Quebec Province and the Canadian Pacific
The EDITH and LORNE PIERCE COLLECTION of CANADIANA

Queen’s University at Kingston
A Few of the ships of the Canadian Pacific Trans-Atlantic Fleet plying the St. Lawrence Route
THE STORY of the PROVINCE of QUEBEC AND THE CANADIAN PACIFIC

The Vision of the Early Pioneers of the Ancient Province Becomes a Reality in the Building and Development of Canada’s Great Transcontinental Railroad

THE inspiration which led to the earliest exploration of the continent of North America and especially of Canada, arose in what is now the Province of Quebec. The impulse which subsequently consolidated the Canadian territories thus discovered into one great national entity also arose mainly in the Province of Quebec. The French explorers, pressing sunward from Montreal, Quebec and Trois Rivières in search of the unknown Western Sea, and the Scottish-Canadian fur-trading explorers, with headquarters in Montreal, who followed them, blazed the trail. It remained for a railway company formed in the Province of Quebec, with its headquarters in Montreal, to convert that trail into a steel road which halted only on that Western Sea and drew those vast spaces into the united whole which is Canada.

Later, that railway company, playing a leading part in the development of the West, helped to create prosperity of which this province has reaped much of the benefit.

The railway company referred to, whose fortunes were and are so intimately associated with the Province of Quebec, is the Canadian Pacific.

It is our purpose here to tell something of this epic, in which romance more brilliant than any fiction conceivable by the most imaginative story-teller is blended with an almost unbelievable record of swift material progress on a gigantic scale.

The statement that the main line of the Canadian Pacific is built in the very track of the early explorers of the Canadian West is no idle straining after picturesque effect, as is easily seen by a glance through history. In 1611, Etienne Brulé, paddling up the Ottawa in his great birch canoe, crossed to Lake Nipissing and thence swept down French River to Lake Huron—the first white man known to look upon that virgin wilderness. In 1613-1615 Champlain followed Brulé’s trail. In 1661 Radisson and Chouart (Sleur des Groseilliers), tracing Champlain’s route, extended the trail as far as the northwestern end of Lake Superior—known to us to-day as the ‘head of the lakes’—on their northward journey to Hudson Bay—some say that they even went to Lake Winnipeg. De la Noue, setting out from Montreal, built a post at Kaministiquia in 1717 as a base for the long-contemplated march to the western coast. Joseph La France appears to have pushed on beyond that post to Lake Winnipeg in 1740. In 1731 La Verendrye and his sons, greatest of all seekers of the sunset sea, whose early associations with Trois Rivières render that town immortal, left Montreal to begin the long series of explorations which carried on the trail to the site of the present Winnipeg and Portage La Prairie, and reached the Rockies on a line south of the present main line of the Canadian Pacific.

In the closing years of the 18th Century and opening years of the 19th, Scottish-Canadian fur-traders, especially those of the North-West Company, setting out originally from Montreal, men like the Alexander Henrys, Harmon and David Thompson, completed the blazing of the trail, so that but for a pass or two in the Rockies, to be discovered later on at great hazard by James Hector, Sandford Fleming and Major Rogers, it lay ready for the coming railroad builders. Three-quarters of a century passed. Then on that trail from Montreal, by the Ottawa, and skirting the shores of Lake Nipissing, through the wilderness north of Lake Superior to the ‘head of the lakes,’ past Kaministiquia to Winnipeg and Portage La Prairie, and on across the great plains, through the mountains to the Western Sea, the railroad builders set their rails. And to-day the greyhounds of the Canadian Pacific tear over that line which follows the path of Brulé, Champlain, Radisson, Chouart, De La Noue, La France, La Verendrye and the fur-traders, from Montreal in their mother province, to halt at last upon the shores of the ocean which the first adventurers sought.

Thus the Canadian Pacific consolidates the work the explorers began and the Province of Quebec stands as mother of them all. A proud record and a great part for one province to play in the high task of nation-building!

THE PROVINCE A CENTURY AGO

The period which lay between the blazing of the last tree upon that truly national trail and the turning of the first sod by the railroad builders was not one of great commercial expansion in Canada, but it was one of progress and of vast intellectual activity, all tending towards that national ideal which eventually found its expression in Confederation and the subsequent construction of a line whose purpose was to bind the provinces together. In order to appreciate the changes which came afterwards, it is necessary to know something of the situation in Canada, and especially in the Province of Quebec, before the line was built.

In the opening years of the last century, almost all the trade of Canada with the outside world flowed to and fro along the St. Lawrence route. There were no railways, so that hauls from the interior of the country to the ports of the present Maritime Provinces or to any points in the United States other than those along the international boundary were out of the question. Hence the St. Lawrence route
had no serious rival whatever and the two chief ports of that route, Montreal and Quebec, were supreme.

Of these ports, Quebec was then much the more important. This was partly due to the shallowness of the river above Trois Rivières. It was not until the Fifties and later that the deepening of the ship channel to Montreal relegated Quebec to second place. Of this change more will be said in due course. The lumber trade of Quebec was of immense importance in the early days of the century. It, too, declined, when the manufacture of sawn lumber in Canada checked the flow of square timber from the Ontario timber limits and the Gatineau via the St. Lawrence to the mills of the United Kingdom, a flow upon which Quebec's prosperity at that time largely depended. To take care of this great overseas lumber trade, Quebec, in those days, built many fine wooden ships, a fact which added to her prosperity. But the decline of the lumber trade and the advent of steamships brought with it the decline of the shipbuilding industry, and the deepened channel, permitting vessels which had hitherto been able to ascend the river only as far as Quebec, to go to Montreal, provided, as already stated, the additional impetus necessary to swing the balance in favour of Montreal, which, till then, had known nothing but a little export trade in grain and flour.

Quebec, then, was Canada's leading port one hundred years ago. At the time when David Thompson and his confères were beating out the last stage of the trans-continental trail, which is the logical point at which to begin this review of conditions preceding the building of the Canadian Pacific, her lumber trade was in its infancy, but her shipbuilding industry, which had been going on since 1787, had already reached importance. In 1811, for example, a year coinciding fairly closely with those final trailblazing activities in the far West, 54 ships, totalling 13,691 gross tons, were constructed at Quebec.

Montreal, though not then a great port, for reasons already indicated, was still an important point, with a population approximately equal to that of Quebec, about 16,000. The old fortifications of the French Régime, though long since fallen into disuse, were still standing, and the majority of Montreal's citizens were still crammed within their limits. As in Quebec, the streets were still excess-
ively narrow, and, again as in Quebec, there were no gas nor water works.

But signs of progress were not wanting. Two years before, in 1809, for example, when Quebec's Board of Trade was founded, an event of far-reaching significance in the commercial history of the province had occurred. Though Quebec was by far the more important shipbuilding community, Montreal had also for some years past been engaged in that industry, the chief builders being David Munn and Robert Hunter, who turned out vessels of from 200 to 600 gross tons. In 1809, the first steamboat to run between Quebec and Montreal, the 'Accommodation,' pride of her owners, John Molson and Sons, early representatives of a name which is still a household word in Canada, was launched at the latter city. The new era thereupon began.

THE PRE-RAILWAY ERA

True, it did not come to a head quickly. Fifteen years later, that is, in 1824, just one century ago, there were only two wharves at Montreal, one opposite the present offices of the Harbor Board and one between it and the present Customs House. The draught of the river was only 11 feet at low tide. Two stone windmills on Windmill Point, now crowded with sheds and other buildings, represented industrial progress west of McGill Street. The roadways on the river bank sloped to the water's edge, children played on the long beach, and an unbroken line of trees and shrubberies extended beyond Maisonneuve, where powerful locomotives now haul merchandise from 15,000 ton vessels to the terminals of the Canadian Pacific!

