

# CENTENARY OF CANADA'S FIRST RAILWAY

## Pioneer Line Was 16 Miles

### 100 Years Of Railway History In Canada Will Be Completed On July 21.

Canada is celebrating her railway centenary this year. It is just one hundred years ago on July 21st that a steam locomotive drew its first trainload of pas-

and brought fame and a prize of \$500 to its inventor and builder, George Stephenson, leading merchants of Montreal headed by Peter McGill, first president of the

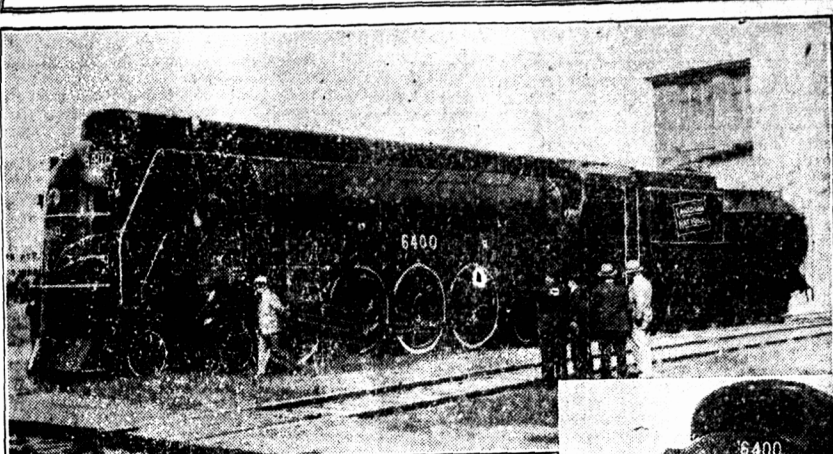
the highway that for more than two centuries had been the main artery of traffic between New England and New France. These men still thought of transportation in terms of water routes and this pioneer overland link was designed to save time and money. It was fifteen years before the line was extended to Rouse's Point. Among those who worked on the construction of this latter link was a young engineer, Mr. Jay Gould, who became famous twenty years later as one of the great railway financiers of the age.

**First Locomotive Purchased**  
The Montreal business men who called themelves the "Company of Proprietors of the Champlain and

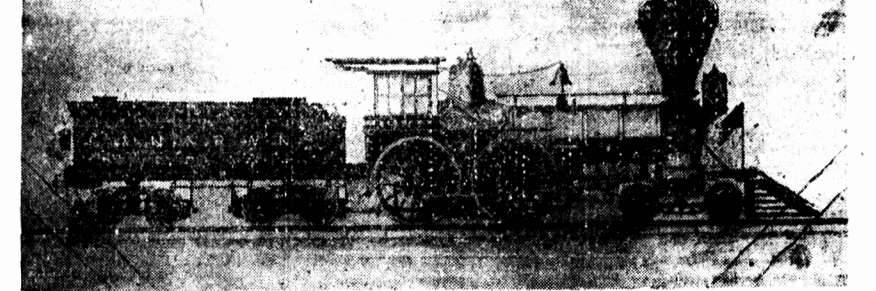
shortly after arrival finding more profitable employment in the United States. For some time the promoters were at a loss to know how to replace him. The new engine was named the Dorchester which was the old name of St. Johns called after a famous British statesman, Lord Dorchester, who was "Governor-in-Chief of all the North American provinces" in 1791. On account of its eccentricities of motion and the difficulty which the various amateur drivers had in starting and stopping, the Dorchester earned the name of the "Kitten." Fortunately a few weeks before the opening day a family which has since made history in locomotive driving on this continent was induced to come to St. Johns. The running of the Dorchester developed upon the Pangborn family who managed the trial run. Thereafter George Washington Pangborn, a native of Vermont state and the son of Ziba Pangborn, was the regular engineer. G. W. Pangborn's two sons, George Walter and Herbert Alonzo, were both engineers on this pioneer road. The son of George Walter was an engineer on the Southern Pacific and a resident of Colton, California. If he had continued in service until July the Pangborn family would have completed a hundred years of uninterrupted family service at the throttle. Herbert Alonzo who died recently at his home in his eighty-eighth year retained his faculties to the end and had a clear recollection of riding with his father on the Dorchester. After serving some years on the Champlain and St. Lawrence

