

Chung Collection – Canadian Pacific Railway Company Timeline

Colour legend:

Railway

Esquimalt and Nanaimo Railway Company

Other rail lines

Express (delivery) service, trucking services

Ships (ocean lines)

Beaver Line

Canadian-Australian/Canadian-Australasian Line

Lake, river, ferry services (various)

BCCSS

Air

Hotels

Mining, natural gas

Other Industries (e.g. telecommunications)

1867 Canada Shipping Company formed (by a group of Montreal merchants (not Canadian Pacific))

1873 Dominion Express Company incorporated (horse and wagon until 1882)

1881 (February 16) **Canadian Pacific Railway Company** incorporated to take over construction of the transcontinental railway (a railway within 10 years had been a condition of BC's joining the Confederation in 1871 ... the deadline would now be pushed to 1891)

Canadian Pacific Railway inherited incomplete track – the precise amount of track built is unclear. Sources have suggested:

211 km (<http://chung.library.ubc.ca/collection-themes/canadian-pacific-railway/canadian-pacific-railway>) – Note: the CPR's history webpage suggests this 211 km of track may have been what was constructed by the CPR in 1881 prior to hiring William Cornelius Van Horne (<https://cpconnectingcanada.ca/#building-the-railway>)

Only 264 miles (<https://dx.doi.org/10.14288/1.0356718>)

Around 700 miles (1000 km)

(https://en.wikipedia.org/wiki/Canadian_Pacific_Railway#History)

1881 Canadian Pacific Railway Company granted land by the federal government for railway use and other development (e.g. colonization)

1881 Canadian Pacific Railway Company established the **Department of Colonization and Development**, the **Department of Natural Resources**, and the **Department of Land** (Possibly also established the Department of Irrigation at this time? – the CPR Company managed irrigation schemes for the prairies)

1902-1912 will be peak years for the Canadian Pacific Railway's immigration and settlement activities

1881 Canadian Pacific Railway Company has two divisions: **Eastern Division** and **Western Division**

- 1881** William Cornelius Van Horne hired as the general manager – under him, 500 miles of track were built in the prairies in 1882 alone
- 1882** Canadian Pacific Railway acquires the **Dominion Express Company**
This company also handled money orders, exchanging money, etc. (it was easier to send money through the railway than through banks, which had very limited hours)
Service in the West had previously been handled by the Canada Pacific Express Company (which is unrelated to the future Canadian Pacific Express Company)
- 1882** Canadian Pacific Railway establishes the **Telegraph Department** and begins accepting commercial telegraph messages
- 1883** Canadian Pacific Railway discovers natural gas near Langevin, AB
- 1883** Canadian Pacific Navigation Company founded by John Irving
- 1884** Canadian Pacific Railway Company creates a **Pacific Division**, which is split off from the existing Western Division
- 1884** Canadian Pacific Railway Company begins operating ships on the Great Lakes to assist in railway construction (S.S. Alberta, Algoma, Athabasca)
- 1885** (November 7) Last spike connecting the eastern and western sections is driven by Donald A. Smith (Lord Strathcona) at Craigellachie, BC – 4 years after the original deadline, but well in advance of the new 1891 deadline
- 1885** Canadian Pacific introduces its **Great Lakes Steamship Service**
- 1886** First train leaves Montreal, destined for Port Moody, which was then the terminus. The terminus is later moved to Vancouver
- 1886** Canadian Pacific Railway repays all government loans by July
(Without these loans, the railway would never have been completed)
- 1886** Public telegraphs extend coast-to-coast; the CPR had been laying telegraph line during railway construction
This is the only coast-to-coast telegraph network until 1921, when the government entered the business
- 1886** Canadian Pacific Railway opens its first hotels (e.g. Glacier House in Glacier National Park) in the Rocky Mountains
Partly for tourism (scenic views; CPR had some early concerns about having enough passengers and wanted to entice people to travel on Canadian Pacific rather than another route (such as via the Suez canal)), partly as a meal stop (the steep grade of incline meant that trains could not bring heavy dining cars with them through the mountains)
- 1887** Canadian Pacific begins to build urban hotels; the first is **Hotel Vancouver**
- 1887** Following a successful test-run, the Canadian Pacific Railway Company introduces trans-Pacific service to provide business for the railway, in the form of freight from Asia (e.g. tea, silk) to be shipped east
Initial service on 3 sailing ships from Cunard: S.S. Abyssinia, Parthia, Batavia
- 1888** Canadian Pacific Car & Passenger Transfer Company established by David Lyon (service between Ontario and New York)
**This company is (at this time) entirely unrelated to Canadian Pacific Railway Company
- 1891** Trans-Pacific service is formalised as the **Canadian Pacific Steamship Company**
Canadian Pacific Steamship Company has now acquired a **Royal Mail Service** contract
Canadian Pacific Steamship Company introduces 3 oceanic steamships: RMS Empress of India, China, Japan