But in the following year came another epoch-marking event, the opening of the Lachine Canal. The citizens of Montreal, who, in anticipation of great benefits to follow the canal opening, had formed their Board of Trade in 1822, now prepared a great petition requesting that the ship channel be deepened to 16 feet, and in the year 1826 this petition was duly presented to the Legislature by Mr. (afterwards the Hon.) James Leslie. In 1830 the Government in some measure acceded to their request by appointing the Montreal Harbor Commission, of three members, the Hon. Geo. Moffatt, Mr. Jules Quesnel and Captain Robert Piper, R.E., with authority to make certain improvements.

Some account of the first works constructed by the Commissioners is interesting. They included a revetment wall, wharves, ramps, slips for boats, and a bridge to what was then called Oyster Island, the principal wharf. The appropriation for the first three years was $4,000! One smiles when one compares this with the great sums now spent annually on Montreal Harbor, but it is as well to remember that heavier expenditures were not then justified, as the entire shipping trade of Montreal for a season at that time was so small that one or two large vessels of the modern era could have carried it all with ease.

But what is this, in 1833? Here is an event which is of equal, if not of more, importance. Many Canadians do not know, and others have forgotten, that the first ship to cross the Atlantic by steam power alone was built in Quebec, engineered in Montreal and safely navigated to England from a Canadian port (Pictou, Nova Scotia) by Canadians. This was the 'Royal William' and she crossed in 1833. They did not know it, but it is a fact that when the carpenters of Quebec drove home the nails of that gallant vessel they not only ushered in a new epoch in world history, but also drove home the nailing in the coffin of Quebec's shipbuilding industry and old-time lumber trade, however far off their decline might be.

In 1836 Montreal as a port had grown to the extent of importing goods that year to the value of £1,446,239, 13s. 8d. Things looked very rosy then, for was that not also the year when the enterprising people of the Province of Quebec opened the first railway in Canada, the Champlain and St. Lawrence, running from La Prairie to St. Johns, the pioneer representative of the new invention which was yet to revolutionize transportation, an invention just as telling as the steamboat?

The records now yield up isolated facts which are of interest mainly in their indications of progress: 1840, 26,561 gross tons of shipping built in the city
of Quebec; 1843, the launching, at Montreal, of the first iron steamship built in Canada; 1848, the opening to navigation of the St. Lawrence canals; 1852, the arrival at Quebec of Lloyd’s surveyor, whose expert knowledge was to add so much to Quebec’s ability to construct fine vessels—these are instances. In this last year, 1852, we find that Montreal’s population, 57,715, exceeded that of Quebec, 42,052, and despite the terrible outbreak of typhus, the city was responsible for 25,000 deaths, the population of the province was also steadily increasing. So we arrive at the year 1853, in which the first chapter of the province’s modern development truly begins. For it was in 1853 that the ship channel to Montreal was deepened to 15 feet 2 inches, that the first ocean steamship sailed up the St. Lawrence and that the Montreal Ocean Steamship Company, afterwards the Allan Line, was established.

Great as the two former events were, they are entirely overshadowed by the third. Upon this last some detail may be given, not only because the Allan Line was to prove of so much importance to Montreal, Quebec, this province and Canada, but also because, through its ultimate absorption of the line, the Canadian Pacific steamship service is linked with the pioneer steamship line of this Dominion.

THE ALLAN LINE

Some eighteen years prior to the founding of the Montreal Ocean Steamship Company, Captain Alexander Allan had sailed up the St. Lawrence to Montreal in his brig ‘Favourite.’ He was accompanied by his son, Hugh, a lad of 17, later to be famous as Sir Hugh Allan. In 1831 Hugh joined the firm of Messrs. Millar, Edmonstone and Co., ship owners and builders, whose fast 350-ton sailing vessels often arrived at Montreal from sea with ice-blocks round their bows as early as the 15th of April. In 1835 the young man became a partner, and four years later his brother Andrew was also taken into partnership. When in 1835 the ‘Genova,’ the first ocean steamship to reach the port, arrived in Montreal, Hugh saw that the time had come when a Canadian ocean-going line might be profitably established. He solicited the support of several wealthy men and the Montreal Ocean Steamship Company was born.

In 1856, the ‘Canadian,’ a great ship in her day, with a speed of eleven knots, and costing about $250,000, the ‘Indian,’ the ‘Anglo-Saxon,’ and the ‘North American,’ of the Montreal Ocean Steamship Company, began the first regular fortnightly steamship service inaugurated in Canada. The Government paid the Allans an annual mail subsidy of $120,000, and in 1858 increased the subsidy to $208,000, when four new vessels were added, inaugurating a weekly service. The credit panic of 1857 made itself felt on Montreal trade in 1859, and an incredible number of losses in the Allan fleet, through incompetent pilots, poor lighting on the river, and so on, severely affected the company. But the brothers, aided by a doubled mail subsidy, stuck it out with real courage, and by 1872 had weathered the storm and were firmly established.

The zenith of the Quebec lumber trade was reached in the Sixties, it being then comparatively common for 1,800 ships to sail to and from the port on this trade annually. The decline of shipbuilding had begun, however, despite the somewhat imposing figures for 1863, and the next fifteen years were to witness its almost total extinction.

By far the greatest event of 1864 was, of course, the Quebec conference on Confederation, which foreshadowed the construction of the Canadian Pacific and to which fuller allusion will be made elsewhere. Three years later came Confederation itself.

During the thirteen years following, the battles which ultimately culminated in the signing of a contract for the construction of the Canadian Pacific were fought and won. To realize the vast development which succeeded the construction of that road, it is necessary to sum up the position of Quebec in 1881, when the first sod was turned.

QUEBEC IN 1881

The population of the province had by that time reached 1,359,027, an increase of 167,513 for the period. Imports were valued at $51,071,013, or $20,130,672 more than in 1869, an increase of approximately 40 per cent. Exports totalled $48,965,087 in value, or $20,741,819 more than in 1869, an increase of about 60 per cent. The ports of the province recorded the arrival or departure of vessels totalling 3,225,274 gross tons, a very considerable increase of 978,383 gross tons over the figures for 1869. Montreal and Quebec had also grown substantially, the former’s population now totalling 155,238, or approximately 55,000, some 50 per cent., more than in 1867, while the latter’s totalled 62,446, approximately 5,000, or slightly over 10 per cent., more than it had been in the year of Confederation.

Later, it will be our purpose to show how enormously the Province of Quebec has expanded beyond the limits of 1881, and to point out the influence which the Canadian Pacific has wielded in this expansion.

The progress of the province has now been traced from the era of Thompson and his associates, who marked out, in most particulars, the last stage of the route to be followed by the Canadian Pacific, to the point where the Canadian Pacific itself is about to appear upon the stage. There were times, in that long period of years, when the faith of many Canadians must have wavered. Yet the great majority remained confident. Newton Bosworth, F.R.A.S., writing of Montreal in 1839, long before expansion on a large scale had begun, had said: ‘Placed at the head of the navigation of the St. Lawrence for sea-going vessels, it (Montreal) has ever been, and must continue, an important place of commerce. Even if the magnificent idea should ever be realized of forming a channel for ships up to Lake Huron, it must still secure a large share of commercial activity.’ The national vision of such men as D’Arcy McGee, who, many years prior to Confederation, saw the Dominion bound like the shield of Achilles by the oceans, has been recorded in history.

And so the phase which followed the trail-blazers closes and the phase of the trail-builders begins. The adventurers of old Quebec have nobly cleared the way. The people of old Quebec have responded to the summons thrown back from the beckoning skyline by those great pioneers. It remains for old Quebec to give birth to the Canadian Pacific, which will consolidate the trail.

