

# Canadian Pacific Royal Train

## NATURAL GAS DEVELOPMENT

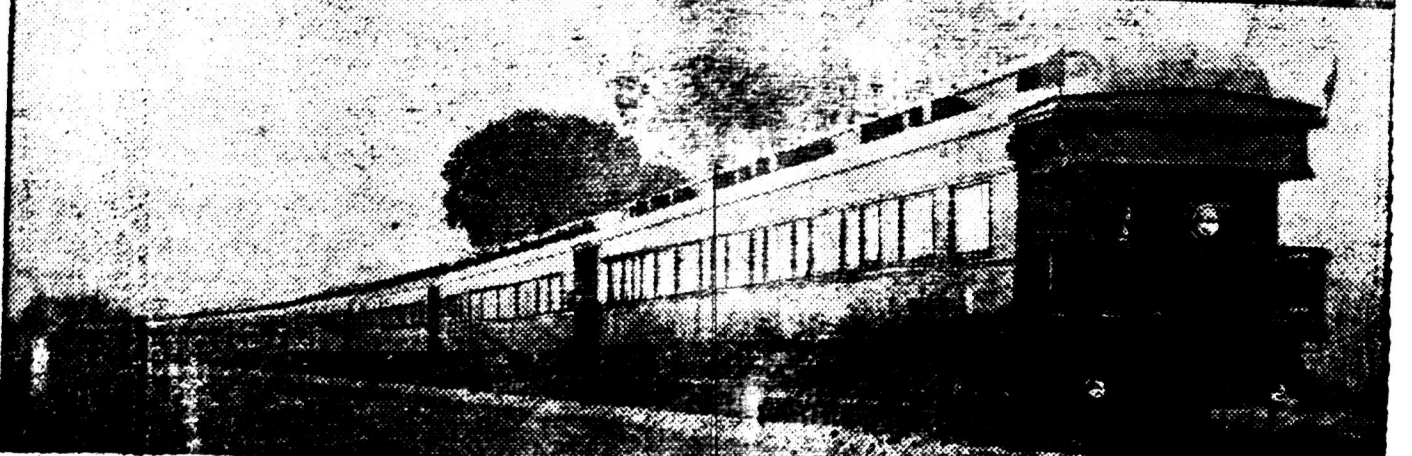


The Prince of Wales will travel in Lord Shaughnessy's private car "Killarney", which the Chairman of the C. P. R. has placed at the Prince's disposal.

In addition to the "Killarney" the train is to have a second private car, the "Cromarty", belonging to Commander J. K. L. Ross. The "Cromarty" is finished in satinwood and fitted with every comfort imaginable. The remainder of the train consists of the compartment car "Daphne", the dining car "Canada", two sleeping cars, the "Carnarvon" and the "Chester", and the car "Chinook", with two baggage cars at the head of the train.

The engine and several of the cars, notably the "Chinook", have been completed for the occasion, but are especially interesting in that they are the first of a new series that have been adopted for the entire C. P. R. System and are equipped with everything that is modern in railway carriage building. After this journey these cars will be drafted into the regular service. During his visit to Canada the Prince of Wales will live on the train for about two months, making the "Killarney" his headquarters throughout the trip. The train is accordingly equipped with modern devices and conveniences, thus enabling the Prince and his suite to enjoy as nearly as possible the comforts of a stationary dwelling. Nothing has been overlooked from the handle set at the royal bedside to regulate the temperature of the stateroom, which is a standard appliance in Canadian Pacific equipment, to the telephone that brings him in touch with all parts of the train.

In order to distinguish it from all other cars on the line, the "Killarney" will bear the coat of arms of the Prince of Wales, having beneath it the inscription "Jeh den". The car is entered by means of a small observation platform at the rear, small private chairs for the commodious several arm chairs from which the royal party will view the fascinating wheat fields of the prairies. The first compartment is also devoted to observation, a com-



The Canadian Pacific Royal Train Carrying the Prince of Wales Through Canada

partment little room fitted with a lounge, easy chairs, a table and electric fans. On rainy days or in cold weather the passing scenery may be viewed more pleasantly through the large windows on either side, than from the platform outside. A speed recorder adds interest to the train, while an air pressure gauge indicates the application of the brakes by the engineer.

Next to the observation compartment comes a section devoted to the Prince's secretary, after which one reaches the bedroom to be occupied by His Royal Highness in person. A high simplicity characterizes this compartment, which is finished in blue mahogany inlaid with a fine built into the walls across the end of the bedstead, finished with little ornamentation in the white mahogany of the room. Over the bed may be pulled a roller curtain to protect the occupant from the dust and draughts of the ventilators in the ceiling. The door is a full length mirror and an oval glass is set above the dressing table. The fittings of brass in harmony with the woodwork and a large receptacle is secured into the wall to hold a thermos bottle for hot or cold drinks during the night. Next to the royal bedroom is a second stateroom, with two berths similar to the first, a table in the wall, a shower bath of white tile and porcelain.