- 1891** Empress of India leaves Liverpool on Canadian Pacific's very first Round-the-World tour
Several world tours would be offered in the 1890s; it would be 1923 before the Canadian Pacific would again offer (greatly expanded) world tours, which would run almost annually until 1939 (two cruises left in 1925, and none left in 1933)
- 1892** Prominent members of the Canadian Pacific Railway Company form the Chateau Frontenac Company to finance the construction of the Chateau Frontenac hotel
- 1893** Chateau Frontenac opens
- 1893** **Canadian Australian Line** is founded
Canadian Pacific is appointed as traffic agents for North America
- 1893** Canadian Pacific launches its **British Columbia Lake & River Service** to provide a connection to Penticton, BC
Ships used were sternwheelers, some of which could operate in as little as 22 inches of water
- 1894** Canada Shipping Company → **Beaver Line Associated Steamers**
- 1897** Canadian Pacific Railway acquires the entire fleet and holdings of the **Columbia and Kootenay Steam Navigation Company** (becomes part of the British Columbia Lake and River Service)
- 1898** Elder Dempster Company buys the Beaver Line ships (operates as **Elder Dempster (Beaver Line)**)
- 1898** Canadian Pacific Railway acquires a smelter in Trail, BC to construct a branch rail line
- 1901** Canadian Pacific Railway acquires the **Canadian Pacific Navigation Company**
- 1901** Union Steamship Company of New Zealand purchases shares in the Canadian Australian Line (eventually, they become the sole owners)
- 1902** Canadian Pacific Railway Company creates a **Pension Department**
(The Canadian Pacific Express Company also has a Pension Department, but it is unclear quite when that was established)
- 1903** Canadian Pacific Navigation Company → **British Columbia Coast Steamship Service**
- 1903** Canadian Pacific acquires a) the Beaver Line ships (from Elder Dempster), and b) **Mersey Towing Company** (tugboats, in operation until 1950)
- 1905** Canadian Pacific Railway Company acquires **Esquimalt and Nanaimo Railway Company**
- 1906** Canadian Pacific Railway forms **Consolidated Mining and Smelting Company**
- 1906** Prescott & Ogdensburg Ferry Company acquires the Car Ferry Company
- 1906** Canadian Pacific Railway, jointly with the Pennsylvania Railroad Company, forms the **Pennsylvania-Ontario Transportation Company** to carry coal over Lake Erie
- 1906** Canadian Pacific Steamship Company introduces Atlantic service with the Empress of Ireland, Britain
The speed of these ships enable Canadian Pacific to acquire half of the mail contract (previously held in its entirety by the Allan Line)
- 1909** Canadian Pacific Steamship Company acquires **Allan Line** (18 ships)
Acquisition is kept quiet; Allan Line ships continue to run under Allan Line flag until 1915
- 1911** **Dominion Atlantic Railway** (incorporated 1895) leased to Canadian Pacific Railway for 999 years
- 1911** Canadian Australian Line → **Canadian Australasian Royal Mail Line**
- 1911** Pacific Division → **British Columbia Division**

