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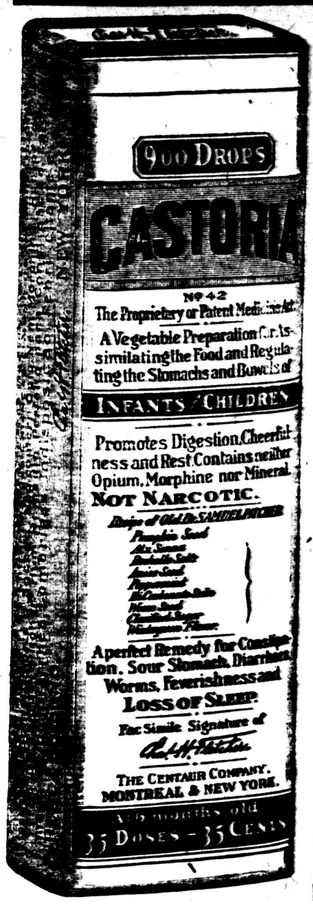

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C.P.R. CONSTRUCTION WORK in 1916

Completion of the Longest Tunnel in America

THE year 1916 has been an interesting one in the history of the Canadian Pacific Railway. It has been a year of progress, even though the Dominion is struggling in a great war. As compared with the previous year there has been a tremendous revival of trade. Several important works for which appropriations were made before the war, have been completed, the most important being the Connaught Tunnel through Mount MacDonald, in the Selkirk Mountains. The accomplishment of this task is a triumph of engineering and labor seldom equalled in the world's history. The tunnel is the longest double track tunnel in the Western hemisphere. The length is about 5 miles, the time in which the work was performed, in two and a half years, constituting a world's record. The number of men employed was about 600. The tunnel will mean the elimination of several miles of snow-sheds, will considerably reduce the distance connecting railway points, and affect a big grade reduction. The cost of the tunnel was $6,500,000. The amount of material taken from the bore is approximately 750,000 cubic yards, and weighs considerably over 1,500,000 tons. Much of the centre portion of the bore was through solid rock. The work has been carried out under the supervision of Mr. J. G. Sullivan, chief engineer of the Western Lines of the C. P. R.

Previous to this the longest railway tunnel on the American continent was the Hoosac Tunnel, 4¾ miles long, on the New York Central Railway line. The work of the Connaught Tunnel began in 1914, and has progressed steadily since that time. The contractors who had the work in hand applied an entirely new method in tunnel piercing, known as the "Pioneer Bore." It consists of an entirely separate tunnel driven in a line fifty feet parallel with the course of the main passage through the mountain.

The tunnel, which is 29 feet wide and 23 feet high, follows a straight line under Mount MacDonald, emerging in the Beaver Valley at a point about 1,000 feet below the present line. The eastern entrance is directly below Hermit, a station just east of Rogers Pass. The highest point reached in the tunnel is 3,735 feet above the sea level and 4,065 feet below the summit of MacDonald Peak. The passage through the mountains will have a grade of 1 per cent. up to the interior summit.

Previous to the war the C. P. R. annually spent from $25,000,000 to $35,000,000 on the development of the West, and the completion of the Connaught Tunnel during the period of hostilities shows that Canada is strong to advance at home as she is undoubtedly strong to fight abroad.

On July 17th, 1916, his Royal Highness, the Duke of Connaught, paid a visit to the tunnel and complimented the Canadian Pacific on the progress that the company was making. Then he baptized the new work "The Selkirk Tunnel." Some weeks later at the request of Lord Shaughnessy, His Royal Highness consented to have the tunnel called after himself. Henceforth it is to be called "The Connaught Tunnel."

Improvements have been made to several stations along the Canadian Pacific, but the two notables are the new stations erected at Quebec and North Toronto. The latter on upper Yonge Street, was formally opened on June 14, when Mayor Church started the first train running between the new terminal and Montreal, and declared the station to be opened for traffic. Mayor Church congratulated the Canadian Pacific on its foresight and enterprise, dealt with the good relations that existed between Toronto and the company and referred to the offer of the old station to the city, to be used as a market place. Amongst the speakers was Sir James Carruil, New Zealand, who, in expressing his felicitations, described the C. P. R. as a powerful factor in the Empire.

The new station at Quebec, which was opened on August 16th, is a triumph of modern railway station construction. The building has a central block and two wings, is akin to old French chateau style of architecture, and is admirably adapted to the quaintness of the old French-Canadian city. On the outside of the station building there is a pretty ground which in the summer time, when its shrubs and flowers are abloom, will be a beautiful set-off to the stately edifice. At the banquet, held on the occasion of the opening, Mr. A. D. MacTier, General Manager of the Eastern Lines, presented a silver key, bearing the coat of arms of the city of Quebec to Mayor Lavigueur. It is interesting to note that the large window over the main entrance, which helps to light the ticket lobby, contains the arms of the seven great men of Canadian history, viz.:—Montmagny, the first Governor of Canada, 1636-1647; De Tracy, Viceroy of Canada, 1665; Beauharnois, Governor of Canada, 1726-1747; Montcalm and Wolfe, the famous French and English generals, whose names are familiar to all; Frontenac, Governor of Canada, 1672, and Talon, the first Intendant of New France, 1665-1672.