The central portion of the car is devoted to the dining room which is tastefully decorated in royal blue. Beneath the little extension table is a heavy pile carpet of blue, with six chairs upholstered in tapestry to match. The curtains and even the drawers of the sideboard carry out the color scheme, for the silver table service responds to the visions of blue tapestry velvet. In the sideboard and the table is a secretaire with pens and paper ready for many a royal note that will be imposed upon the Prince and his secretary. Above it is a small, attractive bookcase, just large enough for a few delightful literary specialties furnished, and all by Canadian authors.

With steel walls, built in the dining room, mahogany, a sideboard, pantry, linen closet, counter, coal heater and chef's kitchen, have been fitted into limited space without spoiling the dining room.

The compartment car "Chinook" is reminiscent of an English coach, for the seats are partitioned and joined only by the narrow corridor that runs down the length of the car. At each end is a commodious drawing room with a sofa in addition to the upper and lower berths. The color scheme of the compartment is grey and green, the wavy of the marbled wall panels contrasting happily with the green of the heavy fringed plush upholstery. In each room is to be found an individual heating control.

The members of the Prince's immediate suite will occupy the "Killarney" and dine with him in the exclusive dining room laid for six. Six more can be accommodated in the "Cromarty", but a special car will be provided for the remainder of the party. The main dining car is a pleasant place where tables for four and tables for two are placed at the windows down each side of the car. The rich brown tones of the dusta mahogany walls and ceiling combined with the green hangings and accented with the inlaid lines of the woodwork harmonize beautifully. The diner will accommodate thirty persons at a sitting.

The three remaining sleepers present only one feature of exceptional interest to the travelling public well acquainted with the details of the C. P. R. sleeping cars. Tucked away in a corner is a dispensary as ship-shape as the doctor's office of a ship. A special cabinet has been arranged for the shipment of the office is a patent light fixture, in which the physician can examine the patient.

In one of the baggage cars the baggage and workroom of the official photographer have been arranged. There are shower baths and sleeping compartments in the baggage cars too, and cold storage compartments where the chef keeps his supplies. An auxiliary generator is also installed here, to provide electric light throughout the train, a standby for any length of time.

The first discovery of natural gas in the Province of Alberta of which we have record, took place in May, 1884, at Alderson, a station on the main line of the C.P.R., 30 miles west of Medicine Hat. The railway construction going, boring for water struck a heavy pocket of gas at a depth of 1,400 feet. A little later in the same year, gas was also discovered at Cassis, 6 miles further west, but while this well soon choked, that at Alderson continued to flow for many years.

In 1890, Medicine Hat, then but a small town, sank a well and found a small supply at 770 feet; four years later another attempt was made, and history tells how, at the eleventh hour, with money all spent—facing bankruptcy—and despair and gloom in the hearts of the mayor and city council, a sensational flow was uncovered at a depth of twelve or thirteen hundred feet. The cheap, apparently unlimited fuel supply, both for commercial and domestic purposes, is largely accountable for that city's growth and present prosperous condition.

There are several known gas fields in the Province of Alberta, but as yet only two have been utilized for commercial purposes to any considerable extent, namely, the Medicine Hat and Bow Island fields. Bow Island lies on the railway line about half way between Medicine Hat and Lethbridge, 120 miles south-east of Calgary.

In 1923 the supply was piped into the city of Calgary, as well as distributed en route to the city of Lethbridge, Macleod and other towns where it is used for both domestic and commercial purposes.

In the neighborhood of Pelican Rapids, Athabasca River, gas springs were known at least a century ago and travellers going to the Peace River, into the Peace River Country have cooked their meals there. Further well-known gas reserves are the Foremost field south of Bow Island, the Barnwell field midway between Bow Island and Lethbridge and the Viking field, 83 miles east of Edmonton and were it not for the difficulty of obtaining adequate piping it is probable that this area would have been supplied three years ago with gas for light, heat and power to the local capital.

The best gas in the province is in the March field, 10 miles south of Pelican Rapids and about 20 miles south of the city of Edmonton. It is a well-known fact that the gas in the March field is of a high quality and is being piped to the city of Edmonton for use in the city.