BIRTH OF THE CANADIAN PACIFIC

For many years now, the necessity of adequate transportation as the vital factor in the upbuilding of a powerful confederation of British states or
colonies in North America had been as clearly foreseen as had been the importance of such transportation to the development of the individual provinces. A route to the Pacific by water had been suggested as early as 1829. In 1840 Carmichael Smyth advocated the building by convict labor of a railroad from Halifax to the Pacific. Two years later Joseph Howe prophesied that many then alive would travel by train to the Western coast in five or six days. In the same year Allan McDougall published a pamphlet called 'A Railroad from Lake Superior to the Pacific. The shortest, cheapest, and safest communication for Europe with Asia.' McDougall’s appreciation of the importance of the project is well shown by this title. He made an endeavor to form a company to construct the road, and the ensuing years witnessed many other such attempts. But the time was not then ripe, though the railroad continued to be one of the most discussed and most vital national issues before the country.

In 1857 the first practical step was taken when the Imperial Government commissioned Captain Palliser to survey a route for a transcontinental railway across British North America. Palliser spent four years on the task, and one of his followers, Dr. (later Sir James) Hector, discovered the Kicking Horse Pass, through which the Canadian Pacific now runs. Nevertheless, Palliser reported that the choice of the 49th parallel as Canada’s boundary had made a British transcontinental line in North America an impossibility.

'It remained for Sandford Fleming, of the Canadian Pacific, 'to achieve this impossibility.'

What one might call ‘the Canadian Pacific idea’ was finally brought to a head by the Quebec conference on Confederation in 1864, to which allusion has already been made. The resolutions of the conference included a statement that ‘the communications with the North-Western Territory and the improvements required for the development of the trade of the great West with the seaboard’—how clearly the fathers of our country foresaw the future relations of East with West!—‘are regarded as... subjects of the highest importance to the federated Provinces and shall be prosecuted at the earliest possible period the state of the finances will admit.’

**THE CRADLE OF THE CANADIAN PACIFIC**

As Sir Etienne Taché, who presided, and who, with the notable co-operation of Sir George Cartier and others of the province, fought the battles of the future transcontinental for many years, was, of course, among the great leaders of Quebec, and as the conference which crystallized the issue was held in the city of Quebec, it is hardly too much to say that the honor of having cradled not only the great Dominion but her great national transcontinental belongs to old New France.

The Province of Quebec, moreover, has other titles to that claim. Leaving aside for the moment...
the fact that the Canadian Pacific Railway Company, when finally incorporated, was formed by her citizens and within her boundaries, one still finds many indications that she was ever foremost in the fight for better railways. The first railroad in Canada, already mentioned, the Champlain and St. Lawrence, was a Quebec road. The first railroad ever projected in Canada, the St. Andrew's and Quebec, later to form part of the Canadian Pacific and give the latter its place in this country's earliest railway history, was largely a conception of the city of Quebec. The railway policy of the Provincial Government included the granting of subsidies, during the period 1869, when the first was voted, to 1913, when they ceased to be required, amounting finally to $26,611,078.37. These facts speak for themselves.

It is unnecessary here to enter into a description of the events following the Quebec conference of 1864 which led up to the signing, in 1880, of the contract authorizing the construction of the Canadian Pacific by the syndicate which built the road. It is sufficient to recall that the Dominion Government attempted to construct this national transcontinental and made so little progress that it was finally compelled to recognize the fallacy of the policy of Government construction and to look to private enterprise for the completion of the task. The Government sought everywhere for this enterprise, turning to the Grand Trunk, among others, but none of these individuals or corporations could see any profit in it. Hence it was that by the time the contract was signed with the syndicate headed by George Stephen, the work for which it stood had become the great national objective of the day, the very fate of the Dominion hanging upon it, on account of the natural insistence of British Columbia that construction begin at once, and the general demands for its completion.

The preliminary surveys were carried out under the direction of Sandford Fleming, afterwards knighted, during the period 1872-1880. The Canadian Pacific contract was signed on October 21st, 1880, a date which thenceforward is significant in British history for more than the victory of Trafalgar. The terms of the contract provided that the Company should build the line within ten years, and in return would receive a grant of $25,000,000 and 25,000,000 acres of land, would be perpetually exempt from all forms of taxation on the railway or capital and exempt for twenty years from taxation on its land. Under the contract, the Dominion Government also turned over to the Company the 713 miles of railroad already constructed or contracted for in the abortive attempts already made to build the line, which consisted of the sections from Selkirk to Lake Superior and from Kamloops to Port Moody. Power was also granted the Company to construct telephones, telegraphs, docks, vessels, elevators and other buildings. The cash subsidy was subsequently increased by $10,000,000 and the land grant reduced by 6,700,000 acres.

The prominence of citizens of the Province of Quebec in this undertaking is indeed remarkable. Among the men who formed the Canadian Pacific Syndicate were George Stephen (afterwards Lord Mount Stephen), President of the Bank of Montreal, who had lived in Montreal since early manhood; R. B. Angus, his cousin, Manager of that bank, and also a Montrealer by adoption; D. J. McIntyre, Manager of the Canada Central Railway,

A Great Moment in Canada's History. Sir Donald A. Smith, afterwards Lord Strathcona, driving the Last Spike of the Canadian Pacific at Craigellachie, B.C., November 7th, 1885
another Montrealer; Hon. J. Cochran, a Quebec cattle dealer; and Donald A. Smith (afterwards Lord Strathcona). From the beginning the headquarters of the Canadian Pacific were in Montreal. The difficulties the Company encountered in its early days were solved chiefly in Montreal and citizens of the Province of Quebec held over one-fifth of the stock and practically all the Canadian allotment of shares at that time.

On February 16th, 1881, the Canadian Pacific contract was approved by Parliament, and on the following day the Syndicate became the Canadian Pacific Railway Company, with George Stephen, President, Duncan McIntyre, Vice-President, R. B. Angus and J. J. Hill forming the Executive Committee. Of the forming of the Company Skelton says: 'An entirely new turn had been given to the situation and the most important chapter in Canada's railway annals, if not her national life, had begun... Probably never in the history of railway building... had the call of the railway brought together in a single enterprise men of such outstanding individuality, of such ability and persistence and destined for success so notable.'

BUILDING THE ROAD

The first sod was turned in May, 1881. On November 7th, 1885, the last spike was driven at Craigellachie. Great obstacles were encountered, natural, financial and political. In 1885 so sorely beset was the Company that its stock for a time sold at only 33 1/3 in London and even lower on this side of the Atlantic. Construction costs, especially in the Rockies and north of Lake Superior, were very heavy. But the determination of the builders did not falter. With George Stephen, that man of "indomitable persistence, unquenchable faith, unyielding honour... one of the greatest of Empire-builders," at the helm, and W. C. (later Sir William) Van Horne, who personified "indomitable courage, tenacity of purpose, breadth of vision, mastery of organization and detail," directing building operations, records in construction were constantly broken. When the last spike was driven in the 4,651 miles of road which represented the entire trackage of the Company at the end of 1885, the plaudits of Queen Victoria, the declaration of a former Governor-General, the Marquis of Lorne, that the achievement was 'a noble work, nobly performed' and the general sentiment of approval which subsequently crystallized into the statement that the Canadian Pacific 'found Canada scarcely a geographical expression and made it a nation,' set the seal of the Empire's approval on the feat these men and their followers accomplished.