Recently the C. P. R. acquired the Lake Erie and Northern Railway, and by doing so brought their lines into touch with a flourishing and interesting territory in Western Ontario, running from Galt to Port Dover. The new line has connection with the Canadian Pacific main line at Galt and runs in conjunction with the G. P. & H. Railway, which gives access to Kitchener and intermediate points, as well as direct connection with Port Dover, Brantford and intermediate points. The district in which the L. E. & N. runs will benefit much by the new life which the C. P. R. is putting into the train service there. The transportation of the farming produce, so abundant in this part, will be facilitated, and tourists who wish to travel in the beautiful locality will find a convenient and satisfactory service.

During the year a new railway station was built at Brantford, as a result of an agreement between the C. P. R. and the Hamilton Railway. The new station is to be used by both. The building will be a pretty set off to the town, and a convenience to the travelling public, as well as for the business people in the neighborhood.

The Canadian Pacific Ocean Services had a busy and most successful year. On the Pacific the Empress of Russia and the Empress of Asia, two of the biggest C. P. R. vessels, which were released by the Admiralty, have returned to their usual routes between Vancouver and Hongkong.

The Canadian Pacific is spending $1,500,000 on the development of the port of Vancouver. Greater trade with Russia was one of the big ideas expounded in shipping circles during the later parts of the year. It was with a view towards developing trade with Russia that the C. P. R. appointed Mr. Owen as their general agent at Vladivostock, where he will look after the handling of business.

During the summer improvement work has been carried out at the C. P. R. terminal at St. John, N.B., making it possible to handle freight in a more expeditious manner than in the past. The large piers in the course of erection last year have been completed, and many new tracks have been laid down, so that there is accommodation now at Sand Point for about 1,500 cars. Several new shipping berths which had been under construction during the year are now in use and at least 25 more ocean steamships can be handled in excess of the number that was handled at the port last winter.

Never a year passes without some alterations being made to the various hotels constituting the long chain which stretches from coast to coast owned and operated by the Canadian Pacific. The comfort and convenience of its patrons are ever in the minds of the management, and it is these factors which dominate all improvements.

At the Lake Louise a new kitchen has been completed which is one of the finest on the continent.

It is something like thirty years since the Canadian Pacific Ry. built its first hotel in Vancouver. Since that time various extensions and alterations have been made costing tremendous sums of money, and now the Hotel Vancouver stands one of the most magnificent hotels on the American Continent, and is complete with the exception of the new dining room, construction of which has to be postponed for the present.

The Algonquin Hotel, a very popular hostelry on the Atlantic coast, has been slightly altered, the office has been moved to the space formerly used as a drawing room, and the old office now forms an extension of the lounge, so that this splendid large room with its two fireplaces is now devoted exclusively to the comfort of the guests without interruption from the office routine. In 1917 there will be new quarters erected for the staff.

One of the most famous hotels in the world is the Banff Hotel, with its most picturesque surroundings in the heart of the Canadian Pacific Rocky Mountains—the delight of the tourist. Here the C. P. R. has built a new boiler house, and a "Helps' Dormitory." This was quite a large work, and a valuable acquisition to the stately hostelry.

The decision of Lord Shaughnessy to provide, through the department of Natural Resources of the C. P. R., farm homes for many of the returned soldiers, is a further proof of his desire that those who take part in the war will have recognition of their services. The extent and magnitude of the work of preparing 1,000 farms will be realized when it is noted that it involves: Building 1,000 houses, building 1,000 barns, constructing 1,300 miles of fence, digging 1,000 wells, breaking and cultivating 50,000 acres. The buildings will require about 20,000,000 feet of lumber to erect. The preparation of the farms will entail an expenditure of about $3,500,000.

Early in the year Lord Shaughnessy decided that Dominion-wide organization should be formed for scientific research in connection with Canada's vast metal, hydro-electric and chemical resources, which would ultimately result in the practical application to industry of many minerals heretofore neglected or exported to other countries. During the year the C. P. R. proceeded to mobilize the best brains in the country, and to utilize them in the manner which the President, and, indeed, the country at large, deems desirable. Arthur D. Little, Ltd., the Canadian branch of the well known Boston organization of analytical chemists, have been commissioned to put the idea into practical effect.

The C. P. R. has given more men to the army since the beginning of the war than any other concern in Canada, and large numbers of employees continue to join. The total number of the C. P. R. men enlisted is something like 7,000 and the number of killed who have appeared on the honor roll is 170, the number of wounded 402. Early in the year Colonel F. S. Meighen, a director of the C. P. R., was made a Brigadier-General, and he is now doing invaluable work overseas. Many officials occupy important commands at the front.

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AGE	MINIMUM HEIGHT	CHEST
18 to 19 years	5 foot 3 inches	5 ft. 3 ins. and below 5 ft. 5 ins., in height ....33 inches 5 ft. 5 ins. and over in height ....33½ inches
19 to 20 years	5 foot 3½ inches	5 ft. 3½ ins. and below 5 ft. 5 ins. in height....33½ inches 5 ft. 5 ins.. and over in height....34 inches
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