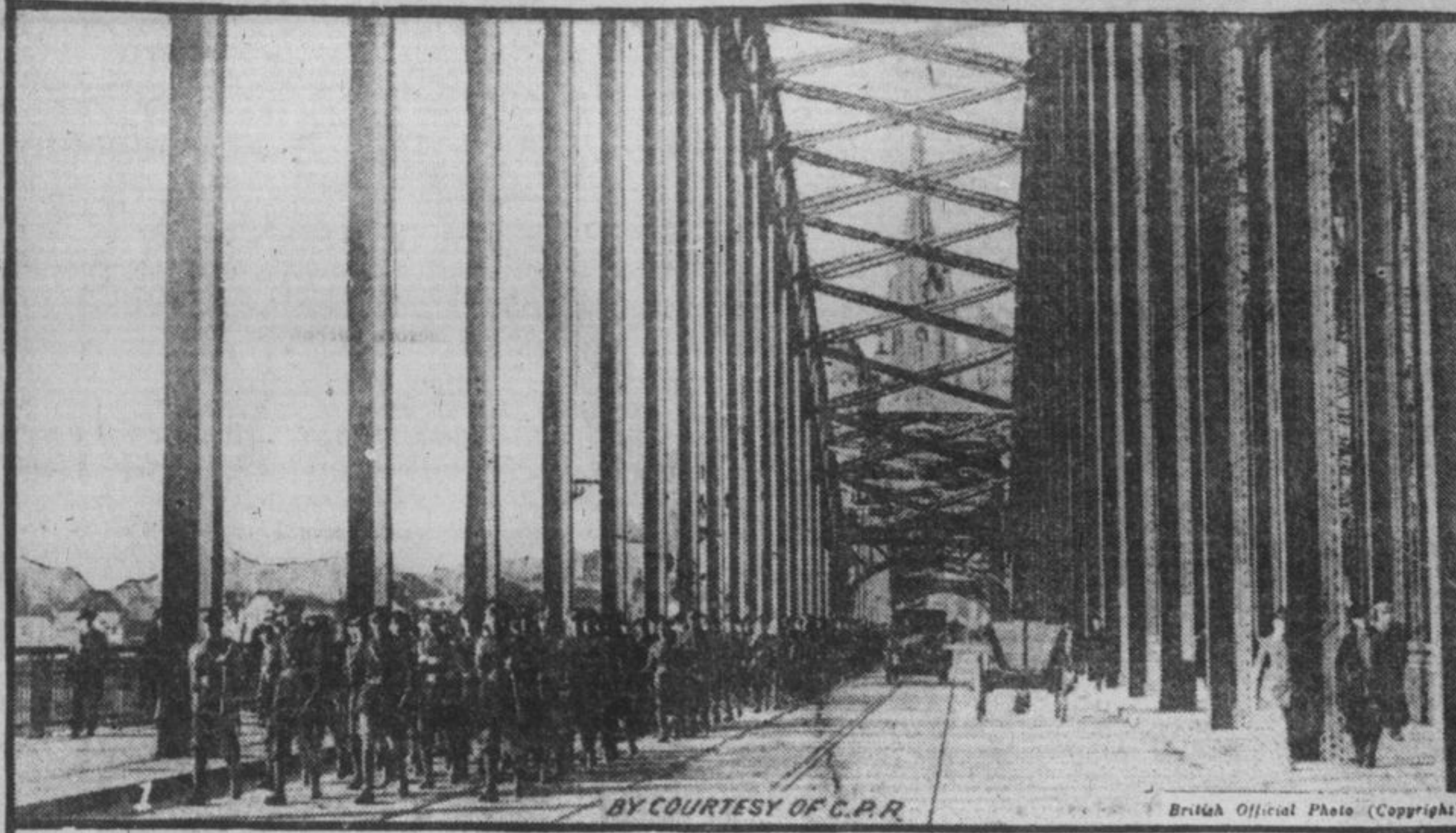


# FROM WAR TO PEACE --- VALENCIENNES TO CANADA



BY COURTESY OF C.P.R.

