

The Canadian Pacific and the War

Of all the Imperial enterprises outside the British Islands, the Canadian Pacific Railway had perhaps more points of contact with the war than any other. Its fleets of steamers on the Atlantic and the Pacific, linked across the North-American Continent by a railway admirably equipped with rolling stock, its great manufacturing plant in the Angus Shops at Montreal, its terminal elevators and facilities for rapid handling of food supplies, its affiliations with railways serving industrial centres in the United States, its staff of engineering, financial and administrative experts—these combined to make the "C. P. R." an auxiliary of exceptional value to the British war machine, in view of the world-wide character which the war quickly assumed and the necessity of bringing to the battle-fields of France with the utmost rapidity, supplies and men from the North-American Continent and from the Far East.

The personnel of the management and employees was also favorable to quick action. The Canadian Pacific has always taken pride in its place in the Empire—it has always claimed to be the Imperial Highway from Great Britain across Canada to Hong Kong, carrying the mails, innumerable passengers, and much freight half-way round the globe between Great Britain and its outposts on the Pacific. On the Atlantic it fought the battle of British shipping when it challenged the German domination of the so-called "Pool" by inaugurating a steamship service to Trieste, and on the Pacific it successfully upheld the British Flag against the fierce competition of American and Japanese lines. The Imperial services of its chairmen and presidents—Lord Mount Stephen, Sir William Van Horne, and Lord Shaughnessy—have been recognized by the Crown.

When signs pointed to war, before an actual declaration has been made, the whole system was keyed up to take its part in supporting the British cause—and the hundred thousand miles of Canadian Pacific telegraph system were kept humming with messages mobilizing the rolling stock for the calls which such an effort was sure to demand. Every Canadian knew that in the event of a war between Great Britain and Germany, Canada would send troops overseas—the larger the number the better; there were many reservists throughout the country to be rushed to the Atlantic ports, and Great Britain's need of foodstuffs from Canada meant speeding-up the grain shipments from the harvests of the West.

War, therefore, found the Canadian Pacific ready and willing, and from New Brunswick and Nova Scotia on the Atlantic to British Columbia on the Pacific, every one of the 85,000 employees felt that he or she was enlisted in the ranks. Right of way was given to all troops and supply trains. There was every reason to expect attempts to dynamite bridges on a railway of such strategic value, and it was due to the enlistment of two thousand special sentries that only one such attempt ever got so far as an explosion—delaying the passage of trains at Vanceboro, Maine, for six hours.

It was through its ocean services that the

Canadian Pacific came into more direct touch with the war. On the outbreak of hostilities the British Admiralty requisitioned the principal vessels of the Company on both the Atlantic and the Pacific for service as armed cruisers and transports. Canadian Pacific steamers, thirty-seven in number, with a gross tonnage of 329,960, were in Government service during the war either as cruisers or as transports and freight carriers. At the signing of the armistice, these Canadian Pacific steamers had transported approximately 800,000 troops and passengers from or to Canada, the Mediterranean, India, China, Egypt, Gallipoli, Mesopotamia, across the English Channel, on the Pacific, in addition to about 3,500,000 tons of cargo, munitions, supplies, etc.; and now, of course, they are actively engaged in bringing the boys home again.

The history of the war has produced no more romantic story than the career of the Canadian Pacific "Empress of Russia" as an Admiralty cruiser. When she left Vancouver in August, 1914, she was already marked for patrol work, and when Hong Kong was reached, her interior fittings were torn out and replaced with coal bunkers. Four 4.7 guns were mounted forward and four aft. The Chinese crew was paid off, and British naval reservists and French gun crews were shipped for the Indian Ocean. She met the cruiser "Sydney" after that ship had made a mass of tangled wreckage of the roving "Emden," and took off the prisoner members of the "Emden's" crew, including the Captain, Von Muller, and carried them to Colombo, Ceylon. She captured the Turkish post and fort of Kamaran, in the Red Sea, with the aid of Indian Territorial troops and several 15-pounder guns. For twenty-three days she and her sister ship, the "Empress of Asia," guarded the British port of Aden, until they were relieved by British warships. Then her gun crews made some excellent practice on the Arabian port of Salif, also on the Red Sea. A party had been sent ashore under the white flag to demand surrender. The Turks were defiant, and in effect told the "Empress of Russia" to do her worst. She did, and when she left the town and fort were in ruins.

The British and French Consuls at the port of Hodeidah had been kidnaped by the Turks and taken into the interior of Arabia. The "Empress of Russia" steamed into the

harbor, and the Turks were told that Hodeidah would shortly cease to be if the Consuls were not brought back. After a wait of some days, the captured officials were brought back safely to the coast, and were taken on the "Empress of Russia," which steamed away to more adventures. The "Empress of Russia" helped the "Empress of Asia," the "Empress of Japan," the cruiser Himalaya, and the destroyer "Ribble" to maintain a blockade off the port of Manila, where fifteen German steamers were lurking during the early days of the war, hoping for a chance to get out and deliver the cargoes of supplies destined for German warships. Finally, after about a year spent in Eastern waters, the "Empress of Russia" came back into her regular service on the Pacific.