On June 28th, 1886—which is another association linking the Province of Quebec with the Canadian Pacific—the first through train left for Vancouver from Montreal. This historically interesting event is so well worthy of more than passing comment that a portion of the account of it appearing in the 'Montreal Gazette' on the following day is quoted:

'When the history of the Dominion comes to be written in the future, the 28th of June, 1886, will be recorded as a remarkable day in the progress of Canada. The great continental railway from the Atlantic to the Pacific may be said to celebrate its premier birthday when the first through train left the Dalhousie Square Station on its long pilgrimage of 2,920 miles through the fertile prairies, the woods primeval and the noble mountains of the broad Dominion to Vancouver on the western coast.

'The event was an important one for the city of Montreal, and the citizens, in organizing a spontaneous demonstration, manifested their high appreciation of the significance of the occasion.

'At 20 o'clock (8 p.m.) the ten cars and engine, which comprise the first all through train, started on its first journey, amidst the cheers of the thousands assembled and the booming of the guns of the Field Battery, which fired fifteen guns outside the depot. Col. Stevenson, with Capt. J. S. Hall, Jr., was in command of the battery.

'The members of the City Council assembled in the City Hall and proceeded in a body to the depot to witness the departure of the train.'
According to the 'Gazette,' the citizens present included Wm. (afterwards Sir William) Whyte, General Superintendent Western Division, W. C. (afterwards Sir William) Van Horne, Vice-President, T. G. (afterwards Lord) Shaughnessy, Assistant General Manager, G. W. Swett, Superintendent, Dining, Sleeping and Parlor Car Department, and George Olds, General Traffic Manager, Canadian Pacific.

Canadian Pacific Expansion

Many years have passed since that first transcontinental, 'swift shuttle of an Empire's loom,' traversed the Dominion, drawing its towns and villages and vast areas into unity on a thread of steel, and the expansion of the Canadian Pacific has exceeded the wildest hopes of the officials who saw the train set out. 'The enlargement of the hoper,' said Sir William Van Horne, 'necessitated a widening of the spout.' After its first five months of operation, the Company owned 7 locomotives, 2 first-class passenger cars, 1 baggage car, 6 box and 40 platform cars. In 1886 it owned 336 locomotives and 7,835 freight cars, and its trackage approximated 3,500 miles. By the end of 1886, its telegraph system embraced 4,525 miles of poles, 14,506 miles of wire and 50 miles of cable, and had handled 567,840 messages in the year. Its fleet then consisted of 3 small lake steamers and some small sailing ships, and its hotels numbered 3, Mount Stephen House at Field, Glacier House at Glacier and Fraser Canyon House at North Bend, all in British Columbia. In 1882, the year when it was first established, the affiliated Dominion Express Company earned a gross revenue of $1,087.11. The gross earnings of the Canadian Pacific for 1886 were $10,081,803, the working expenses $6,378,317 and the net earnings $3,703,486.

Compare these figures with the latest available. At the end of 1923, the Company owned 2,255 locomotives, 2,207 passenger, baggage and colonist cars, 90,542 cattle and freight cars, and its trackage approximated 20,000 miles of which it actually owned some 15,000 miles. Its telegraph system then included 15,000 miles of poles, 125,000 miles of wire and 215 miles of cable, giving service to every point of note in Canada and the United States and to Europe and the Orient, while it handled 65,000 messages during the year. At the end of 1923, its fleet consisted of 83 steamers (28 on the Atlantic, 4 on the Pacific and 51 inland and coastal). It then maintained a chain of 13 palatial hotels across the continent and 12 bungalow camps. The Dominion Express Company in 1923 earned approximately $14,000,000.00. The gross earnings of the Canadian Pacific for 1923 were $195,837,699.61, the working expenses $158,358,079.54 and the net earnings $37,479,010.07.

Forty Years of Progress

The progress of the Province of Quebec, in the forty years which have elapsed since the completion of the Canadian Pacific, has been equally remarkable. In 1901, fifteen years after the driving of the last spike, her population was 1,648,898; in 1921 it was 2,361,199, an increase over 1881 of 1,002,172, or nearly 100 per cent. Her imports in 1901 were valued at $75,716,920, and at $362,495,158 in 1921, the greatest year, from that viewpoint, in Quebec's history, the 1923 imports, valued at $222,478,422, having been roughly worth $140,000,000 less than in 1921, though $171,407,409, some 150 per cent., more than in 1881. The volume of shipping business increased so enormously that in 1920 sea-going vessels totalling 3,136,334 gross tons called at Montreal alone, a figure almost equal to that recorded for the entire province in 1881, and in 1910 the Montreal figure, 6,561,021 gross tons, was more than double that of 1881 for all Quebec ports. The factories of the province, which had produced $104,662,258 worth of goods in 1881, increased this figure to $1,152,127,189 in 1920, $963,939,990, approximately 600 per cent., more than the total for 1881. The value of the province's field crops rose from $47,480,033 in 1901, to $143,051,000 in 1923, $95,570,967, or more than 200 per cent., increase; of her mineral products from $2,960,704 in 1901 to $15,522,988 in 1921 and $18,335,153 in 1922, $15,374,449, or more than 600 per cent., increase; and of her forest products from $18,969,716 in 1901, to $70,773,745 in 1921 and $46,829,316 in 1922, the latter being more than 100 per cent., more than the total for 1901.

Industrial Development

Especially striking in the more recent development of the province has been the enormous expansion of industries dependent on the forests, and of water power. In the pulpwood industry, for example, she easily leads the whole of Canada, her 1920 production having been 974,766 tons, or 320,365 tons more than the quantity produced in that year by her next nearest rival, Ontario. One of her iron mines produces more good pulp than any other mill in the world. As for water power, she has already developed 1,073,883 horsepower, and there is still available for development in the province approximately 15,000,000 horsepower, which she is proceeding to utilize. This work is under the direction of the Quebec Streams Commission. Two important storage dams have been built, one of which, the Gouin, at La Loutre, on the St. Maurice, with a capacity of 160,000,000,- 000 cubic feet, is the largest in the world.

The great progress of the province since the construction of the Canadian Pacific is very largely typified by that of her two chief cities during that time. Admirably sited in sheltered water 400 miles from the sea, the first important port of call on the popular St. Lawrence route, and one of the few ports in the world where the largest ships can dock without assistance, Quebec was bound to grow, and she has grown to an extent which only Montreal can rival. Many cities would have thrown up their hands in surrender at the loss of their chief industries, as Quebec might well have done when her shipbuilding and her timber export trade disappeared. But she courageously set about putting her house in order and has built up her general import and export trade and an enormous boot and shoe industry. Her population, which is to-day 118,950, is nearly double that of 1881. Her imports and exports for 1921 were $26,663,862 and $28,799,768 respectively; while for 1922 they were $16,629,601 and $12,984,029 respectively. Vessels totalling 3,768,214 gross tons, or $42,940 gross tons more than the figure for 1881, visited the port last year. In the 1923 season, she received approximately 6,000,000 bushels of grain at her terminals, and, of this quantity, exported 3,733,927 bushels. She has also developed a great tourist traffic, which draws hundreds of thousands of visitors to enjoy her unrivalled scenic and historic Québec Province and ...
attractions in summer and her extremely well organized sports in winter.

Since Confederation, the Quebec Harbor Commission has done a great deal for the port. The Dominion Government, commencing this work under the later administration of Sir John A. Mac-Donald, has expended a total of $13,000,000 on the harbor of Quebec and its facilities. The Louise docks have accommodation for 22 vessels. The berths for ships of 400 to 500 feet in length number 6 in the wet dock, 4 in the tidal harbor, 4 at the breakwater, 4 at Point-à-Carcy wharves, and 7 on the River St. Charles Basin. The least depth of water at low tide is 28 feet at the wet dock, while the tidal harbor has 30 feet at low tide, the St Charles 35 feet at low tide and the breakwater and Point-à-Carcy wharves 40 feet at low tide.