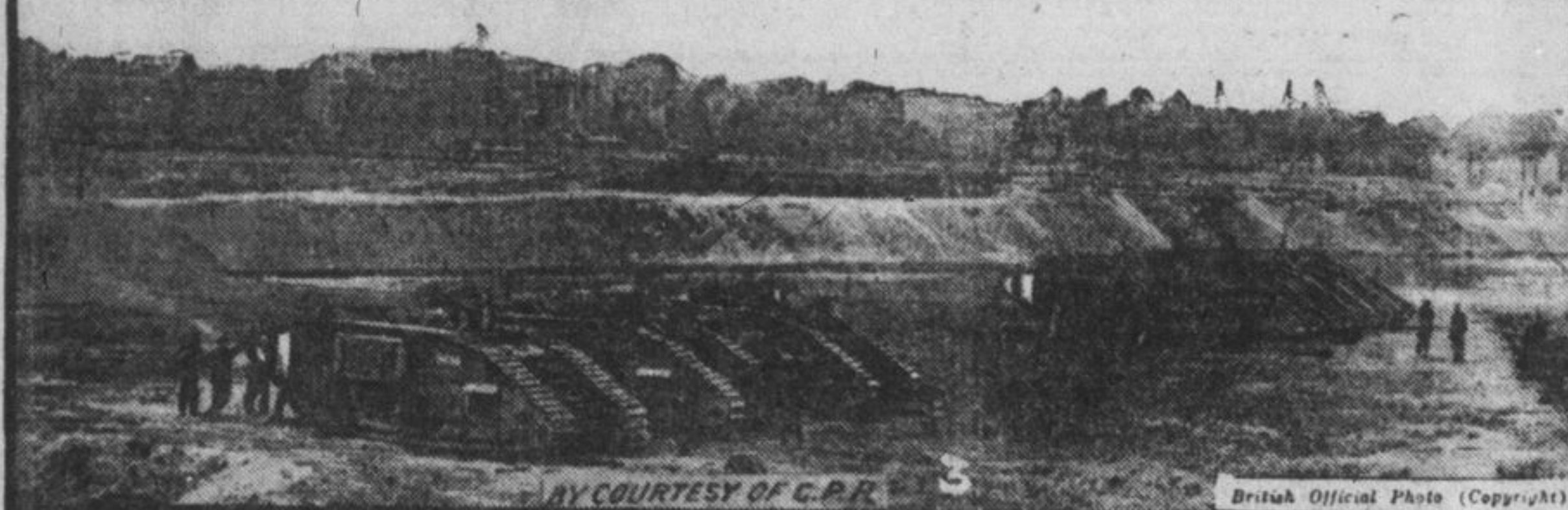
British Official Photo (Copyright)



2

BY COURTESY OF C.P.R.

Canadian Official Photo (Copyright)