the regiment stationed in Montreal, took part in the inauguration of the railway. Owing to the uncertainty of the antics of the Kitten, it was deemed advisable only to draw two passenger coaches with the locomotive and attach two horses to each of the other freight cars which was called into service. After a short preliminary run a start was made and the current account says that "the engine easily outstripped the horses." Nevertheless, it took nearly two hours to complete the sixteen miles although the journey back was done in about half that time and on the following day only forty-five minutes were consumed on the trip. It was unfortunate that on the return trip from LaPrairie to Montreal, which was undertaken after the Dorchester had safely landed her passengers alongside the river, that the vessel which was to convey the distinguished company to their homes stranded in the mud and the entire personnel had either to find sleeping accommodation in the little village of LaPrairie or to spend the night in the great outdoors. The band was called into service and an impromptu concert and dance was held, which presumably whiled away the weary hours of waiting.  
The Dorchester was four-coupled in type with a small pair of leading and trailing wheels. She weighed five and a half tons and carried one puncheon (84 gallons) of water and a cord of wood in a special truck behind the engine. The Champlain and St. Lawrence has long since lost its identity having been absorbed by the Grand

## THE WORLD'S LARGEST STREAM-LINER



**LOCOMOTIVE No. 6400 of the Canadian National Railways, the largest stream-lined steam locomotive in the world and Canada's first stream-lined engine has been delivered to the National System for test runs. No. 6400 is the first of five locomotives built to special stream-lined design evolved after exhaustive wind-tunnel and other tests by the National Research Council at Ottawa and officers of the Motive Power Department of the Canadian National Railways.**  
More than 94 feet in length and capable of an estimated speed of more than 100 miles an hour, the new locomotives, constructed by Montreal Locomotive Works, present many interesting features. Conspicuous by their absence at first glance are such familiar locomotive "gadgets" as a cowcatcher, smokestack, bell and automatic coupler. The cowcatcher is replaced in the stream-lining of the front which extends to just above the rail; the smokestack and bell are present but located within the stream-lining which covers the array of pipes and domes found on the ordinary locomotive. The automatic coupler is arranged to perform a disappearing act, behind a steel door, when not in use.  
The new locomotives also feature a new semi-disc type of wheel, stronger and more lasting than the familiar spoke type so long used by engine builders.  
A new color design, black, green and bluish-grey polished steel, with bronze numbers on the running board and the Canadian National crest in gold on red background give the new locomotives a pleasing as well as striking effect.  
Photographs show the first of the new engines during her inspection by Canadian National Railways and Montreal Locomotive Works officials.



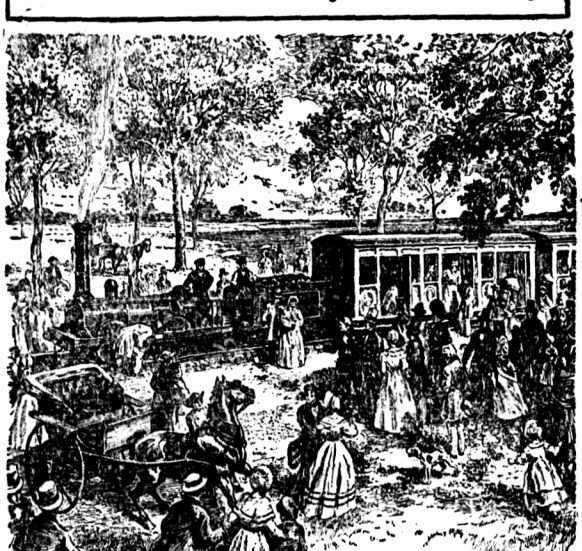
The "Ossekag", built in Saint John in 1859 for the European and North American Railway which ran from Saint John to Shediac and is now part of the Canadian National Railway System.

engers over Canada's pioneer railway—the Champlain and St. Lawrence Railroad, a distance of sixteen miles between LaPrairie and St. Johns.  
Less than two years after the Rocket had made history on the Manchester and Liverpool Railroad

Board of Trade and thrice mayor of the city formed a company with a capitalization of \$50,000 in one thousand shares of fifty pounds sterling apiece to build and operate a railway.  
It was natural that these men should make their first effort along

