

Settling the Great Plains

The Canadian Pacific brought settlers from Britain and Europe to people the thinly-tenanted plains. Irrigation schemes supervised by the Company made cultivation possible.

Telegraph services, first used for train dispatching, became available to Prairie homesteaders and, indeed, to Canada as a whole. Today, communication services, vastly augmented and improved, and including microwave, teletype, telex and teltex operations, are used for radio broadcasts, telephone communications and television transmission. As Canada has expanded, Canadian Pacific has added complementary services to its rail facilities, and these ancillary activities have been to Canada's advantage both in peace and in war.

Service in Wartime

During the two world wars, the CPR and its steamships transported troops and supplies. Company shops turned out shells, tanks, naval guns and engines. CP vessels saw service on all the seas of the world as troop transports, armed merchant cruisers and Admiralty supply and mother ships.

During the Second World War, Canadian Pacific operated the first efficient transatlantic bomber-ferry service, which was eventually taken over by the Royal Canadian Air Force. Canadian Pacific Airlines later operated flying-schools under the British Commonwealth Air-Training Plan.

Rail Operations

Canadian Pacific is the largest investor-owned railway in the world, with 21,400 miles of track owned or controlled.

Dieselization began in 1943, and has played an important part in improving the efficiency of operations. Complete dieselization of passenger and freight operations has been effected throughout the system, including yard and terminal operations.

The introduction in 1955 of stainless-steel passenger units, including the popular scenic-dome cars, on the transcontinental run was a big step forward in the implementation of the Company's policy of providing fast, efficient, modern service to its patrons. The stainless-steel streamliner The Canadian crosses the country in slightly more than 70 hours, providing luxury service to its passengers.

Canadian Pacific freight-cars have been built to radically new designs. There are, for example, covered "hopper" cars of tank construction for dry bulk-cargoes, and tri-level automobile flatcars. The "new look" is further contributed to by the employment of three-way train radio and "intermodal" containers that can be transported by rail, truck or ship.