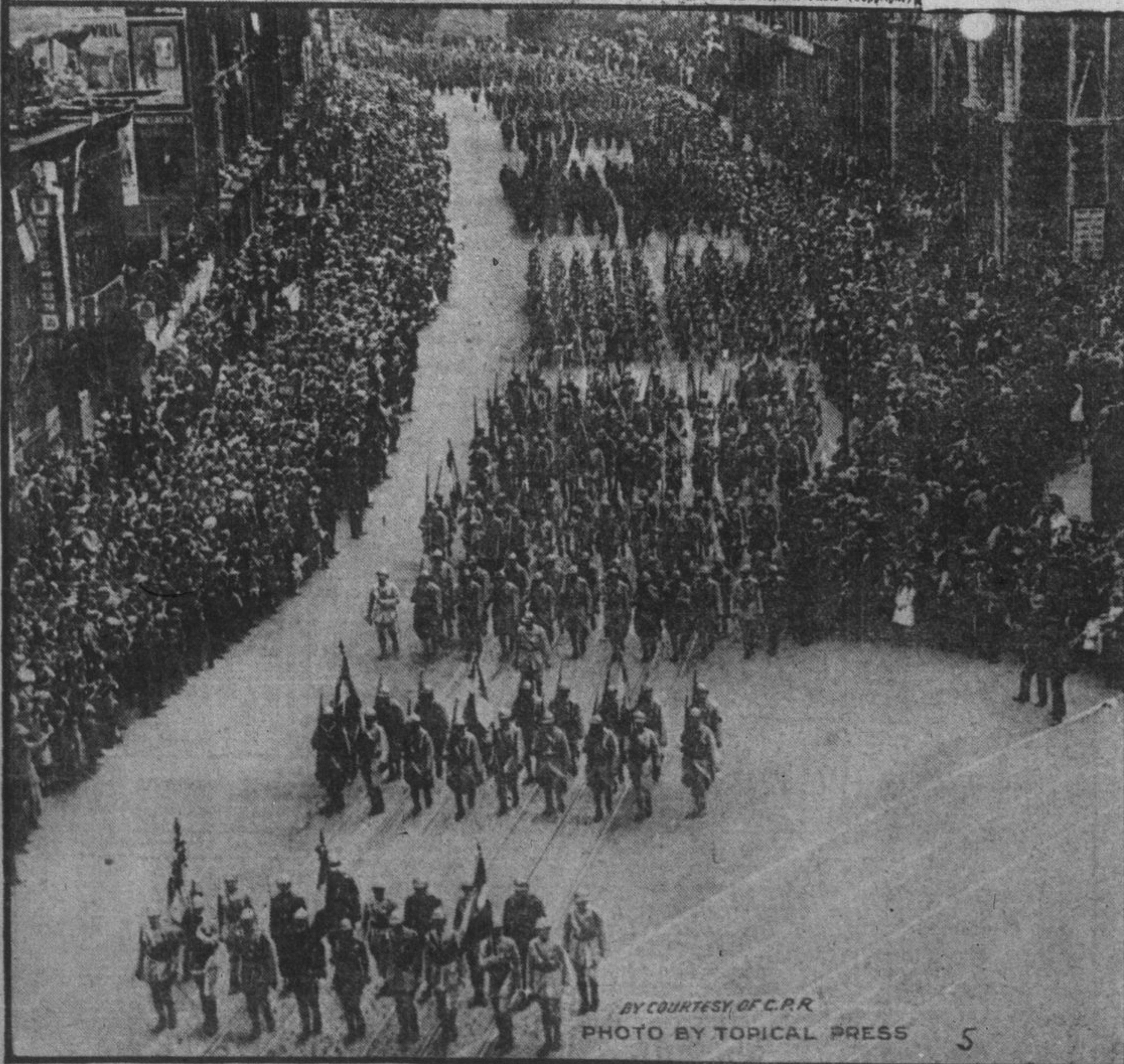
BY COURTESY OF C.P.R.

British Official Photo (Copyright)



BY COURTESY OF C.P.R.

British Official Photo (Copyright)



BY COURTESY OF C.P.R.

PHOTO BY TOPICAL PRESS

(1) The Scots Guards passing over the Hohenzollern Bridge at Cologne.

