

CANADIAN
PACIFIC
MOVIE

“SILENT
BARRIERS”.

Silent Barriers

In referring, in the March issue, pg. 117, to the motion picture based upon Alan Sullivan's novel, "The Great Divide", depicting construction of the mountain section of the Canadian Pacific Ry., we mentioned the title as "The Great Barrier", which was quite correct at the time; due to last-minute objections by a U.S. film producer based on name similarity, the title has been changed to "Silent Barriers". Our March issue article told of a press view of the film in London, England, on Feb. 3, and the world premiere in the new Gaumont Theatre in that city on the following day. On Feb. 26 the film was given its Canadian premiere in the new Snowdon Theatre, on Decarie Blvd., Montreal, before many invited guests; those to whom invitations were issued included Sir Edward W. Beatty, Chairman and President, Canadian Pacific Ry.; D. C. Coleman, Sir Charles Gordon, J. W. McConnell, Brig.-Gen. Frank S. Meighen, Rt. Hon. Lord Shaughnessy, Morris W. Wilson, F. Bramley, I. R. Collins, E. P. Flintoft, K.C., G. A. Walker, K.C., H. C. Grout, J. O. Apps, L. B. Unwin, J. A. Dundas, F. G. Miller, A. E. H. Chesley, F. A. Leslie, W. R. Patterson, Geo. Stephen, C. B. Foster, E. G. McNeillie, H. W. Brodie, Wm. Baird, W. G. Annable, C. E. Jefferson, G. Ham, W. M. Kirkpatrick, H. J. Humphrey, J. K. Savage, J. M. R. Fairbairn, H. B. Bowen, George Hodges, G. T. Coleman, T. M. McKeown, W. D. Neil, J. N. K. Macalister, B. W. Roberts, H. F. Mathews, and other Canadian Pacific officers and officials, and a large number of other leading citizens of Montreal.

fic itself dominates the interest."—The article states that the actors and actresses have romantic parts to perform, and fill them with consummate artistry, and adds:—"But around and about these principal characters there

in full vitality as if stepping from those splendid pages of the past into the living pictures of the screen today.—Van Horne, Sir John A. Macdonald, Lord Mount Stephen, Donald Smith (Lord Strathcona) and Shaughnessy."



A Meeting of the Canadian Pacific Railway Co. Board in the Early Days. It was at this meeting that J. J. Hill advocated that the Canadian Pacific be built through the United States. From left to right, those portrayed in the photograph are:—An official; Donald A. Smith (later Lord Strathcona); J. J. Hill; an official; Major A. B. Rogers, Engineer in charge of

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The first showing in Toronto is to be at the Imperial Theatre, April 9.

The first showing of the film in London, and the film itself, combined to form the subject of an article in Canada's Weekly, recently, in which due mention was made of the human interest scenes of the story, but in which it was added:—

