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CANADIAN PACIFIC RAILWAY COMPANY

Conceived in 1880 to weld the Confederation of Canada by joining together its far-flung provinces, the Canadian Pacific Railway Company is the world's most nearly complete transportation system.

More than just a railway, Canadian Pacific owns, operates and manages a large fleet of ocean, coastal and inland water vessels; an airline; a chain of hotels across Canada; a world-wide express service and a complete telecommunications network.

History

Formed 13 years after Confederation to connect the Province of British Columbia with Eastern Canada by hurdling the Rocky Mountains and spanning the then uninhabited prairies, at a time when the country was faced with the threatened secession of British Columbia from the union, the CPR acquired several incomplete sections of track laid in earlier days by government agencies and, in five years of arduous construction, completed Canada's first transcontinental rail line.

Spurred on by men of vision, such as George Stephen (later to become Lord Mount Stephen, the first president of the railway company), Donald Smith (later Lord Strathcona), and personally led by Sir William Van Horne (then general manager, later chairman and president), the construction men linked Canada's East and West Coasts with a band of steel.

The first transcontinental train left Montreal for the British Columbia settlement of Port Moody on June 28, 1886, just a little more than six months after the driving of the famed "last spike" at Craigellachie, B.C., on November 7, 1885.

At first, as the railway drove westwards over the prairies and through the tortuous passes of the Rockies, there were many forecasts of disaster, for the road had no goods or passengers to transport through the sparsely-settled regions it served. Undaunted, the nation builders made plans for creating traffic.

In 1887, a fleet of three ships was chartered to bring tea and silk from the Orient to Canada's West Coast to provide eastbound freight for the new transcontinental railway. These ships were the forerunners of the great "White Empress" fleet of the Canadian Pacific. The hotels and tea-houses established in the Canadian wilderness to entice early travellers have since grown into a chain of year-round hotels and palatial summer-resorts.

Settling the Plains

The Canadian Pacific brought settlers from Britain and Europe to settle the untenanted plains, and irrigation schemes supervised by the company made veritable gardens out of arid and unproductive regions.

Telegraph services, first used for train dispatching, were made available to settlers of the prairies, and, in fact, to all of Canada. Today, communication services, since vastly augmented and improved and including micro-wave, teletype and Telex operations, are used for radio broadcasts, telephone communications and television transmission. As Canada expanded, Canadian Pacific added complementary services to its rail facilities; these related activities have helped Canada both in peace and war.

During the First and Second World Wars, when Canada stood behind the mother country in the battle to maintain world freedom, the CPR and its steamships provided much-needed transportation for troops and supplies. Company shops turned out tools of war - shells, tanks, naval guns and engines. Canadian Pacific's vessels saw service on all the seven seas 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 later taken over by the RAF. Canadian Pacific Airlines later operated flying schools as part of the British Commonwealth Air-Training Plan.

Canadian Pacific comprises almost 17,000 miles of railway in Canada, and owns or controls another 4,748 miles of track in the United States.

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

Introduction for transcontinental service in 1955 of stainless-steel passenger train units, including the popular scenic-dome cars, was a large step forward in the company's policy of providing modern, fast and efficient service to its travellers.

The Canadian Pacific's crack passenger train "The Canadian", a stainless-steel streamliner, crosses the nation in 70 hours, providing luxury service.

A \$13 million hump-retarder freight yard, the first of its kind in Canada, was built in Montreal as a major step in marshalling-yard modernization. Automatic switching and braking enable the cars of a train to be sorted out swiftly and efficiently. A second such yard is now being built in the Toronto area, with completion scheduled for mid-1964.

Trucking Service

Canadian Pacific has experienced an increasing demand for its piggy-back services by which highway trailers are carried from city to city on flat cars. This service was started originally for hauling company trailers but was extended in 1957 and made available to licensed "for hire" truck operators. The growing importance of this type of traffic was recognized in 1957 by the creation of a separate piggyback department. In Western Canada, Canadian Pacific Transport Company has been operating an integrated piggyback service since 1954.