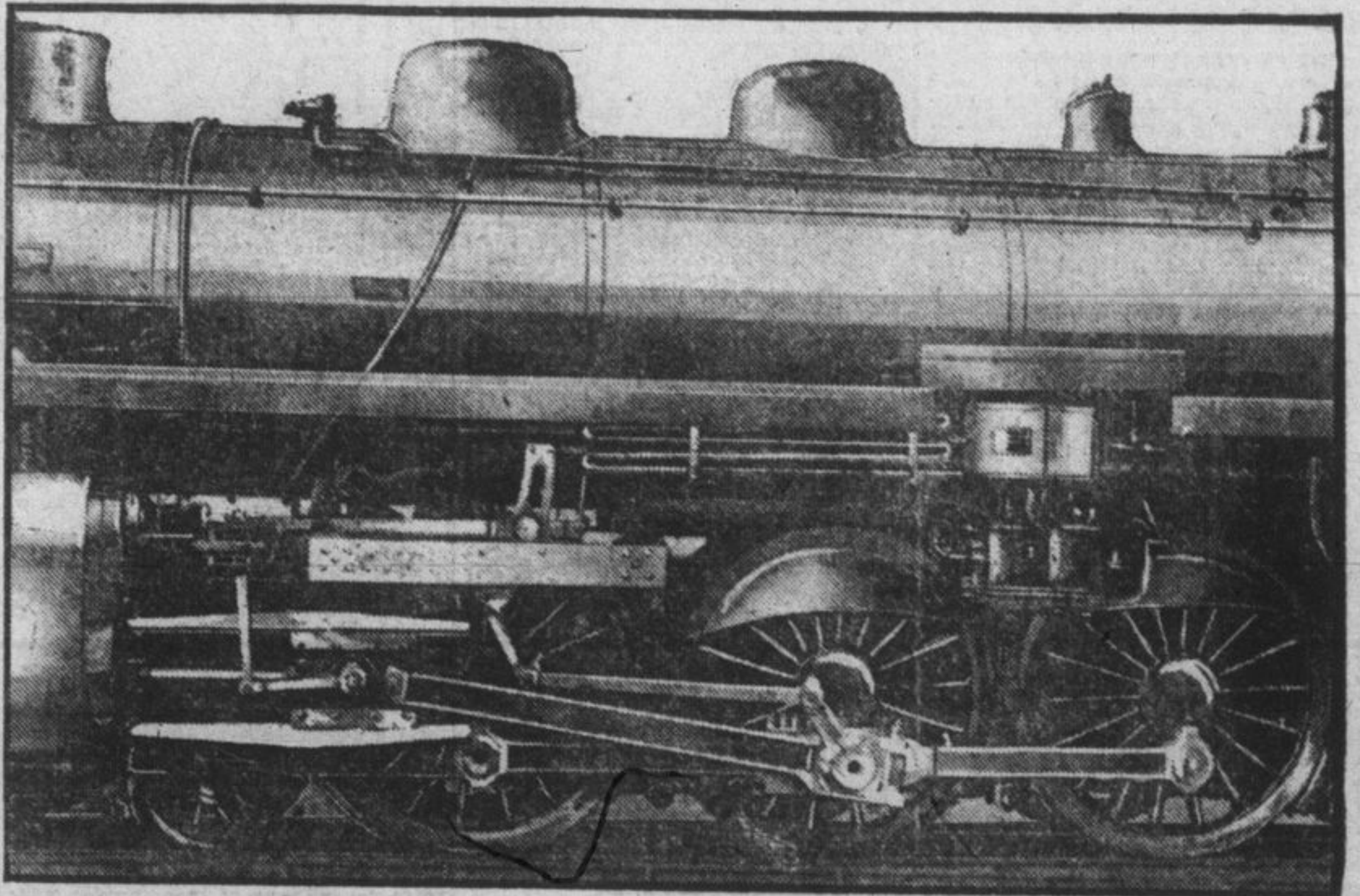
(2) H. R. H. the Prince of Wales inspects a Canadian machine gun Battalion at Valenciennes.

(3) Tanks parked just outside Cologne.

(4) Army dairy farming in Germany. These cows have been right through the advance, having done the latter stages of the journey in motor lorries.

(5) French troops in London Peace parade.

## A C.P.R. PRINCELY TRAIN



Close View of Machinery of new C. P. R. Locomotive 2300 used to draw the Prince of Wales.

Possibly the most interesting feature of the royal C.P.R. train carrying the Prince of Wales through Canada is the lack of ostentation and display, which is in accordance with the express desire of His Majesty the King, that the Canadian tour of the Prince of Wales be carried out upon lines as democratic as possible. The aim of those responsible for the arrangements of the Prince's tour has been to achieve elegance, efficiency, and withal simplicity.