There is one fire-proof concrete grain elevator, of 2,000,000 bushels capacity. The Harbor Commission operates its own railway, totalling 16 miles of track, and has its own locomotives for handling freight cars. The Quebec terminals of the Canadian Pacific are within the harbor area. Several coaling plants and two oil tanks with pipe lines to all berths take care of the fuel problem for visiting vessels. One 50-ton floating crane and five locomotive cranes, with a lifting capacity up to 38 tons, are available for handling cargo. Two graving docks, one 600 feet long by 62 feet wide at the entrance, and one, 1,150 feet long by 120 feet wide at the entrance, can take the largest ships afloat and have workshops capable of executing all repairs. Sheds equipped with many modern conveniences, having a capacity of 2,000 head, are available to handle the large cattle trade Quebec has recently built up.

**PROGRESS OF MONTREAL**

Remarkable as the expansion of Quebec has been, that of Montreal since the completion of the Canadian Pacific is one of the most wonderful instances of growth in the entire history of this continent. In 1891, five years after the transcontinental line was opened, the vessels entering Montreal totalled only 938,657 gross tons. In 1901, it had risen to 1,453,048 gross tons. In 1921 it was 2,891,956 gross tons. It leaped to 3,932,637 gross tons in 1922 and last year it was 3,728,740 gross tons. The city's exports were valued at $39,344,783 in 1891, $56,220,759 in 1901, $173,016,996 in 1921 and $190,222,570 last year. The value of her imports in 1891 was $48,418,569, $65,632,086 in 1901, $191,379,484 in 1921 and $192,398,207 last year. Words fail one in attempting to comment on such development. Like Quebec, Montreal owes much of this gigantic trade to the excellence of the St. Lawrence route, one of the safest, best marked and most comfortable in the world.

Montreal, to-day, with a population of 850,000, is not only the fifth largest city and second largest port on the continent, but the fifth largest port and the largest inland port in the world. Nearly fifty per cent of Canada's export trade passes through it. A total of $39,000,000 has been spent upon improvements to its port facilities, which include such items as lighthouses, lightships, submarine bell stations, buoys, the dredging of the main channel, the reorganization of the pilotage system and so forth. It has eight and a half miles of fully modern concrete wharves with corrugated iron two-storey sheds on steel foundations. Eighteen 1,000-foot vessels can be berthed in the harbor at one time. Several large privately owned coaling plants are available for replenishing steamers.

Of special equipment worthy of more than passing notice, one may mention the immense floating drydock, the Duke of Connaught, towed across the Atlantic from the Old Country on completion in 1912. It is 600 feet long, 135 feet wide and can
accommodate vessels of 25,000 gross tons. A great warehouse and cold storage plant, 440 feet long, 110 feet wide and 10 storeys high, with a storage capacity of 4,628,000 cubic feet, has been recently completed by the Harbor Commissioners.

For the handling of heavy freight, such as locomotives, boilers and machinery, the port is equipped with a floating crane with a lifting capacity of 75 tons. Twelve floating and locomotive cranes with a lifting capacity from 5 to 15 tons are also operated. The Harbor Terminal Railroad, with which the Canadian Pacific connects, is owned and operated by the Harbor Commission. It is 65 miles in length and serves the entire harbor as well as adjacent factories.

Great as the Port of Montreal undoubtedly is in every respect, it is as a grain port that it excels. For in this respect Montreal leads the world. In 1891, 8,836,594 bushels were shipped through Montreal; 2,333,118 in 1901; 127,356,314 in 1921; 155,000,000 in 1922, and approximately 120,000,000 in 1923.

The port of Montreal has elevator capacity for 12,500,000 bushels of grain and can deal with grain more swiftly and economically than is possible for any other North American port. Elevator No. 1 is the world’s largest seaport elevator, with a storage capacity of 4,000,000 bushels. Elevator No. 2, connected with Elevator No. 1, has a capacity of 2,662,000 bushels. Elevator B has a storage capacity of 3,500,000 bushels. Elevator No. 3, now being constructed, will be ready for operation in 1924. It will have an initial storage capacity of 2,000,000 bushels, capable of extension to 14,000,000 bushels.

In view of all this, one is not surprised to find the proceedings of a recent meeting of the American Society of Port Authorities commenting upon Montreal’s position as follows:—‘Montreal now handles a greater volume in value of business than any port on the American continent with the exception of New York. Think of the compliment implied in that fact. Canada has less than 9,000,000 population. The United States has more than 110,000,000, and yet, with this tremendous advantage in its favor, the United States can only build up one port that handles more business than Montreal.’

Such has been the expansion of the Province of Quebec and its chief cities in recent years. Two questions occur to one in reading this truly remarkable record. The first is: What caused such colossal growth? The second is: What connection has all this with the Canadian Pacific? The answer to one is in reality the answer to both these questions. In the frequent references made in the foregoing to immigration and grain lies a hint of the truth, which is that the growth of the Province of Quebec, and certainly the development of her two leading centres, is very largely due to the growth of the Canadian West, which followed the construction of the Canadian Pacific. And in this growth the Canadian Pacific, which has been one of the leaders, if not the leader, in Western development, can claim, without undue self-assertion, to have played a dominant share.

BUILDING UP THE WEST

Consider the facts. In 1881 the population of the entire Canadian West was but 168,165. In 1921 it was 2,491,350. In 1881 the grain crop of the West was practically negligible. In 1923, according to official estimates, it was 885,872,000 bushels, and it produced 446,570,000 of the 469,761,000 bushels making up Canada’s 1923 wheat crop. These figures are far more eloquent than words.

Now, what has the Canadian Pacific done to develop Western Canada and thus, indirectly, to bring prosperity to the Province of Quebec? Let us first consider immigration to the Canadian West.
Here is what the 'Canada Year Book,' a Government publication, has to say: 'The increased immigration during this period' (1882-1894) 'was due to the opening in 1886 of the new Canadian Pacific Railway and the consequent settlement of the great north-west. Immense activity in railway construction, coupled with a new policy of effective advertising of the agricultural capabilities of Western Canada, marked the opening years of the 20th Century, with the result that from 1903 to 1913' (the period of the most intense activity of the Canadian Pacific), 'broken only by occasional setbacks due to the enforcement of more rigid regulations to exclude the unfit, there was an annually increasing stream of immigrants.'

Again, this publication says: 'The high rate of increase' (in Canada's population in the period 1871-1921) 'has been chiefly due to the settlement of the three Prairie Provinces and, especially since the beginning of the century, of the two new provinces of Saskatchewan and Alberta.' The population of the three Prairie Provinces, in the period 1900-1916, increased from 419,512 to 1,698,220, a ratio of over 404 per cent. From 1867 to 1882, when Canadian Pacific trains began to operate, the yearly highest total immigration was 50,050, attained in 1873. But in 1882, when the line was opened and the colonization publicity campaign of the Company began, it rose to 112,458. It was 133,624 in 1883, 82,165 in 1891, and in 1913, the peak year, 402,432. Since the War it has fallen off, but there are signs of a great revival.

It is impossible to estimate accurately what percentage of the total immigration to Western Canada has been handled by the Canadian Pacific, though it is safe to say that more than half these immigrants were brought in, either directly or indirectly, by the Company. But the Canadian Pacific's contribution towards the development of the West has not stopped there. In the period 1881-1921, it has actually settled 55,000 heads of families on farms embracing no less than 30,000,000 acres, or approximately one-third of the total number of acres settled under the Dominion Government's Free Homestead Scheme. It inaugurated the policy of the 'ready made' farm, at a cost to the Company, to date, of over $2,000,000. Its experimental and demonstration farm at Strathmore, for the assistance of settlers, has cost the Company approximately $975,000 hitherto and has been of incalculable value. Its vast irrigation projects in Southern Alberta, which thus far have cost over $23,000,000 and include the largest single system in North America, have literally transformed 3,000,000 acres in that territory. The Company has erected vast elevators at important points in Western Canada. Last year, it brought thousands of harvesters from Great Britain to reap the record crop. In few words, it is almost impossible to find any phase of agricultural activity which the Canadian Pacific has not fostered. Its expenditure, from 1881 to date, on immigration, colonization and development, has exceeded $60,000,000, which is considerably more than the sum expended on immigration during that period by the Dominion Government.