St. Lawrence Railway" spent £1,500 of their capital on the purchase of a locomotive which they obtained

## Canada's Railway Centenary



**THIS** year is Canada's railway centenary. On July 21st, 1836, Canada's first steam train was operated between LaPrairie and St. Johns, Quebec, over the Champlain and St. Lawrence Railway. The first link in the chain of railways which now constitute the Canadian National System. The opening was made the occasion for a gala celebration at which tribute was paid by the leading citizens of Lower Canada to the founders of the Company. These far-seeing men, whose immediate object was the creation of a transportation link between Montreal and New York, were pioneers of Canada's development.



An early locomotive in use in Nova Scotia. This locomotive was built in 1838 and was in service on the Nova Scotia Railway. It was changed from a wood to a coal burner about 1869. In a report of the locomotive and car superintendent of the Nova Scotia Railway made in 1870 in connection with the changing locomotives from wood to coal burners, he states: "There are eight engines burning coal and I may say with great success; and, as yet, no detention has been caused to any train for the want of steam or anything that could be attributed to the use of coal."

from Stephensons at Newcastle-on-Tyne and which was shipped to St. Johns by way of New York, Lake Champlain and the Richelieu River. The two passenger coaches of the original equipment which are described as elaborately painted and tastefully upholstered cost nearly £1,000 each. The arrival of the engine from England was enveloped in a great deal of mystery. She was kept shrouded and trials were made only at night. The engineer who was sent with the engine seems to have deserted his post

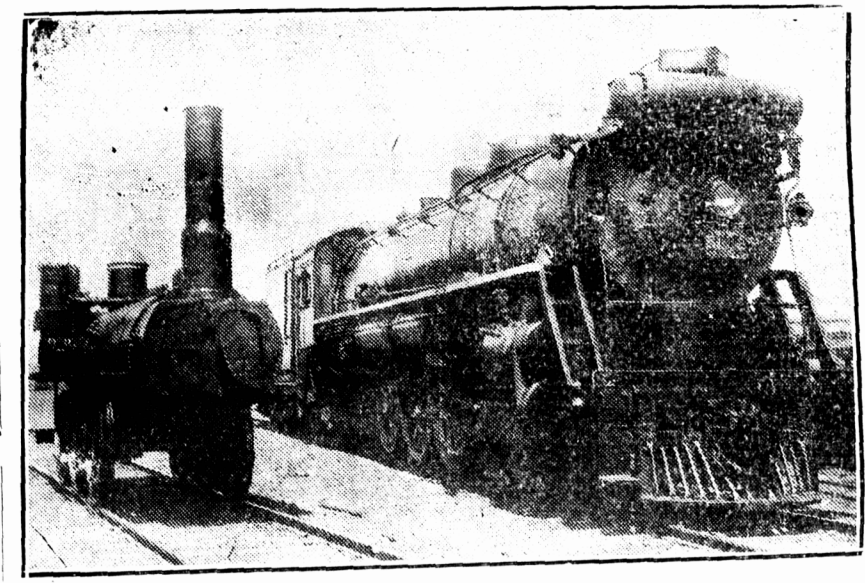
Railway. The Dorchester was rebuilt with a cab, bogie and pilot, and was purchased by Bartholomew Joliette, founder of the town of that name and chief owner of the Lanorale and Industrie Railway.  
**Railway Inauguration**  
The Earl of Gosford, Governor General of Canada, and Lady Gosford, Sir George Grey and the leading citizens of Montreal, numbering about three hundred in all and accompanied by the band of

Trunk which later became an integral part of the Canadian National Railways and the sixteen miles of trackage of this pioneer road have grown to more than 24,000 miles. The Dorchester would form a striking contrast to the 6400 of the Canadian National Railways today—the largest stream-lined engine in the world—attaining about one quarter of the speed of the 6400 type and carrying its 84 gallons of water and its cord of wood as against 12,000 gallons of water and 20 tons of coal.