In 1958, Canadian Pacific acquired a controlling interest in Smithsons Holdings Limited, owners of Smith Transport Limited, largest trucking company in Canada, whose highway-transport operations and affiliations extend in Eastern Canada from Nova Scotia to Manitoba. In Western Canada, Canadian Pacific Transport Co., a wholly-owned subsidiary of the CPR, has operated highway-trucking services since 1947.

A new conception in the world of transportation is Canadian Pacific's Merchandise Services.

Started in 1959 on Canada's West Coast, this new service provides for the integrated handling of less-than-carload freight, truck and express operations under one management.

The first main Merchandise Services terminal, constructed in Vancouver, western terminus of Canadian Pacific's transcontinental railway line, went into operation in 1959. This specially-equipped structure, built at a cost of \$840,000, became the prototype of other large terminals since constructed at Calgary and Edmonton in Alberta and at Regina, Saskatchewan. A new Merchandise Services terminal for Winnipeg, Manitoba, costing more than \$1 million, is now under construction and will be operating late in 1963.

Automatic teletype-recorder car-tracing systems have been installed to record the flow and improve efficiency of freight train movements over busy sections of the line.

Canadian Pacific's application of integrated data processing (IDP) is more extensive than that of any other railway in the world. IDP involves collecting data from widely-separated points and transmitting it to a central location where the large electronic processing units are installed. Canadian Pacific's unit - the IBM 705 - began operation early in 1957.

Since then, the IBM 705 Model I has been replaced by the Model II and Model III 705's and on September 23, 1961, Canadian Pacific took delivery of the IBM 7080 electronic computer and related components.

The most powerful commercial computer in the world and the first of its kind outside the United States, the IBM 7080 gives Canadian Pacific the most advanced data-processing installation in the transportation field.

Not only are great benefits and economies being derived from the simpler processing of paper work, but a vast amount of new information useful in managerial decisions is available at speeds hitherto impossible - all of which play an integral role in the more efficient and economic operation of business, and service to customers.

Steamship Service

In ocean travel the company had its first "Empresses" operating on the Pacific travel lanes as early as 1892. When the Second World War broke out in 1939, Canadian Pacific provided the British Admiralty with 18 ocean steamers, a total gross tonnage of 324,738, of which 10 were lost.

Since the war, Canadian Pacific has had constructed three passenger liners for the Atlantic service. The "Empress of Britain" was placed in service in the spring of 1956, and her sister ship, the "Empress of England", entered transatlantic service in April 1957. Specially designed for the Canada-Britain service, the "Britain" and "England", both of 25,500-tons, have accommodation for 150 first-class and 900 tourist passengers, while the 27,300-ton flagship "Empress of Canada" has 192 first-class and 856 tourist passengers. The "Canada" entered the service in April 1961. An expanded programme of cruises to the Caribbean and the Mediterranean during the winter months by these ships has been in effect in recent years.

Canadian Pacific has a fleet of six "Beaver" class fast freight ships operating between Canada, Britain and continental ports. They consist of the 10,000-ton vessels "Beavercove" and "Beaverglen", and the 6,000-ton vessels - "Beaverfir", "Beaverelm", "Beaverpine" and "Beaverash".

In anticipation of the opening of the St. Lawrence Seaway, the company started a transatlantic-Great Lakes freight service in 1957 and, by 1959, had four vessels under charter. During 1961 and 1962, CPS chartered six vessels for this service.

Canadian Pacific's British Columbia coast steamship service operates on the Pacific coast, between Nanaimo, Vancouver Island, and Vancouver, also serving Victoria, Seattle and Alaska. Canadian Pacific also operates cargo and passenger ships on the Great Lakes and on the Bay of Fundy between Saint John, New Brunswick, and Digby, Nova Scotia.