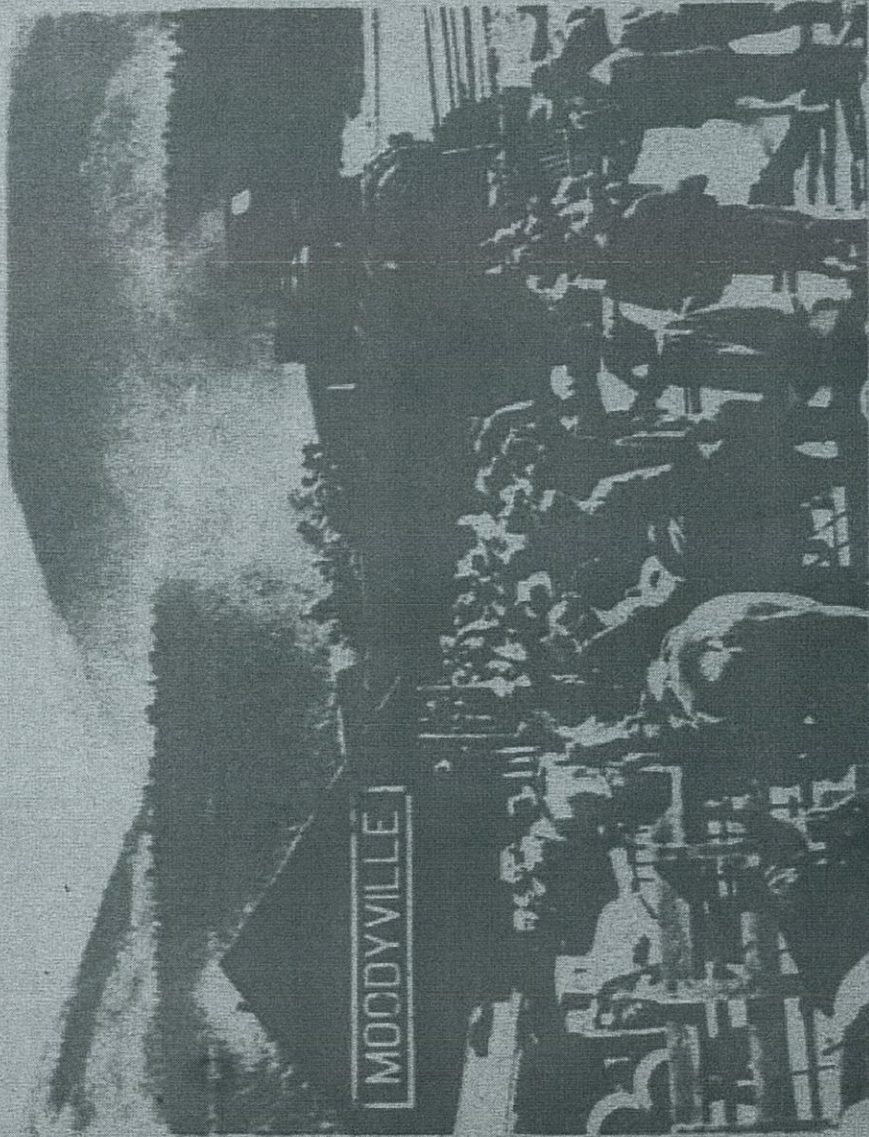
"But, towering above even the highest peaks of love-thrill throughout the film, the majestic story of the Canadian Pacific."

It was at this meeting that J. J. Hill advocated that the Canadian Pacific be built through the United States. From left to right, those portrayed in the photograph are:—An official; Donald A. Smith (later Lord Strathcona); J. J. Hill; an official; Major A. B. Rogers, Engineer in charge of Construction; Thomas Shaughnessy (later Lord Shaughnessy); W. C. Van Horne (later Sir William); and R. B. Angus.

march to supreme purpose the men who are the builders of the road, the mere laborers in their hundreds and thousands, as much as the leading men who conceived the line, the organizers and the statesmen who strove against heavy odds for its furtherance. These figures appear

Senneterre-Rouyn Branch Line, C.N.R. —In regard to the branch line being built by Canadian National Rys. in north-western Quebec, details of the location, etc., of which appeared in these columns previously, the C.N.R. annual report for 1936 stated:—"Construction has been commenced of the Senneterre-Rouyn Branch Line authorized by Chapter 26, 1936. The length of the projected line is 100.6 miles. The location surveys were commenced in June and completed in September. The contract for clearing, grading, culverts, trestles, and sub-structures of bridges was awarded in October. By February 15th of this year the contractor had completed 94.5 miles of clearing and some of the culvert and rock work. Five hundred and fifty men are employed on the project. This line will be of great assistance to the new mining development now taking place in northwestern Quebec. The Canadian National Railways generally are well located to serve the mining industry, which is assuming an increasingly important position in the Canadian business structure."

Barbados Railway — A Bridgetown, Barbados, dispatch of March 17 stated that the Legislature was then considering a report by E. M. Bland, who was appointed by the Colonial Office to investigate, in which it was said that it would cost £41,000 to rehabilitate the Barbados Railway and in which it was stated:—"I am reluctantly forced to the conclusion the railway has filled its purpose and is no longer capable of being operated except at a heavy loss. Everything points to abandonment of the road as the wisest and only course to adopt."



A C.P.R. Construction Crew at Station.

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