**Wooden Rails**  
As originally constructed the track of this pioneer road consisted of wooden rails on which were spiked flat iron bars about two and a half inches wide and three eighths of an inch thick. There was a constant tendency for the spikes to pull up thereby causing damage to the engine and coaches. It was from this circumstance that this type of rail obtained the name of "snake-rail."  
A newspaper advertisement of the year 1856 claims that passengers using this line which had been extended each way until there was a continuous land journey from St.

Lambert to New York could make the journey to Boston in thirteen hours and to New York in two hours more.  
The charter of this pioneer railway which was applied for and granted in 1832 and thereafter extended for two years in 1834 received the royal sanction of King William V, one year before Queen Victoria came to the throne. It is a long document and contains several curious provisions. It is stipulated that the passenger and freight rates were to vary according to the property of the road. The original shareholders were to

be allowed a maximum of twelve per cent on their investment but that everything after this was to be applied to the reduction of tariffs. After eleven years of service the original track gave place to one of iron rails and the railway was absorbed by the Grand Trunk.  
Another provision was that at every place where the railway crossed a road that gates were to be erected which were to be kept locked, and those using the road would have to climb down and unlock both gates before crossing. The penalty for failure to do this was five shillings for each offence.



The "Samson", built in England in 1838 and in operation in Nova Scotia in 1839, alongside a "6000" type Canadian National locomotive.

## Old Timers Will Help Celebrate Historical Event

**TORONTO, Ont., July 17—On Tuesday July 21st, time will move backward for the telegraph and the easy-going days of more than half a century ago will be recalled; but only for an hour or two. To commemorate the double historical event of the operation of the first steam railway in Canada and the completion of the experiments of Samuel F. B. Morse in perfecting the telegraph and establishing a year later the first system of rapid long distance communication, D. E. Galloway, Asst. Vice President of the Canadian National Telegraphs, announced that a special wire set-up would be made from coast to coast and that old time operators now on pension or engaged in other business activities would gather at the various telegraph offices from coast to coast like the key once more and retell the adventures and misadventures of olden days. It will be a brave gathering of the "old guard" men as well up in**

years as the ninety mark have signified their intention of being present and one-time co-workers, who have not talked with each other in decades will meet again. Although hundreds of miles may separate them the tapping of the key will bring them together once more.  
Nor should the surroundings seem strange. In Montreal and Toronto especially old operating rooms, not used these many years will be reopened old tables scarred with initials cut by hands which have not touched a key in years, will be brought out of storage and put into use. Not even the instruments have been overlooked. Where they are available the old type registers, the obsolete machines of decades ago which stamped out the dots and dashes on a tape for the operator later on to transcribe by hand on blanks have been reconditioned and will be in active operation as they were when the oldest pensioner was on the job.  
It should be a gala night of reminiscences with everything done as it once was. No "bugs" will be permitted, which means all the old timers must limber up their index finger to use the key, as in their early days the ending machine, or

"bug" as it is generally called had not then been invented. It will be a case of primitive operating reviewed and the old timers are delighted at the opportunity of getting back into harness and hearing the friendly lull of the sounder again. Just how many old timers will participate is not definitely known as yet, but the number will be large and cities and towns in every province will be represented from Charlottetown to Vancouver. "We are yet awaiting replies to many of our invitations," Mr. Galloway said "especially those in the extreme east and west."  
It must be remembered that the Canadian National Telegraphs embody what was once four big separate organizations: the Great Northwestern, the Western Union lines in the Maritimes and one the Pacific coast the Canadian Northern, and the Grand Trunk Pacific Telegraphs. "We have carefully gone over our pensioners list, but there are many others who left to identify themselves with different business interests or who are registered on the pension list of the former companies. All of these we hope to have gather once more at the key and spend a happy hour or so with us. In order to make the reunion time as convenient as possible to everyone regardless of the time zones, we have selected eight o'clock Eastern Daylight Time as the zero hour.  
The completion of his experiments by Morse in 1836 made possible the introduction of the telegraph as a commercial venture a year later, when he sent his famous message "what hath God wrought" the first message tapped out in the history of the telegraphs.

