

QUEBEC CENTRAL
RAILWAY

1891

JACK TAR SPECIAL
TRAIN

Last Edition

THE VANCOUVER SPECIAL.

TROOPS QUICKLY CONVEYED EASTWARD.

The special C. P. R. train carrying the time expired marines and officers from the British warships "Champion" and "Pheasant," passed Port Arthur about noon to-day, en route for Halifax. Mr. D. McNicoll, general passenger agent of the C.P.R., speaks very hopefully of the prospects of this new route eventually becoming the popular one for the transfer of British troops to and from the East, as well as for the transfer of the sailors and marines. The initial run, so far, has been a success. The officers and men, according to telegrams received, have expressed themselves delighted with the accommodation given them by the Company. The train, which is made up of nine cars and a fully equipped kitchen, has not lost any time, and Mr. McNicoll says it will probably arrive at Halifax on Friday night or early Saturday morning. The train will not pass through Montreal, but will touch at Montreal Junction. It will proceed to Halifax via Sherbrooke over the Quebec Central and Intercolonial roads, so as to avoid going through American territory. As an instance of the fast time the train has made, it may be mentioned that it left Vancouver on Saturday morning last about nine o'clock. From Vancouver to Halifax is a distance of about 3,700 miles. That distance accomplished in seven days, including stoppages for stores, etc., is considered pretty good work. Mr. McNicoll had a despatch from Halifax this morning, stating that the relief which arrived in Halifax yesterday from England consisted of 300 men and 20 officers. Six hours after the arrival of the train it will again be steaming back to Vancouver with these men, who for the next few years will do duty on the "Pheasant" and "Champion." Hitherto the practice has been to transfer the men or send them home by some inward bound ship. Great interest both in Canada and in Britain is centered in this new route, which is designated as a rival to the Suez Canal.

Montreal Daily Witness
December 8 1891

Last Edition

"NAVAL SPECIAL"

THE TRIP FROM VANCOUVER.

THE "FLYER" PASSES THROUGH MONTREAL JUNCTION THIS MORNING.

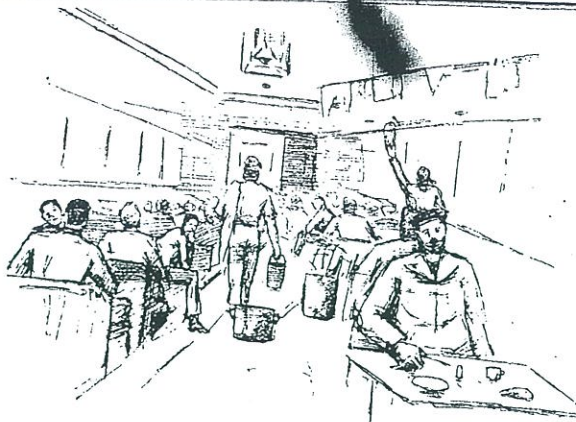
The Canadian Pacific Railway's "naval special" reached Montreal Junction at 10.30 this forenoon. Ten minutes later she was steaming for Halifax, where she will arrive about ten to-morrow night.

At 6.40 this morning the train, which was composed of two baggage cars, one provision car, one cooking car, five colonist sleepers and one first-class sleeper rushed into Smith's Falls. On the front of the engine a huge Union Jack floated; on the middle portion of the train a pennant, and at the end of the rear car the British ensign proudly displayed itself. When our reporter and special artist boarded the train everything was still, excepting the cooks in the kitchen. Here five men were busily en-



A Time-expired Tar.

gaged in preparing breakfast. They had been at it some time. They appeared quite as much at home in this unique kitchen upon wheels as they would have been in the kitchen of a city restaurant. The top of the huge cooking range was almost at a white heat. Numerous pots and pans and kettles were here and there scattered on top of the range, their contents consisting principally of coffee, beefsteak, stew, fried beefsteak and liver, and various other savory dishes. In another portion of the kitchen a very comical person was making rolls; another was peeling potatoes—all in the most matter-of-fact fashion. While these interesting proceedings were going on the *Witness* man wandered into the officers' sleeper. Nothing was heard excepting a chorus of deep, sonorous sounds, familiar even to an untrained ear. The reporter quietly withdrew. It was now a ten o'clock.



