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CANADIAN NORTHERN RAILWAY FROM THE ATLANTIC TO PACIFIC IS NOW IN COMPLETE OPERATION

SENATORS, MEMBERS OF PARLIAMENT AND PRESS REPRESENTATIVES ON TRIP

Under Conduct of Sir William MacKenzie and Staff, Excursionists from Coast to Coast Were Afforded Opportunity of Seeing the Country and Inspecting Canada's Newest Railway System—Sixteen Days Out from Quebec.

Canada's third coast to coast rail road, The Canadian Northern Transcontinental line, was formally opened on October 12th—18th, when a special train of fifteen coaches traversed the country from Quebec to Vancouver carrying a party of approximately one hundred and sixty members of the Senate of Canada and the House of Commons, and representatives of the leading newspapers of Halifax, St. John, Quebec, Montreal, Ottawa, Toronto, Winnipeg, New York and Chicago, together with Sir William MacKenzie, Vice-President D. B. Hanna, Secretary W. W. Moore and other officials of the Canadian Northern system. This Transcontinental line was thrown open to commercial business on Monday of this week, November 1st, and trains are now running regularly from coast to coast.

A Commercial Railroad.

The Canadian Pacific is a national institution which, while one of the greatest money makers in the world, enjoys at the same time the sentiment usually attaching to the pioneer in any great work. The Grand Trunk-National combination, is the result of political desperation on the part of Sir Wilfrid Laurier and a few others for whose mistakes the country is now paying. The Canadian Northern is a hard shelled commercial proposition, built to make money through freight and passenger traffic, and without regard to sentiment or anything else. It

the country it was known that MacKenzie and Mann were building a bit of a road here and another scrap there, but few realized the magnitude of these operations. No longer is the Canadian Northern system a group of isolated lines scattered through the western provinces. It is a perfect network of railroads through Manitoba, Saskatchewan and Alberta connected by high grade trunk lines with the Atlantic and Pacific coasts and including in its eastern division a very considerable amount of mileage in the more thickly settled portions of Ontario and Quebec. Because this progress was not generally known, what Sir William MacKenzie was able to show his guests on the recent trip came in the way of a surprise. That there has been built in Canada ten thousand miles of railroad of the highest standard with grades superior to anything in America, without the wholesale advertising usually attending such work, was an eye opener, and to say that the members of Parliament and of the Press who were privileged to inspect this railroad system were very deeply impressed is putting it mildly.

The First Train.

The Parliamentary Press special started from Quebec at 1.30 p.m. on Tuesday, Oct. 12, in charge of W. W. Sloane of the Canadian Northern system. It carried guests from the Maritime Provinces and Quebec. At Jol-



JACK LAKE, ALBERTA, FROM THE C. N. R.

Third Transcontinental Line in This Dominion Was Formally Opened by the Heaviest Train Ever Drawn Across Canada, the Parliamentary-Press Special, Which Left Quebec on October 12th, Carrying a Large Party as Guests of the Road.

REGULAR SCHEDULE WENT INTO EFFECT NOV. 1

country by a single engine, but - tually the heaviest train through America from coast to coast. The weight of this train was twelve hundred tons. On the journey west, stops were made at various divisional points for purposes of inspection, and every opportunity was afforded throughout the entire trip for the guests to secure in-

Canadian Club and the Rotary Club. With the exception of one rainy day in Vancouver the weather was delightful throughout, and because of the complete arrangements made by the C.N.R. officials for the comfort of their guests on the train the entire journey was made without the least fatigue, every minute of the trip being thoroughly enjoyable.

eral impression in the west seems to be that the days of the boom are over and that hereafter a rapid, but more legitimate development may be anticipated.