## The Paths Of The Pilgrims

(Continued from page 2)  
factors. A kilometre to the south-west is Ecoovrie—"Ecovrie" to the soldiers—which can be reached only as a place teeming with troops; but now merely a deserted rural French community. A mile north of Mont St. Eloi is Villars au Bois—again a victim of soldierly mispronunciation in "Villars de Bois," in whose spacious barns visiting politicians were wont to deliver patriotic addresses to the somewhat cynical and penetrative troops. Running south-easterly the Chaussée Brunehaut mounts the hill beyond the village, and there, rising from a low, undulating plain that extends away to the east. In the distant hollow is Neuville St. Vaast, and beyond it La Targete and Thelus, with the Tarde rises in a wholeback towards Hill 145 and The Pompee place Indissolubly linked with Canadian achievement.  
—FOZIERES—  
To thousands of Canadians the battles of The Somme in 1916 mean Courcellette, to others Thiepval and Mouquet Farm, to many Pozieres, for here it

was that the Canadian Corps on the last day of August, 1916, entered the "Somme fighting." Among the 6,000 Canadian pilgrims now en route to the unveiling of Canada's national memorial on Vimy Ridge are many in whose heart Pozieres will strike a responsive chord. One approached Pozieres Road to La Boisselle where, amid a confusion of chalk and crumbling bricks, someone had erected a signpost: "This was the Church." The words on the post were the only indication that any structure had ever stood there.  
A mud-road led easterly from La Boisselle into Sausage Valley, past the huge crater sprung on July 1, 1916, with the opening of the Somme battle. In those days 20 years ago the limbs of dead men protruded from the debris, not recovered for many months. Over Sausage Valley hung the odor of dead things. At Casually Corner, about a mile along the road, one began to ascend the ridge of Pozieres where not one had not been thrice returned by shell. The village itself, on the flank of the hill was also completely destroyed. But from the summit the Canadians viewed the villages of the Ancre Valley—Grandcourt, Miraumont and, away to the north-east, Pys.  
The first Canadian attack was made on Pozieres Ridge Sept. 8, 1916, when in a daylight operation the last portion of the ridge remaining in German hands was pinched off, thus

preparing the way for Courcellette, six days later.  
Among the pilgrims are those who well remember the ancient windmill on the Bapaume Road, the sugar refinery and the maze of sunken roads which radiated from Courcellette. There in a park of surpassing beauty stands the granite slab which Canada has erected in memory of her sons who died in the liberation of those ridges and villages of the Somme.

## Crop Disaster Feared In West

(C. P. by Guardians Special Wire)  
**CHICAGO, July 16—**The corn belt finished two weeks of the hottest, driest weather it has known today with no relief in prospect and fears growing that a crop disaster exceeding that of 1934 was in the making.  
Except for a few favored areas the millions of acres of middle west farmlands which produce the corn crop baked on for the 14th day in temperatures which continued to top previous highs.  
Deaths ascribed to the long stay of the torrid wave decreased somewhat in number but mounted upward of 4,200 to maintain a 309 daily average.  
A special agriculture department survey in Washington assured that despite the destruction of crops the forthcoming 12 months would see no actual scarcity in food supplies. The same report, however, estimated the domestic supplies would be about one per cent under the like June, 1934-June 1935 period,

also including a great drought period. Grain trade advisers asserted irreparable damage had been incurred by the corn crops over a belt from Kansas and Oklahoma eastward through Indiana. In Illinois, 10 counties in the southern part of the State, a WPA director reported, had "practical crop failures."  
No general alleviation could be expected for at least two more days, forecaster J. R. Lloyd of the Chicago weather office said. He predicted somewhat cooler weather for the Dakotas and parts of Minnesota, and Nebraska, however.  
Today in Pierre, S. D., the highest noon temperature of the season—109 degrees—was endured. Other highs about that hour in-

cluded: Aberdeen, 108; Mitchell, 105; Bismarck, N. D., 100; Kearney, Neb., 102; Beatrice, Neb., 103; Lincoln, Neb., 105; Falls City, Neb., 105; and Norfolk, Neb., 91.  
**DIRECTS BUILDING FROM BED**  
LEICESTER, England (CP)—Ernest Bradshaw, proper up in bed suffering from a broken spine, is supervising improvement and extension of the King's private air-drome via telephone.  
**CHURCH SOLD FOR \$20**  
LONDON, (CP)—St. Gabriel's Church, Newington Butts, has been sold for \$20 a wrecking contractor making the purchase to obtain the bricks and other material.

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