Within a few months of the outbreak of war it became evident that Great Britain was unable to manufacture by herself sufficient shells to keep pace with the immense demands for ammunition. Canada up to that time had no shell manufacturing plant; but once more the Canadian Pacific led the way, and the first shells made in Canada were turned out at the Angus Shops, Montreal. The earliest intimation that such shells would be required was received on January 11th, 1915. The first press was completely assembled and tested on the 31st of that month—all the designs and patterns being made on the spot in addition to the machinery and construction. Since that date five hydraulic presses of 322 tons capacity have been built at the Angus Shops, in addition to eleven 800-ton presses for heading cartridge cases.

It was at the Canadian Pacific shops that the first large experiment was made in the "dilution" of labor, by using women where possible to relieve the shortage of male labor; and it was at the Angus Shops that women workers were first induced to "don the breeches"—an innovation in dress which has contributed materially to the popularity of such work among Canadian women.

The engineering skill of Canadian Pacific employees was turned to good effect in other directions. Lieutenant-Colonel C. W. P. Ramsey, formerly Engineer in charge of Construction, organized and went overseas in command of a Railway Construction Corps recruited from the ranks of Canadian railwaymen, and consisting of 20 officers and 503 men of other ranks.

On the outbreak of war, Great Britain and the Allies found it necessary to purchase large supplies of foodstuffs and Army Sup-

plies in Canada, and both the British and Canadian Governments found themselves seriously handicapped, through lack of experience, in the problem of controlling and furnishing the shipping necessary to transport such Canadian produce to Europe at reasonable cost. In order to provide these Governments with the experts skilled in the highly technical work of chartering ships and handling such problems, the Canadian Pacific Railway lent the services of Mr. (now Sir) Arthur Harris, Special Traffic Representative, and right-hand man to the Vice-President in charge of Traffic, together with thirty other picked officers of the Company, to look after such charters and transport. These were given power to control shipments for export over all lines, and owing to their able administration millions of dollars were saved by economical chartering of ships, and by a distribution and direction of traffic which eliminated the possibility of congestion and enabled the shipments to be cleared the moment they arrived at the port to which they were consigned.

The great disturbance to Canadian industry caused by the outbreak of war naturally threw a large number of men out of work, and the question of unemployment became one of the most serious which Canada had to face. At such a time it would only have been natural for the Canadian Pacific to have reduced its staff; but, so far from doing this, the Company decided to find employment for 6,000 additional men in order to tide over the period of unemployment until industrial conditions should be adjusted. In selecting these 6,000 extra laborers, care was taken to see that relief was given only to those races which were fighting on the side of the Allies. Foreigners had to provide a consular certificate proving their country of origin.

So far, therefore, as the Canadian Pacific employees were concerned, it was not fear of unemployment that induced them to enlist, nevertheless, over 9,917 up to the end of 1918 had enlisted, of whom the casualty lists have shown 895 killed and 1,911 wounded. In recognition of this patriotic spirit, the Canadian Pacific decided to allow six months' full pay to each employee enlisting and to let it be understood that on his return to Canada such employee would be taken back into the service. The presence of so many railwaymen in the ranks has proved of great service to the efficiency of the Canadian Army, owing to the part that light railways have played on the Western Front.

The general question of dealing with the returned soldiers has not been overlooked by the Canadian Pacific, and land has been set aside for 1,000 farms of 160 acres each, grouped in communities, so that the soldiers who take up these farms may begin work under expert supervision. A large number of these farms have already been prepared for occupation, so that when the great army of veterans returns, the preliminary work of building houses and fences, and giving the first necessary cultivation of the soil, will already have been completed. Under the plan, a soldier-settler will be given a comfortable house, eight to ten head of stock, a well with a pump installed, wire fences stretched and in place, and land ready for cultivation.

This plan represents the expenditure of \$3,500,000 for preparation alone. It means the building of 1,000 houses and 1,000 barns, 1,300 miles of fence, digging 1,000 wells and getting some 50,000 acres of land under cultivation. It is estimated that 20,000,000 feet of lumber will be required.

All these war-time activities required large resources of capital; but, owing to careful provision, the Canadian Pacific has been in an excellent financial position to care for the unprecedented calls made upon its purse. Up to the end of the war, the Company had invested in loans and guarantees in one form or another to the Allied nations, roughly one hundred million dollars—probably the largest individual contribution made by any industrial enterprise in the British Empire in the financial support of this great war for democracy.

WELCOME 26th



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