THE ROMANCE OF GRAIN

But even the immensity of these activities is exceeded by the part the Company has played in hauling the agricultural produce of Western Canada to Montreal, Quebec and other points of export. At no time from 1881 to date has the Canadian Pacific failed to tower over its competitors in the work of grain transportation. In 1882 the Company transported only 3,937,166 bushels of grain. Nevertheless, this included all the Western grain carried Eastward that year. Since then the Canadian Pacific has kept pace with the crop, until in 1923, of the 315,536,108 bushels carried by the railroads during the period between harvest time and the end of the year, the Company transported nearly 60 per cent. or 188,141,675 bushels, smashing
all grain-loading records. It brought down to the head of the lakes 186,000,000 bushels during the season—a quantity equal to the total volume of grain moved by all the railways of the United States in the same time to the terminals at Minneapolis, Chicago and Duluth.

From these figures, some conception may be gained of what the Canadian Pacific has meant to the grain trade of Montreal and Quebec and the Province of Quebec generally.

Hitherto we have dealt only with the influence of the Canadian Pacific in building the province through the medium of its work in the West. Turning now to its work within the province, we find an equally impressive record.

While the Company was building the road from Callender, on Lake Nipissing, to the Pacific, its easterly expansion was also in progress. From the beginning, the Company had been empowered to acquire the Canadá Central, which ran from Ottawa via Pembroke, and to Levis, and which, it will be recalled, was controlled by a Canadian Pacific director, D. J. McIntyre. The Company was also empowered to acquire connections with the Atlantic.

**EXPANSION IN QUEBEC**

The upbuilding of the Company's system in the Province of Quebec was a piecemeal business covering many years, though carried out systematically, with a concerted plan in mind. In 1882, the Montreal Northern Colonization was sold to the Company, and in the western, or Montreal-Ottawa, division of the Quebec, Montreal, Ottawa, and Occidental Railway, which had been begun as private enterprises and subsequently taken over by the Provincial Government. By this purchase, the Company acquired the main line from Montreal to Aylmer, the branch and bridge to Ottawa, and the branch to St. Jerome. In 1884, a majority of the shares in the St. Lawrence and Ottawa were acquired. The lease, in 1884, of the Ontario and Quebec gave the Company access to important ports and connections, additional facilities in Montreal, and the right to build the St. Lawrence (Lachine) bridge. In 1885, the North Shore, or eastern section, of the Quebec, Montreal, Ottawa and Occidental, connecting Montreal with Quebec, was purchased. In 1886, the St. Lawrence bridge was commenced. The Atlantic and North-West, giving the Company power to build a line to the Atlantic from any port on Lake Superior, was taken over on perpetual lease, and telegraphic communication was opened between the important towns of Quebec and Ontario.

The International Railway Company (running Lennoxville-Megantic—the international boundary) was also leased in that year. In 1887 the Company took over control, on the owners' account, of the South-Eastern, which included the lines Stanbridge to St. Guillaume, Drummondville to Enlauga, and West Farnham (now Brookport) to Newport. The St. Lawrence bridge was completed that year, a line thence to Farnham was also completed, and the line then to Smiths Falls to connect with the Atlantic and North-West in Montreal. The Montreal freight terminals were greatly improved in 1888 and telegraphic communication was established with the Pacific Coast.

The Montreal and Ottawa was acquired in 1892, and an Ottawa to Montreal (the present south shore) line completed six years later. In 1902, the Ottawa, Northern and Western was leased, including the Hull Junction-Maniwaki, Hull-Aylmer, Hull-Ottawa and Alymer-Waltham lines. The Orford Mountain, which connected the Montreal-St. John line with the Newport or Boston lines at Troy Junction, was acquired in 1909; the St. Maurice Valley-Tros Rivieres to Grandmere—in 1910; the Cap de Madeleine—Piles Junction, Cap de Madeleine—in 1912; and the Quebec Central, affording two lines from Levis, one to Sherbrooke and one to Megantic, also in 1912. A branch from Valley Junction to St. Sabine and English Lake (now Lac Frontier) was built in 1915-1918. The Glengarry and Stormont Railway—St. Polycarpes Junction to Cornwall—was acquired in 1915. The Scotts Junction-Diamond Junction branch, giving improved access to the New Palais Station at Quebec, was built in 1920-1921. And finally, in 1921-1923, the Kipawa to Des Quinze River, with a branch to Ville Marie, was constructed.

The expansion of the Company's telegraphs in the province has been very extensive. In 1886, when the commercial telegraph service was opened in Quebec itself, there were approximately 700 miles of poles and 2,500 miles of wire. To-day there are 1,291 miles of poles and 8,300 miles of wire. In 1886, the mileage of underground cable conductors was nil. In 1924, it was 189, with 4 miles of submarine cable conductors. In 1886 there were approximately 50 employees connected with the Company's telegraphs in Quebec. To-day there are 300.

No account of the Canadian Pacific in the Province of Quebec would be complete without some details of the establishments it maintains or has maintained within the province. Its first headquarters were in the old City Bank (now the Royal Trust) Building, on the corner of Place d'Armes Hill and St. James St., Montreal. A year or two later they were moved to the Thomas May's Building. In 1881, when they were opened, the entire headquarters numbered only 30 or 40 employees, these devoted individuals performing the duties which, owing to the enormous growth of the Company, now require the attentions of some 3,000.

The Hochelaga Station, acquired when the Montreal Northern Colonization was purchased, was the Company's first passenger station in Montreal. This station is still in existence, though it dropped out of the scheme of things, as far as passenger traffic is concerned, many years ago. The first Canadian Pacific station in Quebec City was the old Palais, then the terminus of the North Shore Line.

The Quebec Ticket Office Building was erected in 1880, at a cost of about $37,000, before the Canadian Pacific was founded. In 1883, the Company's first shops, at Hochelaga, were built. These shops constructed locomotives and passenger cars, and their establishment at this date is evidence of the early determination of the Canadian Pacific executive to make their organization in all respects self-supporting.

The original Windsor St. station, five and six storeys high, was built in 1886 and occupied shortly afterwards by headquarters. The cost of this erection, which was of stone, was $300,000. The Osborne St. wing, five storeys high, was added in 1900, at a cost of $320,000. In 1906, there were further extensions, of concrete, two storeys in height, and costing $142,000. In 1910, the power house at
Westward ho! The Trans-Canada Limited, Crack Train of the Canadian Pacific, Leaving Windsor St. Station, Montreal

the corner of Mountain and St. Antoine Sts. was built at a cost of $75,000. Two years later, the St. Antoine St. office wing, eight storeys, the tower, fifteen storeys, and the waiting room, five storeys, all of stone and involving an expenditure of $1,572,000, were built, and the following year witnessed the erection of the $850,000 concourse and train sheds. In 1922, the Osborne St. wing was again extended at a cost of $180,000, to provide offices for the steamship and other departments.

WINDSOR ST. STATION

In designing the new Windsor St. station the architects had to keep in mind the necessity of planning a structure which would not only favorably impress the new arrival from Europe, who is apt to judge the country by such things as the first big station he sets eyes on, but which would also provide head offices worthy of a gigantic transportation system. They did not fail. This huge grey castellated building is dignified and handsome.