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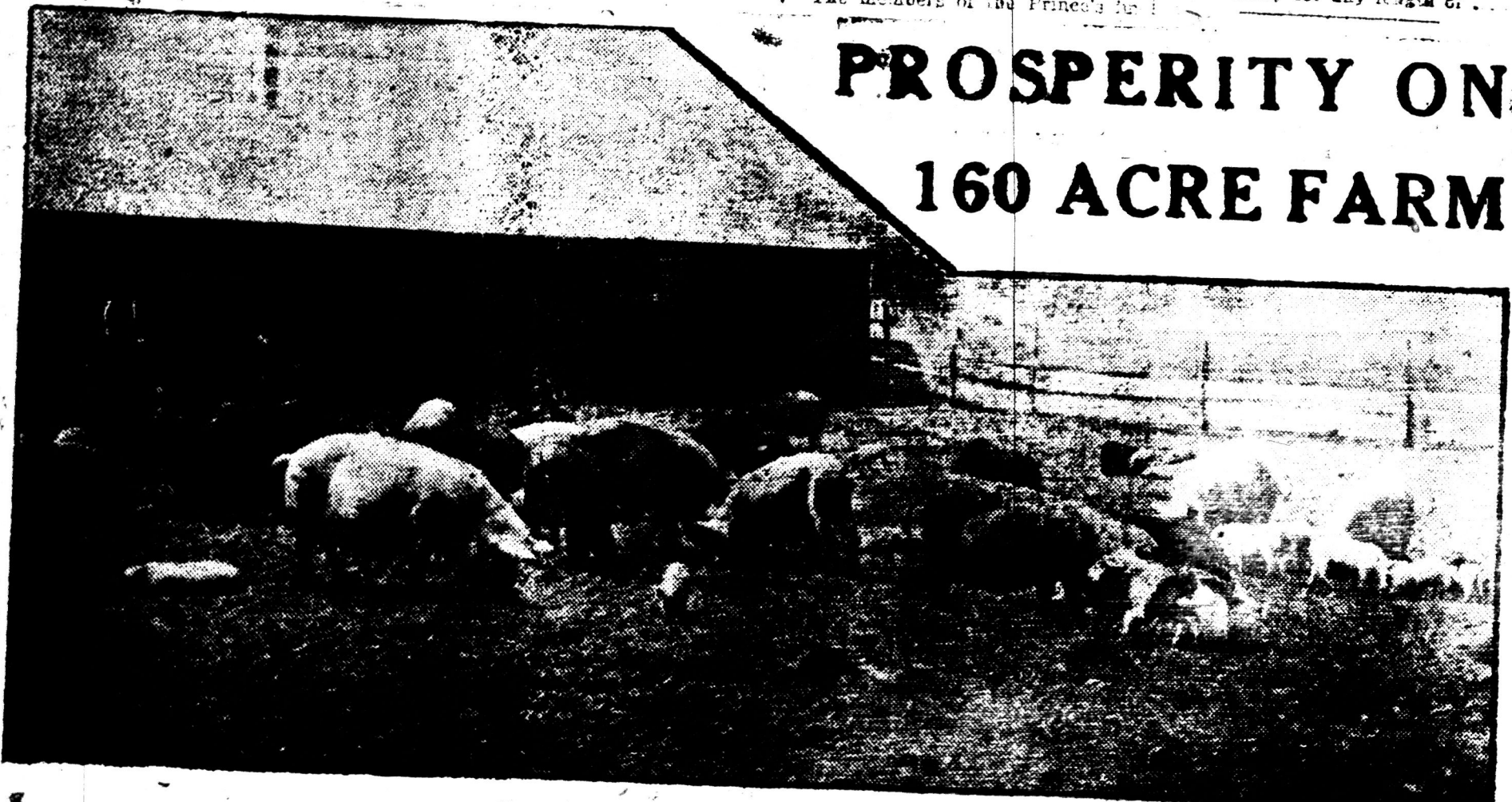
### Gas Well at Medicine Hat, Alberta.

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## PROSPERITY ON 160 ACRE FARM



Raising Hogs On a Western Farm.

Can a man farm and make money? 160 acres of non-irrigated land in Western Canada? D. E. Baldwin, of Kingsland, answers "Yes," and he is speaking from experience. Before coming to Saskatchewan in 1906, and taking up his homestead in the Kingsland district, tributary to the thriving city of Saskatoon, he had prospered in four states of the Union, his parents moving from Ohio, where he was born, to Iowa, when he was a small child. Later he homesteaded in Nebraska, near David City, and was a pioneer settler in the State of Kansas, where he lived sixteen years, and Oklahoma, where he homesteaded in 1895. After about ten years in Oklahoma, he came to the Canadian West and began again on a homestead in 1906.

Here he has prospered, though he has never farmed more than 160 acres of land, and he has constantly increased the size of his farm. He has increased the size of his farm. He has increased the size of his farm. He has increased the size of his farm.

How he farms a quarter section and gets a profit out of it, may be many a farmer with three or four acres or more at his disposal. I am representative of the North-West

Farmer, of Winnipeg, recently. "I never went into grain farming, but made my money out of cattle, hogs, horses and potatoes. I follow the rotation of barley, wheat and oats without any summer fallow whatever. I fall plow for all my grain crops and plow it again in the spring when, in addition to plenty of manure, has made the summer fallow absolutely unnecessary for me to practice. Instead of sowing rye on a separate piece of land, I intend to have forth now it with the oat when the seed is two inches high. This, I understand, has been tried in Manitoba and has been successful in certain parts. All the grain is used for stock purposes, and it is from that source that my revenue must be made to come out.