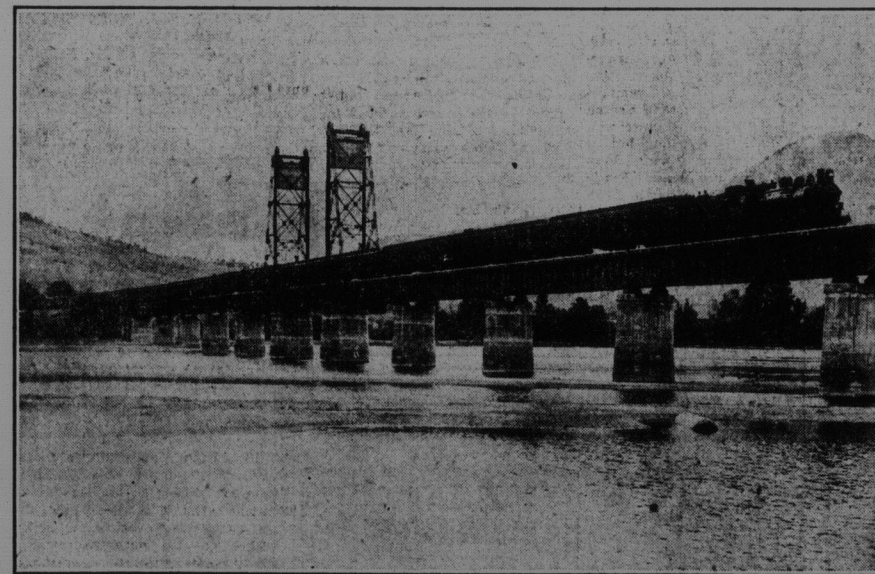
There are political agitations too, in the west, most strongly defined in Manitoba and Saskatchewan, while Alberta appears to be worrying least of

A Wonderful Crop

Although the harvest season was practically over these excursionists were able to witness the threshing operations in the western provinces and to learn by conversation as well as by observation the true meaning of the wonderful crop with which Canada has this year been favored. The sentiment throughout the west is that this country has literally received a bonus of one additional harvest, that whereas two hundred million bushels of wheat were looked for, three hundred and thirty-six million have been reaped. In place of the average of twenty-four bushels per acre with occasional fields of thirty-five bushels, the west is this year enjoying an average of thirty-five bushels of wheat covering the entire three provinces, while in the Calgary-Edmonton district a man who has less than fifty bushels per acre of wheat considers his crop a failure, and as high as sixty-two bushels is not uncommon. With such wonderful results it is but reasonable to expect renewed activity commercially.

Very Dull in the Towns.

They were able too, to see for themselves the condition of business in the west, for that country which during the past eight or ten years has given itself over very largely to the activities of real estate boosters, and other hot air artists is now paying in full the price of its exploitation. Winnipeg looks busy, but the people say it is dull. Regina knows it is alive, but that is about all. Saskatoon is as flat as a pancake. Edmonton in the centre of the very finest of the wheat lands shows more activity than any other of these western cities. Calgary reports increasing activity. Vancouver has lost fifty thousand of its population in the last two years, and Victoria which never had anything very much to lose excepting a climate, goes on in the same old way. Still as it is impossible to dump three hundred million dollars into a country and as that without some very marked and almost immediate result, there is a very well founded hope that better times are in store, although the gen-



PARLIAMENTARY PRESS SPECIAL ON THE BRIDGE NEAR KAMLOOPS, B. C.

all over public affairs. The Manitoba sensation is dying out although public sentiment is still fairly strong. In Saskatchewan it is admitted by both sides that the days of the Scott Government are numbered, and that the next election will see a complete turnover, due very largely to the ineptness of liquor legislation, and secondly to the socialistic tendencies of certain members of the government.

Exceeded its Ambition.