Air Service

Canadian Pacific Airlines was formed in 1942 through the amalgamation of ten smaller Canadian airlines, which were experiencing operational difficulty owing to excessive competition and lack of capital.

Canadian Pacific now operates some 7,000 miles of domestic air routes, including the Vancouver, Winnipeg, Toronto, Montreal transcontinental service established in 1959, and a north-south network serving Canada's rapidly expanding Northwest, and more than 40,600 miles of international routes.

The international service began in 1949 when Canadian Pacific planes started flying between Vancouver and Japan and China, and Vancouver and Australia and New Zealand via Hawaii.

The Orient service now connects with the airline's South American service at Vancouver and Calgary to Mexico City, Lima, Santiago, and Buenos Aires. During 1962 a direct service was inaugurated between Calgary and Mexico City. Canadian Pacific also operates a service from Vancouver to Amsterdam via Calgary and Edmonton called the "Polar Route".

Another CPA international route extends from Mexico City through Windsor, Toronto, and Montreal to Lisbon, and Rome.

Hotels and Resorts

Canadian Pacific maintains a large chain of hotels and summer resorts across Canada. The Royal York in Toronto is the largest hotel in the British Commonwealth. An air-conditioned 400-room addition, completed in 1959, brings its capacity to 1,600 rooms and adds outstanding convention facilities to provide for the needs of an expanding nation.

The Chateau Frontenac in Quebec City was the site of two wartime Roosevelt-Churchill conferences, and also played host to King George VI and Queen Elizabeth during their Canadian tour in 1939 and to Queen Elizabeth and the Duke of Edinburgh during their Canadian visit in 1951.

Other hotels include: the Cornwallis Inn and Digby Pines in Nova Scotia; the Algonquin, St. Andrews, N.B.; the Royal Alexandra at Winnipeg; the Saskatchewan at Regina and the Palliser at Calgary, where major modernization projects are now approaching completion; Banff Springs and Chateau Lake Louise in the Rockies; and the Empress Hotel at Victoria, B.C., where a 100-room motor lodge was opened in 1961.

Telecommunication Service

Canadian Pacific maintains its own telecommunications services. Telegraph lines were built at the same time as the railway itself was pushing across the nation, and world-wide connections are now established. The growth of the communications facilities has kept pace with that of the railway and of the country itself, and the original telegraph service has been extended to include television, radio, teletype, Telex and telephone. The system comprises some 200,000 miles of facilities.

Early in 1962, construction started on a \$36-million general communications micro-wave network between Montreal and Vancouver. The 3,000-mile network, jointly owned and operated by the Canadian Pacific and Canadian National telecommunications services, provides high-quality, high-capacity circuits for use by Canadian business.

Express Service

World-wide transportation and financial service is offered by the Canadian Pacific Express Company, which operates land, sea and air services in Canada and abroad. The organization includes almost 6,000 offices and correspondents throughout the world.

Fuel Service

In January 1958, the company announced the formation of Canadian Pacific Oil and Gas Limited, with power to engage in the exploration and development of oil, gas and other mineral resources. These resources include mineral rights in some 12.8 million acres in the Prairie Provinces, and these mineral rights include oil and gas in the majority of the lands.

Investment Service

In September 1962, Canadian Pacific announced the incorporation of a new subsidiary, Canadian Pacific Investments Limited, to carry on the business of an investment and holding company.

Its activities are limited to holding shares and other securities of companies in which Canadian Pacific has an interest, particularly those companies carrying on the development of natural resources.

The new company was formed to consolidate some Canadian Pacific non-transportation investments to simplify administration, in keeping with Canadian Pacific's policy of diversification.

In 1957, the company was reorganized and the name changed to American Telephone and Telegraph Company. The company is a public utility and is regulated by the Federal Communications Commission. It provides long distance telephone service and is one of the largest telephone companies in the world.

The company's headquarters are located in New York City. It has a long history of providing reliable telephone service to its customers. The company is a member of the Bell System and is one of the largest companies in the world.

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