THE BREAKFAST SCENE.

in smoking, chatting, reading and in various other ways of amusement.

These tars and marines were paid off on Dec. 2, exactly three years from the day on which they were commissioned. During their sojourn on the Pacific Coast, where they were stationed in the war-ships "Champion" and "Phœbe," they visited among other places: Monte Video, Callao, Honolulu, San Francisco, Accapanaoco and Esquimalt. They left the latter place for Vancouver on Dec. 1, leaving Vancouver on Dec. 5, by the special train at 8 o'clock in the morning.

THE "CHAMPION" ALSO VISITED CHILE and saw the first and last shot fired in the late revolution. One of her boats was fired at repeatedly by Balmaceda's party. Orders were given for the "Champion" to clear for action, but parties were sent from shore to offer an apology. It had all been a mistake. The "Champion's" boat had been taken for one belonging to the opposition. Captain St. Clair, of the "Champion," accepted the apology, but nothing could make the officers believe that the shots were not fired intentionally. Two hundred and fifty marines and blue jackets were sent ashore at Valparaiso to protect British interests. They remained three days watching the British Consul's residence. They witnessed much bloodshed and they had but little sympathy for the Balmaceda party. On the other hand, they say the American navy showed strong sympathy for Balmaceda's party. They think Balmaceda's ministers were really as bad as the President himself. In speaking of the American navy they said that a second-class British cruiser was far superior to a first-class American one. They saw some gun practice on board one of the latter and they thought it very bad. Such was the drift of the conversation of some of those who had been sent ashore at Valparaiso. In speaking about themselves some of the

The route is a short one and could be generally adopted for the carrying of troops to and from the East in future. One thing immensely in favor of this route is its comfort. The men would always be landed fresh and ready to go on duty at once if so required. We have not found it monotonous in the least. Mr. D. E. Brown, Assistant General Passenger Agent for the C.P.R. in Vancouver has accompanied us down and he has made things extremely comfortable and agreeable. None of us have ever been in Canada before. We admired the Rockies very much. In fact the scenery coming through the mountains was superb and



A Chance Group.

quite a revelation to us. Speaking of the men Mr. Colmore said they were the finest body of fellows that one could wish for. They were steady and intelligent and behaved themselves like gentlemen. No fault was to be found with them. As for the general health of the British sailors it was most remarkable that not one had died since leaving England three years ago.

Each colonist car contained fifty men, including eight petty officers. Some disappointment was expressed that the train did not pass through Montreal.

Mr. Blake had charge of the culinary arrangements; and Mr. Jamieson had charge of the train from Smith's Falls to Montreal, and Mr. J. B. Lambkin from Montreal to Halifax.

The sailors will sleep on the cars to-morrow night, and will probably be transferred to the "Tyne" on Saturday, sailing for England on Monday. This will hardly give them time to get to England for Christmas.

The train will leave for Vancouver again with the new comers on Saturday.

A special train containing Mr. McNicoll, general passenger agent of the C.P.R., and other railway officials and some military men was at the Junction when the train arrived and were introduced to several of the officers.

Vancouver to Montreal is a distance of 2,300 miles. Between these places the actual running time of the train was about 25 miles an hour including stoppages.

Concerts were held nightly all the way down. Some excellent talent took part.



An Officer.

December 10 1891

PHASE OF AWAKENING LIFE

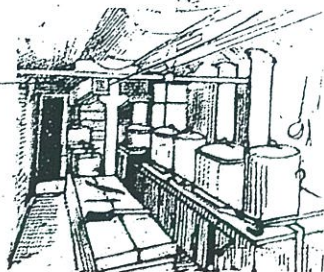
came from the nearest colonel's mess. Jack was astir. The reporter looked in. Many were still asleep, but those who wanted to get "first show" at the solitary wash basin were quietly dressing. There were two on each berth, upper and lower. They had lots of room, lots of bed clothing, and, in fact, everything that goes to make comfort. In half an hour all on the war were awake. Some lay in bed and smoked and sang and played carion-kind of instruments and made jokes. Others shaved themselves without the aid of a looking-glass, and others waited their turn at the wash basin. The reporter chatted with many of them. They were all in a happy mood. There was the early prospect of a family reunion and the possibility of spending Christmas in Old England after an absence of three years. It was easily seen how dear that event was to the heart of a true-born Englishman.