- WWI** 37 Canadian Pacific ships participate in service of the British Admiralty as cruisers, transports, and cargo carriers
7 ships sold, 11 lost to enemy action, 2 lost to marine accident
Replacing ships becomes urgent following the war
- WWI** Canadian Pacific Railway stops building locomotives, and instead build weapons
- WWI** A decrease in immigration following WWI results in Canadian Pacific shifting its focus to the booming tourism industry
- 1915** Canadian Pacific Steamship Company → **Canadian Pacific Steamships Ocean Services Limited**
- 1917** British Columbia Division → **British Columbia District**
British Columbia District is separated into 5 smaller divisions, including the **Vancouver Division**
- 1919** Canadian Pacific obtains a special permit to own and operate commercial aircraft
(They don't do anything with this permit for decades)
- 1921** Canadian Pacific Ocean Steamship Services Limited → **Canadian Pacific Steamships Limited**
- 1922** Ships across the fleet get name changes for consistency
Empress ships carry 1st/2nd/3rd class passengers
Monoclass ships start with "M"
Cargo ships start with "B"
- 1926** Dominion Express Company → **Canadian Pacific Express Company**
- 1929** Canadian Pacific Railway acquires the **Prescott & Ogdensburg Ferry Company**
- 1929** Canadian Pacific acquires the **Canadian Pacific Car & Passenger Transfer Company** upon its founder's death
- 1930s** British Columbia Lake and River Service ends passenger service; freight service continues
- 1930** With Canadian National Railway, Canadian Pacific Railway sets up the first transcontinental wire line network (transmission of radio programmes)
- 1930** Canadian Pacific introduces a **Bay of Fundy Ferry Service**
- 1930** Canadian Pacific sells 50% of the Canadian Pacific Car & Passenger Transfer Company to the New York Central Railroad
- 1931** **Canadian-Australasian Line Limited** formed through agreement between Canadian Pacific and Union Steamship Company
2 ships transferred to the Canadian-Australasian Line: S.S. Aorangi, Niagara
- 1933** Canadian Pacific purchases a block of stock in **Canadian Airways**, which operated in northwestern Canada
- 1937** Canadian Pacific Railway obtains a permit to operate a freight service to Chicago
- 1939** Royal Tour of King George VI and Queen Elizabeth (the Queen Mother); travelled on the Empress of Australia and CPR trains
- WWII** Canadian Pacific provides the British Admiralty with 18 Canadian Pacific ocean ships and 2 British Columbia Coastal Steamship Services, as well as 2 Canadian Australasian Line ships
12 lost to enemy action, 2 lost to marine accident, 2 sold to the Admiralty
After the war, Canadian Pacific has only 5 ships at its disposal (3 return to Atlantic service, 1 to Pacific service, 1 to BCCSS); last ship remains in troop service until scrapped

- 1940 Canadian Pacific sets up a service to ferry bombers across the Atlantic (operation is then taken over by Royal Air Force)
- 1942 Introduction of **Canadian Pacific Air Lines** through the amalgamation of 10 struggling independent airlines in western and northern Canada (initially ran bush planes)
- 1943 Canadian Pacific Railway begins to introduce diesel-powered locomotive (more efficient than steam locomotives)
- 1947 Canadian Pacific begins operating the **Canadian Pacific Transportation Company** (a highway trucking service in western Canada)
- 1947 Canadian Pacific obtains the right to continue to fly (now that WWII is over)
- 1949 Canadian Pacific introduces international air service: Vancouver to China, Japan and Vancouver to Australia, New Zealand via Hawaii
Empress of Sydney makes the first Canadian Pacific flight to Australia
- 1949 **Soo Line Railroad Company** incorporated
- 1954 Canadian Pacific Railway introduces a “piggyback” service for hauling freight (carry highway trailers on flat train cars)
- 1955 Canadian Pacific Air Lines introduce flights on a polar route to Amsterdam
- 1956 With Canadian National Railway, Canadian Pacific Railway introduces the first Telex service
- 1958 Canadian Pacific acquires controlling interest in **Smithsons Holdings Limited** (the largest trucking company in Canada at the time); now has trucking interests in Eastern Canada
- 1958 Canadian Pacific forms **Canadian Pacific Oil and Gas Limited**
- 1958 Canadian Pacific Car & Passenger Transfer Company discontinues passenger service; freight service continues
- 1959 Canadian Pacific Air Lines establishes transcontinental air service: Vancouver to Toronto, Montreal via Winnipeg
Previously, Canadian Pacific had not had the right to fly domestic routes
- 1960s Trucking begins to overtake rail service
- 1960 Final run of Canadian Pacific Railway’s last steam locomotive (originally built in 1887 and running continuously since)
- 1960 Canadian Pacific forms **Maple Shipping Company** to handle chartering activities to and from eastern seaboard and Great Lakes ports
- 1961 Pennsylvania-Ontario Transportation Company dissolved
- 1961 Soo Line Railroad Company merges with two Canadian Pacific subsidiaries, Duluth, South Shore and Atlantic Railroad and Wisconsin Central Railroad → **Soo Line Railroad**
- 1962 Canadian Pacific Railway consolidates their non-transportation subsidiaries and investment activities as **Canadian Pacific Investments**
- 1963 **Canadian Pacific Hotels** becomes part of Canadian Pacific Investments
- 1964 Canadian Pacific enters into container shipping
With airlines taking over passenger travel, Canadian Pacific focusses on cargo shipping, reducing its passenger lines
- 1965 **Canadian Pacific Hotels Limited** begins operating as a separate entity
- 1965 Great Lakes Steamship Service (Canadian Pacific Upper Lake Steamships/Canadian Pacific Upper Lake Service?) ends