Some further facts about Windsor St. station, in view of its importance to the Company, are interesting. The top of the great tower is 225 feet above the St. Antoine St. level. The building covers a large city block. Its floor space, exclusive of train sheds, approximates 102,000 square feet in area. The interior is of marble. The train shed, which covers 11 tracks, is over 1,000 feet long. The public rooms include a nursery, barber shops, bathrooms, parcel room, information bureau, telephone and telegraph offices, dining room, restaurant, and immense waiting rooms and concourse. Approximately 325 offices, dealing with every phase of the Company’s activities and including the offices of the chief executives, are housed in the floors above.

The St. Lawrence, or Lachine bridge, built in 1886-7, the finest maintained in the province by the Canadian Pacific, was a single-track structure and, when erected, considered an outstanding example of advanced bridge design. It had three 80-foot deck girders, one 120-foot deck truss span, eight 240-foot deck trusses, two 270-foot flanking spans and two channel spans each 408 feet long. When, in recent years, traffic on the Farnham sub-division so increased as to demand double tracking of this bridge, a number of unusual engineering problems arose, which were made more difficult by the necessity of keeping the bridge open to traffic while the work went on. But the Company’s experts solved all these problems and the old single-track structure was replaced by two parallel single-track bridges designed for much heavier loading.

THE CHATEAU FRONTENAC

In 1894, the Chateau Frontenac, at Quebec, was erected. As then built, it consisted of six storeys. Since that time it has been very greatly enlarged, as a six-storey extension was added in 1904, a seven- and nine-storey extension (to the Mount Carmel wing) in 1906, and another six-storey extension in 1915, while a portion of the building damaged by fire was rebuilt in 1916. Finally, great additions, including a gigantic eighteen-storey tower, were begun in 1920 and are now practically completed. These latter additions bring the number of rooms in the hotel up to 700, more than double the former capacity.

The remodelled Chateau Frontenac is undoubtedly one of the finest hotels on the continent. Designed on the lines of a 17th century French chateau, and set like an eagle’s nest on the towering heights at the very spot where the castle of the Governor once stood, it harmonizes perfectly with the historic atmosphere of Quebec. Always noted as the centre of the city’s summer tourist and winter sports activities, it is now in a position to render visitors even better service than formerly.

In 1897, the combined Place Viger Hotel and Station at Montreal was erected. The building
cost $450,000, and was a four- and five-storey structure of stone and brick, with a seven-storey tower.

The Company's 1900 programme included the erection of the eight-storey stone and brick Telegraph Building in Montreal costing just under $400,000. Three years later the enormous Angus Shops were established at Montreal. They then included some 31 buildings, and cost $2,250,000. Since that time, extensions in 1908, 1912, 1913, 1918 and 1920 have increased the total cost of the shops, exclusive of tracks and most of the machinery, to approximately $4,000,000. The establishment, broadly speaking, is divided into shops devoted exclusively to car works, shops for locomotive construction and repairs and shops common to both these departments, is equipped with machinery of the finest and most modern type and is capable of building one complete freight train and one complete passenger train every day. When fully manned, the shops give employment to 9,000 persons, no small proportion of the population of Montreal.

The present two-storey concrete Place Viger station was built in 1911 and in the following year alterations, including the remodelling of the former station and its conversion to hotel use, were carried out.

The Lachine canal swing bridge, replacing a single-track structure built in 1887, was erected in 1913 at the time of the Montreal-Brigham Junction double-tracking operations, is of a remarkable type and was constructed with remarkable speed—in 20 weeks, to be exact. In 1915, the Quebec freight office building and sheds, one and two stores in height, were erected at a cost of $114,000. There are two sheds, one for inbound and one for outbound freight, having a floor space of 30,000 and 12,000 square feet respectively.

The new Palais station was built at Quebec in 1916, near the old station, at the foot of Palace Hill. Costing $335,000—$365,000 if one includes the power house—it is a one- and two-storey structure of stone and brick with concrete foundations. This station, designed in a similar style to that of the Chateau Frontenac, is undoubtedly one of the most beautiful on the continent, especially in its appropriate interior decorations.

The Canadian Pacific terminals at Montreal are extremely impressive both for extent and activity. There are over 20 stations, yards and terminals almost completely encircling the city. At Glen Yard are the passenger-coach storage and repair depots, and the sleeping and dining car depot, which sends out an average of 500 buffet and dining cars a month and is believed to be the largest of its kind in North America. The Angus Shops, Place Viger and Windsor Street stations have already been described. Sortin handles westbound freight trains and holds export freight pending the arrival of ships to take it. St. Luc Junction is a busy sorting yard. At Outremont, the largest Montreal freight terminal, all freight going east via St. Martin's Junction is assembled. Mile End yards are also busy with freight. The East End cattle yards are nearly always crowded. Hochelaga is a freight shed and a passenger coach supply depot for Place Viger. The freight car repair shops for the Quebec district are also here. On the Lachine canal are the terminals for the Cote St. Paul and Atwater lines.

AID FARMING AND STOCK RAISING

Among its establishments in the Province, the Company's East End abattoir at Montreal should not be forgotten. This abattoir, which adjoins the Canadian Pacific Eastern cattle market, is operated on lease entirely under Canadian Pacific management. It was opened in 1921, to fill an urgent need. Previously maintained by a Montreal company, it was closed down when the firm to which it belonged opened an abattoir in another portion of the city. This action inflicted inconvenience and hardship on the retail butchers situated in the East End, who petitioned the city and the Canadian Pacific. When other private enterprises had been unsuccessfully solicited, the Canadian Pacific once more stepped into the breach for the service of the community and agreed to take over the plant. Hence it is in no

Laying of the Corner-stone of the Palais Station, Quebec, 1915, by Sir Lomer Gouin, K.C.M.G., Premier of Quebec
sense in competition with the packing companies, but is operated solely to meet the wishes of the East End butchers.

The killing and chilling plant of this abattoir is one of the finest in Canada, with a weekly capacity of 1,200 head of cattle, 2,500 sheep and lambs and 2,000 hogs. It kills and chills stock brought in to the market by drovers and farmers and offered for sale on the market. It also handles stock from the Winnipeg market.

So much for the Company’s establishments. Turning now to its work in co-operation with the province, we find an extremely satisfying record. In aiding industrial development in Quebec, for example, the Canadian Pacific has followed its long established policy of working very closely in touch with the various towns and cities located along its lines.

The industrial and other departments have made a point of assisting Boards of Trade, City Councils and other municipal bodies, in helping to establish industries in towns such as Shawinigan Falls, St. Johns, St. Hyacinthe, Sherbrooke, Hull, Trois Rivières, Drummondville and other places.

Much of this growth, with the consequent influx of outside capital, has been induced by calling attention to industrial opportunities in the province, and manufacturers have been furnished with detailed reports and facts covering their particular problems.

No less in Quebec than in all other parts of Canada the Canadian Pacific has done a great work in the encouragement of better farming. The primary importance of this branch of industry to the country and province has never failed to receive its full recognition by those responsible for the Company’s policies, and the fact that Canada has won recognition as one of the world’s foremost agricultural nations is in an important measure due to the Company’s activities in that regard. Better farming and consequently more prosperous farmers is the goal to which Canada must work, and recognizing this fact the Canadian Pacific has sent over its lines in Quebec as well as in the West, ‘Better Farming Trains,’ which have given valuable instructive lectures and demonstrations in livestock and poultry husbandry and in apiculture, horticulture, field crops and grains and in domestic science. Upon more than one occasion, also, the farmers of Quebec have been assisted in tiding over periods of particular difficulty by special rate arrangements put into effect by the Company.