THEY LIKED THE NEW ROUTE IMMENSELY.

The "grub" was better than they had been accustomed to. There was a novelty about a seven day railway journey which prevented monotony, and there was the saving of at least two months' time as compared with the Panama route, over which time-expired tars from the Pacific coast had hitherto been sent. Were they tired of the railway journey? Certainly not. It was a "picnic" for them. They had nothing to do but enjoy themselves, and had they gone home by sea they would have had to work. Some of them, with a sigh, wished they could have the train carry them all the way to England. It would be jolly, they said. They liked what they had seen of Canada, but of course it could not come up to England. They were allowed to go out at the stations stopped at in daytime, but not at night. Twice a day, at least, the train was stopped, and they were allowed out for a run or other exercise.

At Winnipeg the station was crowded when the train passed through last Friday night at ten o'clock. B. Battery, School of Infantry, the Mounted Rifles and officers of the Canadian militia turned out and gave them an enthusiastic reception.

It was now half-past eight. The beds had been bolted, the windows opened, and the tables laid for breakfast. In twenty minutes from the time the tables had been laid, 240 men had eaten and were satisfied. There was no



The Cook's Domain.

disorder. Everything was done by system and not a grumble could be heard. Then "Jack" passed the time on the end of the car

men stated that during the last three years they had saved as much as \$750, and were taking it home to their families. Several tars bought themselves off at Victoria by paying sixty dollars. In order to do this it was necessary that their character should be good. When they joined the service it was for ten years. After that time they could re-engage for another ten years, and at the expiry of that they would be entitled to a pension. A minor officer stated to our reporter that when his twenty years' time was up he would be entitled to sixteen shillings a week. The pay for ordinary tars was one shilling and threepence a day and a



A Mobly.

penny extra for every good conduct mark. When they return to England they will be given seven weeks' leave of absence and will then be re-commissioned.

About 5.30 the officers had risen and cordially received the *Witness* man. There were seventeen of them altogether and a chaplain. There was only one officer from the "Pheasant" which is a very small boat. Lieutenant R. B. Colmore was in charge. The captains and several officers and men of both warships had to remain at their posts until relieved by the newcomers at present waiting in Halifax to be conveyed to their respective warships. The other officers on the train were Lieuts. Hewitt and Kennedy; Sub-Lieut. Woolcombe; Midshipmen F. E. Massy, Davison, H. Stansbury, D. Crampton, P. H. Warleigh, L. G. O. Mansergh; Lieut. Marines, O. S. Thomas; Chaplain, the Rev. Mr. Warleigh; Staff-Surgeon, S. M. Hamilton; Surgeon, Wilson D. O'Brien; Assistant Paymaster, W. J. K. Miller; engineers, J. W. Booth and A. G. V. V. V.

SPARKING OF THE NEW HORSE

Lieut. Colmore said: "We are all delighted with it. In regard to efficiency it cannot be beaten. The accommodation is excellent.

December 10, 1891

Montreal Daily Witness

The C. P. R. Naval Train.

MONTREAL, Dec. 11.—The Canadian Pacific Railway's naval special reached Montreal Junction at 10.30 this forenoon and ten minutes later was off to Halifax, where it will arrive at ten tomorrow night. Since leaving Vancouver at 8 a.m. last Saturday the train has travelled east at the uniform rate of 600 miles a day. Two ships belonging to the Pacific squadron fell out of commission. The combined crews of these vessels, numbering 280 men and 18 officers, required to be returned to their homes in the old country. Lieut. Colmore, in command, said:—"The efficiency shown by what is undoubtedly the finest railroad in the world throughout the trip is beyond all praise. The men have all been happy; the food supplied to them was better, probably, and more varied than they had ever before tasted in their lives. The food of the officers was excellent, and the trip on the whole was one that I should prefer to all others. The scenery, change and variety were all charming. Awaiting our arrival at Winnipeg were the officers from the Royal School of Mounted Infantry, Winnipeg Field Battery and 90th Winnipeg Rifles, all in full uniform, who gave us a most cordial greeting."

December 11 1891

Guelpb Mercury