When the Canadian Pacific Railway was first projected it was with the definite intention of running a line from the Atlantic to the Pacific. When the Grand Trunk-National was proposed it was also with the idea of becoming in a very short time a transcontinental road. The Canadian Northern on the contrary had no such ambition during the first few years of its existence. Possibly in the minds

CANADIAN NORTHERN HAS BETTER GRADES THAN ANY OTHER ROAD IN THE WEST

It Reaches Much of the Very Finest Wheat and Cattle Country in All Canada, Forming a Network of Lines Through the Prairie Provinces—Mountain Division Just Now Completed, Parallels G.T.P. and C.P.R.

of William MacKenzie and Donald Mann, there might have been found the germ of an idea that at some future time a line across the country would be completed. But they started by building here and there little bits of railroad which in the passing of years were hitched on to each other and eventually became a somewhat important system in the prairie provinces with an outlet at Port Arthur. As years passed by, and as this concern became of increasing importance in railway circles, it was found possible to accelerate construction and to add to the work by the purchase of independent lines then existing. In this manner Manitoba, Saskatchewan and Alberta were criss-crossed with short hauls through the very finest wheat and cattle country. But the Canadian Northern did not in these early years become a competitor of the transcontinental line then in operation in so far as through traffic was concerned. During the past two or three years, however, work has been carried on at both ends so that a short time ago the line from Port Arthur to Ottawa, a direct route, was put in operation, and as previously stated this week the extension from Edmonton to the Pacific terminus was opened for traffic.

There is now completed and engaged in commercial traffic ten thousand miles of railroad, while a number of branches notably the Peace River extension are under construction. There is also a demand all through the middle west for additional mileage in

The Matter of Grades.

There are two talking points in connection with the Canadian Northern. The first and most important of these is grade, and the second the country traversed. In the Canadian Northern classification of engines, one per cent means one thousand pounds of pull. The engine which hauled the Parliamentary-Press special was thirty-five per cent, equal to a pull of thirty-five thousand pounds. The train itself of fifteen cars, was one thousand two hundred and thirty-five feet long, and weighed one thousand two hundred tons inclusive of the engine which weighed one hundred and sixty-five tons loaded. From Edmonton west-bound a thirty-five per cent engine would haul thirty-two loaded freight cars of an average weight, cars and contents, of fifty tons each, over the five-tenths of one per cent maximum grade between Edmonton and the Pacific coast, the train running towards the coast. That same engine would be able to pick up thirty-three other loaded cars of similar weight at the Albrecht Summit and carry the total load of sixty-five cars to the coast (426 miles.) A fifty per cent engine

Grades Eastbound.

A thirty-five per cent engine starting from the Pacific coast towards Edmonton can handle thirty-five loaded cars or a total of one thousand seven hundred and fifty tons as far as Blue River which is three hundred and eighty-three miles from New Westminster. Between Blue River and Lucerne a distance of one hundred and ten miles, the maximum gradient in the Rocky Mountains where seven-tenths of one per cent occurs, that locomotive would handle twenty-four loaded cars or twelve hundred tons. From Lucerne to Edmonton the same locomotive would pull thirty-six loaded cars or eighteen hundred tons.

(Continued on page 16.)



CANADIAN NORTHERN'S EXCURSION PARTY AT SPENCE'S BRIDGE, B. C.

has every road in America beaten to a standstill in the matter of grades, and although "Bill" and "Dan" are not inclined to talk of the expenditures they have made, it may be regarded as pretty nearly true that this road has been built for less money than any other railroad in North America, considering the standard maintained.

It Was a Surprise

For the past ten or fifteen years the activities of MacKenzie and Mann in railroad construction have attracted more or less attention in all parts of Canada. The weird financing which has been done, the introduction of the guaranteed bond idea, and the almost alarming facility with which these captains of industry have succeeded in securing the financial cooperation of provinces and municipalities has opened up a new era in railroad construction. In every part of

Heaviest Train Ever Drawn Across Canada.

This special excursion train consisted of one thirty-five per cent engine drawing one baggage car, eight sleeping cars, two diners, three private cars, and one recreation car, not only the heaviest load ever handled across