- Last remaining ship, S.S. Keewatin sold to American enthusiasts and converted into a museum; returned to Port McNicoll, ON in 2012
- 1966** Consolidated Mining and Smelting Company → **Cominco Limited**
 - 1967** Canadian Pacific and Canadian National integrate their telecommunications services → **CNCP Telecommunications Limited**
 - 1968** Begins to use the names: **CP Rail, CP Ships, CP Transport, CP Air**
 - 1969** Canadian Pacific establishes **Canadian Pacific Consulting Services Limited**
 - 1970s** Canadian Pacific Express Company merges with Smith Transport → **CP Express and Transport (trucking)**
 - 1970s** British Columbia Coast Steamship Service discontinues passenger services
 - 1970** Canadian Pacific Car & Passenger Transfer Company is closed
 - 1971** Third Empress of Canada, Canadian Pacific's last ocean liner, makes its final voyage (Still operates cargo carriers)
 - 1971** Canadian Pacific Railway → **Canadian Pacific Limited**
 - 1971** Canadian Pacific Steamship Company → **CP Ships Limited**
 - 1971** Canadian Pacific Oil and Gas Limited merges with Central-Del Rio Oils → **PanCanadian Energy Corporation**
 - 1972** Canadian Pacific Investments and Cominco found **Fording Coal Limited** in a joint partnership
 - 1975** British Columbia Lake and River Service ends (freight service; passenger service ended in 1930s) (except for one freight barge on Slocan Lake necessary as a link between sections of rail tracks)
 - 1976** Canadian Pacific ends the Bay of Fundy Ferry Service
 - 1980** British Columbia Coast Steamship Service discontinues freight service
 - 1980** Canadian Pacific Investments → **Canadian Pacific Enterprises Limited**
 - 1980** Canadian Pacific acquires controlling interest in the **Toronto, Hamilton and Buffalo Railway**
 - 1982** Soo Line Railroad acquires Minneapolis, Northfield and Southern Railway
 - 1984** Canadian Pacific co-founds **Canada Maritime** (a container shipping company)
 - 1984** Canadian Pacific incorporates the **Soo Line Corporation**; owns 56% of the stock
 - 1985** Canadian Pacific Enterprises Limited disappears into CP Limited
 - 1986** Cominco Limited sold to Teck Resources
 - 1986** Canadian Pacific Railway ends passenger service
 - 1987** CP Air is acquired by Pacific Western → **Canadian Airlines International**
 - 1988** Canadian Pacific acquires Canadian National's hotel chain
 - 1988** Final British Columbia Lake and River Service barge is retired; service ends
 - 1989** Canadian Pacific Consulting Services becomes an independent company (management buyout)
 - 1990** CNCP Telecommunications Limited fold to Rogers Communications and renamed → **Unitel Communications**
 - 1990** Canadian Pacific gains full control of the Soo Line Corporation
 - 1991** Canadian Pacific acquires the **Delaware and Hudson Railway**
 - 1993** Canadian Pacific fully acquires Canada Maritime
 - 1996** Canadian Pacific Consulting Services merges with Hicking Transcom → CPCS Transcom
 - 1999** Canadian Pacific acquires **Fairmont Hotels**

- 2000** Air Canada acquires Canadian Airlines International
- 2001** Canadian Pacific Limited separates into 5 independent companies: **Canadian Pacific Railway, CP Ships, PanCanadian Energy Corporation, Fording Coal, Canadian Pacific Hotels**
 “Canadian Pacific Railway” is once again strictly rail services
- 2001** Canadian Pacific Hotels → **Fairmont Hotels and Resorts**
- 2002** PanCanadian Energy Corporation merges with Alberta Energy Company Limited → **EnCana**
- 2005** CP Ships is sold to Hapag-Lloyd Shipping Company
- 2006** Fairmont Hotels and Resorts sold to Colony Capital; joins Raffles Hotels and Resorts and Swissôtel → **Fairmont Raffles Hotels International** (the member chains still operate under their original names)
- 2007** Canadian Pacific Railway formally (but not legally) shortens its name to **Canadian Pacific**
- 2008** Fording Coal is sold to Teck Cominco
- 2009** Canadian Pacific Railway acquires two American Lines: Dakota, Minnesota, and Eastern Railroad, and Iowa, Chicago, and Eastern Railroad
- 2011** Canadian Pacific formally abandons the “Canadian Pacific Steamships” name and trademark
- 2015** AccorHotels acquires Fairmont Hotel & Resorts International

(All that remains now is the Canadian Pacific Railway itself)

Note: The precise classification of some of the CPR’s ships is unclear:

“Mont” ships – cabin-class ships, built for North Atlantic service (cabin-class and 3rd-class passengers; later a tourist class (2nd class) was added)

Duchess – cabin-class ships, similar to the Empress line, but smaller (two would eventually be renamed “Empress”)