The C.P.R. has set in motion a combination of rolling stock that will compare favorably with any passenger accommodation on the continent of America, and will surpass similar railway equipment of Europe.

His Royal Highness travels in Lord Shaftesbury's private car, which his lordship has placed at the disposal of the guest of the nation. This has been re-upholstered in Royal blue and gold, but is otherwise very much as it is when in regular use.

In addition to the "Killarney" the train has a second private car, the "Cromarty," belonging to Commander J. K. L. Ross, which has also been loaned for the tour. The "Cromarty" is a splendid car, finished in satinwood and fitted with every comfort imaginable. The remainder of the train consists of the compartment car "Empire," 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," the compartment and baggage cars, have been completed for the occasion, but are specially 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. At the close of the journey these cars will be drafted into the regular service, and then the Canadian public will enjoy the distinction of travelling in cars that will have been a portion of a royal train.

During the visit 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. 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.

To those versed in engineering the

chief interest will centre in the remarkably powerful engine that is to haul the nine heavy steel cars.

In order to distinguish it from all other cars on the line, the "Killarney," bears the coat of arms of the Prince of Wales, having beneath it the inscription "Ich dien." The first compartment is also devoted to observation, a compact 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 enjoyably through the large windows on either side, than from the platform outside. A speed recorder adds interest to the constant excitement of the journey, 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 rich simplicity characterizes this compartment, which is finished in white mahogany inlaid with a fine line of ebony outlining the panels. Built into the walls across the end is 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 minute dressing table, in which will be reflected the youthful countenance of the heir to the British throne. The fittings of the dressing table and toilet are brass in harmony with the woodwork and a large receptacle is screwed into the wall to hold a capacious 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, assigned to the secretary. Then in a niche in the wall is a shower bath as inviting as white tiles and porcelain can make it.

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 reposes between divisions of blue tapestry velvet. Between the sideboard and the window is a secretary with pens and paper ready for many social notes that will be imposed upon the Prince and his secretary. Above it is a miniature bookcase, just large enough for a few delightful volumes specially furnished and all by Canadian authors. The revelations of the remainder

of the car would delight the heart of any Canadian housewife. With steel walls finished in imitation mahogany, a kitchenette, pantry, icebox service counter, charcoal heater and chef's bedroom, have been fitted into limited space beyond the dining room. The stove may be tiny but it is complete, and an extra gas ring hangs on the wall ready for an emergency.

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," a special car is provided for the remainder of the party. The main dining place is a pleasant place where tables for four and tables for two are placed in the windows down each side of the car. The rich brown tones of the Cuban mahogany walls and ceiling combined with the green hangings and upholstery, and accented with inlaid lines of satinwood, are soothing to the eye. The diner will accommodate thirty persons at a sitting.

The "2300," the pride of the builders of the Angus Shops, has been specially designed by W. H. Winterrowd, chief mechanical engineer of the C.P.R., who has combined in the powerful locomotive all that is modern and successful in engineering. The new machine is the first of a series of 16 engines just turned out at the Angus Shops. With her number painted in gold leaf and her ebony sides finished in the shiniest of black enamel, the overpowering effect of the "2300" is all the more noticeable if by chance she comes alongside one of the early type locomotives such as the "82," with her clumsy wooden cow-catcher, her shrunken boiler, tall smoke stack and enormous whistle. Since the days when the "82" first hauled her load of light wooden cars railway builders have fashioned engines capable of drawing the heavy steel cars commonly used in America today. Although the "2300" according to the test made out in Outremont, can haul eighteen passenger cars at full speed with ease, the "82" would be taxed to the utmost to transport two cars. The modern locomotive weighs 480,000 pounds, and carries a tractive effort of 42,000 lbs. The great tank of today has a capacity of 8,000 gallons, while that of the past generation has only 2,500. Yet it is interesting to note that the height of the smoke stack and the width of the engine are practically the same today as they were 36 years ago. Another interesting point in connection with the mammoth engine and tender is the fact that the whole under frame of the tender was cast at one time, a feat which is rarely attempted.