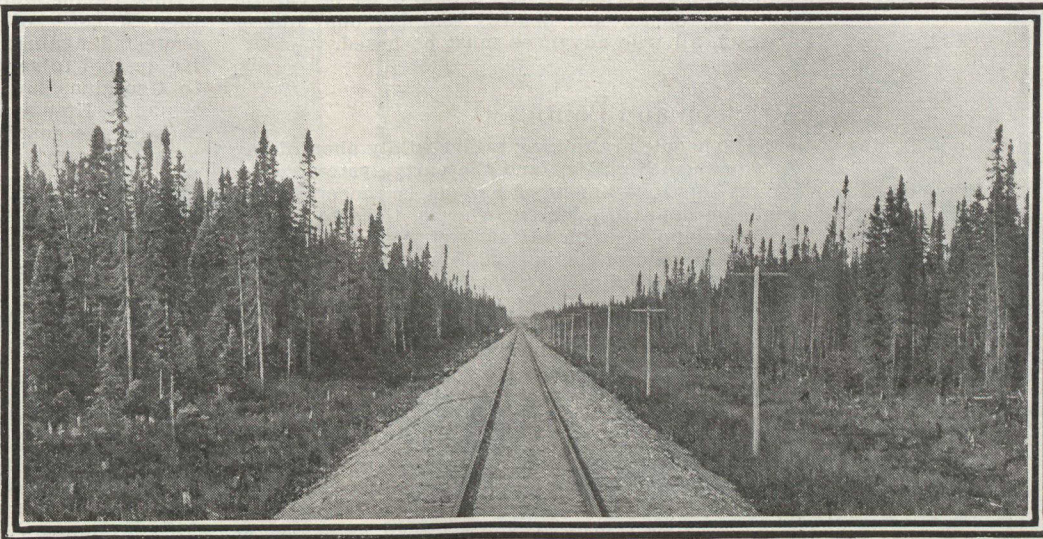


A MAN NAMED BRADY

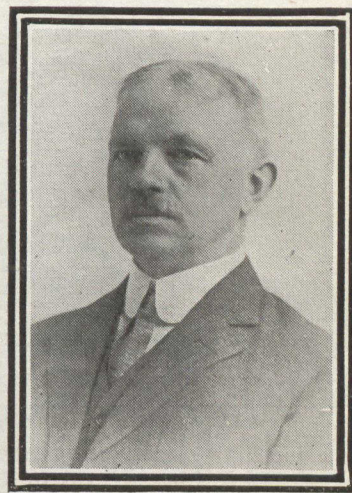
Who will try to Make Canada's New Transcontinental Worth While



Hon. Frank Cochrane, Minister of Railways, who turned the Transcontinental extravagance of 1905 into the railway economy of 1912. The National Transcontinental between Quebec and Winnipeg is now combined with the I.C.R. in his department.



With low grades and easy curves, the new National Transcontinental runs from Quebec to Winnipeg, a distance of 1,350 miles.



Mr. L. P. Gutelius, General Manager of Canadian Government railways, whose main job for the past four years has been the management of the Intercolonial. He is now also General Manager of the new Transcontinental opened recently between Quebec and Winnipeg.

By JOHN A. COOPER

NO man in Canada is more typically the railway man than Frank P. Brady. Tall, well-built, keen-visaged, alert, stout of speech, enthusiastic and apparently capable, he has nevertheless taken upon himself an almost impossible task. Yet a few minutes' conversation with him reveals a hopeful nature, a strong determination, and an ambitious soul. If the task is great, he is undismayed. He impresses you, as he sits in a wicker chair in the observation end of an old official car which Hon. S. N. Parent once used, with the feeling that he is planning an attack as carefully and deliberately as Kaiser William planned to plunge the nations into a great war. Brady also plans war, but a war on a wilderness in the hope of turning it into the greatest producing portion of a great producing Dominion.

It was my privilege to ride from Cochrane to Winnipeg in Brady's car, attached to the first through passenger train from Toronto to the West. With a party of journalists, under the guidance of Mr. H. R. Charlton, general publicity agent of the Grand Trunk System, I left Toronto on the evening of Tuesday, July 13th. Nor was the date at all disturbing to the forty men who, hungering for information and impressions, filled the two private cars attached to this first through train. It was the middle of the afternoon on Wednesday when the Grand Trunk and Temiskaming and Northern Ontario engines had landed that train at Cochrane on time. It was then that Brady took charge and did the steering.

The General Superintendent of "Canadian Government Railways" west of Quebec alternately transacted business and conversed with the occasional visitor. From his car one watched the varying vistas of rail and tie, muskeg and agricultural land, elongated rocky hill and ever-present spruce forests. But the General Superintendent was always more interesting and inspiring than even the Great Clay Belt, when one was seeing it for the first time. I could imagine from the conversation that in his brain was a picture of that 1,350 miles of road from Quebec to Winnipeg, with all its potentialities in mining, fishing, lumbering and farming. He has painted a dream, and in snatches of conversation, one got glimpses of the picture.

LITTLE more than two months ago, Brady was working under Mr. Gutelius, with headquarters at Moncton. He had spent years as district superintendent for the C. P. R. at Smith's Falls and Winnipeg. How the Government came to pick such a "winner" is another story. Having a winner on their hands doing a none-too-important task in helping to operate an all-too-limited public railway in the Maritime Provinces, the Government, or Hon. Frank Cochrane, or General Manager Gutelius, picked Brady to go to Quebec and take over the National Transcontinental from Quebec to Graham, where it combined with the portion already operated by the Grand Trunk Pacific. He hunted up locomotives, baggage cars, passenger cars, telegraph operators, station agents, train crews and all the human and other material necessary for this greatest of all railway tasks and put them in position. The orders came some time in May, and within seven weeks, Brady pushed a button and trains began to move along every portion of the newly-built, eleven hundred miles of road. That in itself made a record.

"I believe," said Brady, "that this was the longest piece of railway ever put into operation at one time—



The type of station building used along the N.T.R.

done in the most up-to-date methods by the mere pressing of a button."

That was the beginning. There were other arrangements to be made—a connection with Toronto, which gave them a through train between Toronto and Winnipeg—1,256 miles. In this latter task, I had the privilege of being an eye-witness. To inaugurate a transcontinental train within a few days after starting a local service was something even more daring. But it was done, and on July 14th, Brady's plans were working out regularly.

Well—not quite so regularly after all. One engine of the five which drew the first "National" from Cochrane to Winnipeg, over the five divisions, fell down on the job. It had been overhauled at Moncton and sent up "dead" to Cochrane. The day before, Brady sent it out on a 125-mile test, as he did all the others, and it behaved like a highly civilized person. But when it was asked to draw ten heavy passenger cars, it developed a sort of leg weakness. Perhaps some careless chap at Moncton had dropped a cinder into the packing; result—a hot box on the idler and the train lost four hours of valuable time. The last 40 miles of that division was covered with the aid of a despised freight engine. Yet, such is the road-bed and such the equipment which Brady brought together in these few weeks, that the "National" pulled

(Continued on Page 16.)



The first "National" at Englehart, 366 miles north of Toronto, on its way to Winnipeg, via Cochrane. The group includes thirty-eight newspaper men from leading Canadian cities, and several railway officials. Taken by the Grand Trunk Photographer on July 14th.