**ENCOURAGING TOURIST TRAFFIC**

Again, there is the tourist traffic. The Province of Quebec, with its unusually diverse and picturesque history, its magnificent scenery, the quaint old-world atmosphere of its capital and of its little villages and its wonderful hunting and fishing, is one of the most attractive pleasure grounds it is possible to imagine. The Canadian Pacific, early realizing this, has built up a gradually increasing tourist traffic in certain parts of Quebec, such as the capital, the Laurentian Mountains, the Gatineau Valley, the Pontiac, Kipawa, Eastern Townships and St. Maurice districts, which has brought them a large measure of prosperity. This is especially true of Quebec City, the Laurentians and the Gatineau Valley, which the Canadian Pacific may justly claim to have placed on the tourist’s map.

As a result of the persistent work of the Company, it gradually became known throughout the United States that there was an old but ever-youthful city on the St. Lawrence which had been the birthplace of North American civilization, that it offered all the color of the 17th Century in the midst of the 20th, that its summer attractions and winter sports facilities were unexcelled, and that there was a palatial hotel there—the Chateau Frontenac—from which one might enjoy these delights in ultra-
modern comfort. It also became known that in the province of which this city was the capital, there were places far from the trials and cares of city life, yet easily accessible by Canadian Pacific, where, in the proper season, one might get that record moose head or trout, hunt the deer, go swimming, canoeing, enjoy such pastimes as boating and tennis or simply 'laze around,' with the maximum of pleasure and the minimum of effort.

As a result of this campaign, thousands of sportsmen now throng the woods and fish the lakes and streams of Quebec's magnificent hinterland each year, revelling in its beauty and the plentitude and diversity of its game, while visitors from all parts of the continent are drawn to the capital for the winter sports and carnival. Last season over one thousand people came up from the United States alone to see the Eastern International Dog-sled Derby, which the Canadian Pacific has fostered by the donation of a fine cup and by the expenditure of much hard cash. Other events of the carnival have been generously supported by the Company. Great sums have been spent on publicity drawing the attention of tourists to the advantages offered by the Province of Quebec. It would be hard to estimate the benefits, financial and otherwise, reaped by the people of the province in consequence of this lavish scattering of good seed on the part of the Canadian Pacific.

THE STEAMSHIP SERVICE

In no field has the Canadian Pacific done more to build up the Province of Quebec than in her steamship service. It was in 1893 that the world-famous red and white checks of the Canadian Pacific house flag appeared upon the Atlantic— the Pacific fleet having then been established for many years. The fifteen fine vessels maintained by the Elder, Dempster Company on their service between Canada and England were purchased outright for the sum of approximately £1,500,000. This new departure was in accordance with the long-established policy of the Company of not merely waiting for passenger and freight traffic to support the railway but of creating it.

With the founding of its trans-Atlantic service, the Canadian Pacific added the final lap to the 'all-red' road it has since maintained from Europe via Canada to the Orient, half-way around the globe, and thrust a giant pipe-line into the Old World to carry into this country a fair share of the vast flood of immigration pouring constantly Westward. The imposing immigration figures of the 1903-1913 period are surely sufficient testimony to the value of that pipe-line. That the Canadian Pacific might justly claim to have been the dominating factor in building up those figures is also made evident by the fact that the Company's steamship service soon took the lead as the greatest and most active fleet plying between Canada and Europe, and, of late years, has been so far ahead of its competitors that it has frequently had a larger passenger tonnage in operation than all other steamship lines serving Canada put together. The benefits reaped by the Province of Quebec from this activity lie in the exclusive use, during the seven and a half months' open season, of the St. Lawrence route, with its chief ports, Quebec and Montreal, by the Canadian Pacific steamships.

Since 1903, the trans-Atlantic service has rapidly grown to enormous dimensions. Vessel after vessel has been built and added, and the acquisition of the Allan Line, carrying with it the great traditions based on its proud record as Canada's oldest steamship company, crowned the Canadian Pacific service with supremacy.

There are at present 17 passenger and 11 cargo vessels flying the Canadian Pacific flag on the Atlantic. Of these, the renowned 'Empresses,' the 'Empress of Scotland,' 25,000 gross tons, and the 'Empress of France,' 18,400 gross tons, the 'Montlaurier,' 17,000 gross tons, and the 'Montroyal,' 13,850 gross tons, the latter of the popular 'M' class, are the largest. But the remainder of the trans-Atlantic fleet includes some of its finest ships, among which may be mentioned the 'Montcalm,' 16,400 gross tons, 'Montrose,' 16,400 gross tons, 'Montclare,' 16,400 gross tons, 'Minnedosa,' 14,000 gross tons, and 'Melita,' 14,000 gross tons.

A Glimpse of the Canadian Pacific docks in Montreal Harbor with one of the Canadian Pacific liners
A word as to the future, in closing this account of the Company’s work in the Province of Quebec, is apt. The 1924 programme of construction includes:—a new station, with subways to connect the passenger platforms, modern freight shed and offices with team delivery tracks, at Trois Rivières; completion of rock-ballasting on the main line between Montreal and Toronto and continuation of that work between Montreal and Quebec; building of passing tracks, business tracks and yard extensions at Eastray, Fulford, West Shefford, Adamsville, Montreal and Joliette; a new passenger station at Labelle; extension of platforms at all stations between Montreal and Vaudreuil; new engine-houses and engine-house extensions at Trois Rivières, St. Gabriel and Grandes Piles; new water-tanks, 60,000 gallon capacity, of reinforced concrete and creosoted timber, at Megantic and Rigaud; additional mechanical and car department equipment at Farnham, Outremont, Glen Yard and Trois Rivières; and the usual programme of bridge and building repairs and replacements, ballasting and railroad tie renewals.

As for the steamships, 13 passenger and 10 cargo vessels will be in commission on the St. Lawrence route in 1924, a considerable increase over 1923, with the immense total of 254,606 gross tons (196,071 of which is passenger tonnage). The ‘Empress of France’ will appear almost as a new
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ship, having been completely renovated and converted to an oil-burner, with speed increased. All vessels will terminate their voyages at Montreal except the 'Empresses,' the 'Montroyal,' and the 'Montlaurier,' which make Quebec their terminus. According to the latest sailing list, the passenger fleet will make 71 round voyages to Montreal and 31 to Quebec. A great year is anticipated in both freight and passenger traffic, especially in the latter, on account of the intensified immigration policy of the Dominion Government and the bonus of $15 allowed on the steamship passages of British immigrants.

One wishes that one might linger over the human side of the story of the relations of the Canadian Pacific with the Province of Quebec. For upon this side there lies so much which is so well worth the telling. Perhaps it is because of the notable and invaluable support her great leaders gave to the Canadian Pacific in the trying days of the Company's infancy and have since given it; perhaps because she so well realizes that the Company has been of assistance to her; perhaps because the heart of the Company has always been within her boundaries, and its foremost officials have ever been citizens of her chief city, by adoption at least, and long familiar, not as mere names but as human beings, to her own people; whatever the cause, the Province of Quebec has constantly shown a peculiar affection for the Canadian Pacific. She has proven it scores of times, as when her men and women recently turned out by thousands in pouring rain to mourn with the Company the loss of Lord Shaughnessy. And the Canadian Pacific reciprocates the feeling and has tried to show its gratitude. But the human side in its entirety is a story to be read only between the lines of this record.

One thing, however, is certain. With the good feeling which exists between the Canadian Pacific and the great old Province of Quebec, neither, as they march forward in unity along the trail blazed by those gallant adventurers of long ago towards the goal of an ever greater Canada, need fear the future.

The Canadian Pacific Memorial to Abraham Martin, First King's Pilot of the St. Lawrence, Unveiled May 12th, 1923