"The summer fallow is not an expense of head of cattle is kept on a range and in the fall, the top on the range and winter wheat is sown in the fall. The wheat is sown in the fall and the winter wheat is sown in the fall. The wheat is sown in the fall and the winter wheat is sown in the fall.

"My hog business is a success. I have a hog head and a sow and a litter of twelve. I have a hog head and a sow and a litter of twelve. I have a hog head and a sow and a litter of twelve.

year, one litter coming in April, and one in September, and find that ten acres of pasture for five Duroc sows and their litters is sufficient to make a great reduction in the cost of rearing hogs, in fact, furnishing all the pasture they want to eat. The pasture consists of bromo grass, a little alfalfa, oats and wheat mixed and I have tried barley but find it kills out much faster than oats and wheat. The bromo grass is good in the spring and the wheat and oats are usually sown in the fall along with the bromo grass. They make good summer pasture for the hogs. The proportion is a sowing of one bushel of alfalfa and two bushels of bromo grass and one bushel of wheat and oats. The hogs are kept on a range and the winter wheat is sown in the fall.

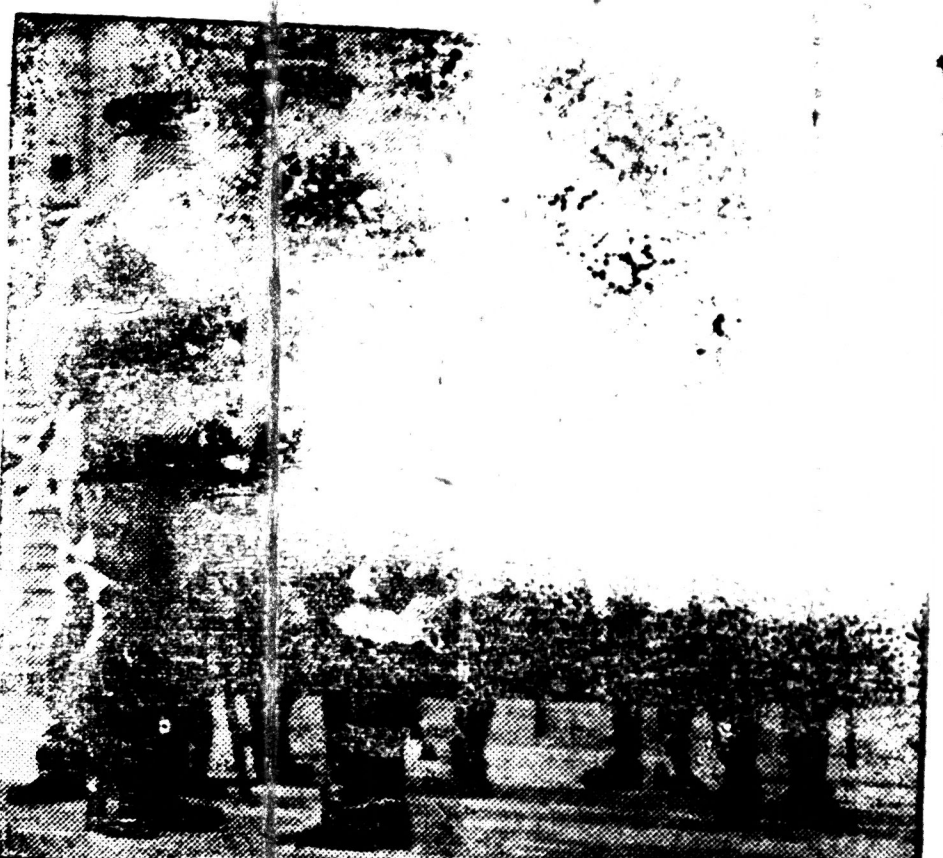
"I have a good success in obtaining large yields. He plants six acres to potatoes every season and he has always had a crop of from 300 to 525 bushels to the acre. For all his surplus he has found a ready market at never less than sixty cents a bushel, while he has received as high as \$2.50 a bushel.

With the crop he has always

His 160 acres are divided into sixty acres of pasture, ten acres of a 2 1/2 lot, five acres for house, barn and hedges, and eighty-five acres in crops, consisting of thirty-five acres alfalfa, twenty-five acres of barley, one acre of rye, and six of potatoes. Surrounding his buildings is an extensive hedge consisting of twenty rows of trees. The varieties are for elms, ash, cottonwood, poplar, box elder, and evergreens, and are planted in such way. With the crop he has always

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BY COURTESY OF C.P.R.



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