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SESQUICENTENNIAL ISSUE



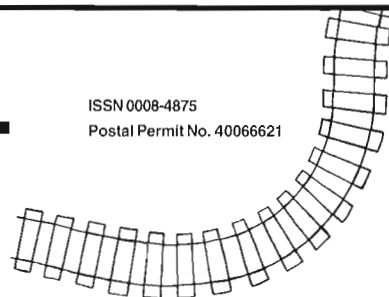
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FRONT COVER: VIA train No. 57, hauled by locomotive 6427, passes Ernestown station at high speed just before 1 P.M. on Monday, October 2, 2006, en route to Toronto. The station, built in 1856, is one of the original main line structures. Photo by Fred Angus

BELOW: Three locomotives and a snow plough photographed at Toronto about 1859. The first engine is No. 209, *Trevithick*, built at Point St. Charles that year. The other two are unidentified Birkenheads. The snow plough is numbered "No. 30 & 29".

BOTTOM: An early Grand Trunk logo showing an 1840s vintage 2-2-2 locomotive of a type completely out-dated by 1856.

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Canadian Rail is continually in need of news, stories,, historical data, photos, maps and other material. Please send comments (for this issue only) to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca . No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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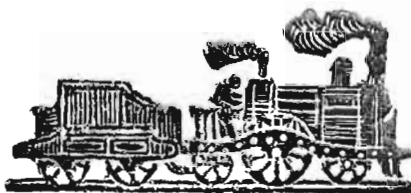
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GRAND TRUNK
RAILWAY



OF
CANADA.

The Sesquicentennial of the Montreal-Toronto Train Service 1856 2006

By Fred F. Angus

Research by Fred Angus and Doug Smith

Yesterday the trains from Toronto and Montreal met at the depot! Long threatened comes at last. Despite the falsehoods of George Brown and his slaves, through trains passed from Toronto to Montreal, and vice versa. The Twenty-seventh of October eighteen hundred and fifty-six will be a day long remembered in Canada; and it should be. The opening of the Grand Trunk Railroad on that day inaugurated a new era in the progress of the country. The train from Montreal numbered two baggage, two second class, and three first class cars; the train from Toronto two baggage, two second class and four first class cars. Long before the hour of their arrival a large crowd had assembled. The Eastern train came in first and was greeted with loud huzzas; we examined the cars, and consider them very substantial and fine specimens of home manufacture; we also made inquiries from passengers east and west, as to the state of the road - their report was - and they were Americans - that it was one of the best they ever traveled on. What saith George Brown to this?

Kingston Herald, October 28, 1856.

The Grand Trunk Railway was yesterday opened for traffic through the entire route from Quebec to Stratford. A train left Montreal at half past seven in the morning, and before 11 in the evening, the Montreal papers of the same day were laid upon our table! In like manner, a train left Toronto at 7 yesterday morning, and before 9 her safe arrival in the city of Montreal was duly telegraphed! This undoubtedly is a most notable event in the history of our country, and we heartily congratulate our readers upon it. We have assailed the manner in which the enterprise has been prosecuted - we have at no time denied the vast importance of the work.

Toronto Globe (edited by George Brown), October 28, 1856.

Yesterday the usually quiet citizens of this usually quiet city of Kingston were on the qui vive for the events of the "opening day" of the Grand Trunk Railroad. All seemed bent upon having a sight of the Toronto and Montreal trains - the train from the capital of Lower Canada and the train from the capital of Upper Canada - meeting at Kingston as the center of United Canada. The morning was pleasant but a slow, light, steady rain set in and made things rather uncomfortable. The Montreal train came in about half an hour after the announced time, and the Toronto half an hour later - a slight delay, indeed, for a first passenger train - and after a short interval, devoted to the refreshing of the inner man, the iron horses parted; pursuing their way with equal diligence to the East and West.

Kingston News, October 28, 1856.

It was done at last! The main line of the Grand Trunk was open, and the scheduled running time between Montreal and Toronto had been reduced to fourteen hours. The date was Monday, October 27 1856. This year marks the sesquicentennial (150th anniversary) of that notable event in Canadian history, a date when Canada's railway system, then in its 21st year, can be truly said to have "come of age".

Introduction

The inauguration of the Montreal-Toronto train service was the latest in a long series of improvements in transportation along the valley of the St. Lawrence River. When Jacques Cartier ascended the river as far as Hochelaga (now the site of Montreal) in 1535, he heard stories from the natives of a great territory inland, showing that the Indians had established some sort of lines of communication well before that time. More than a century later, in 1642, Montreal was founded, and during the following century French explorers penetrated deep into the continent in search of furs, as well as a possible route to the Pacific and on to

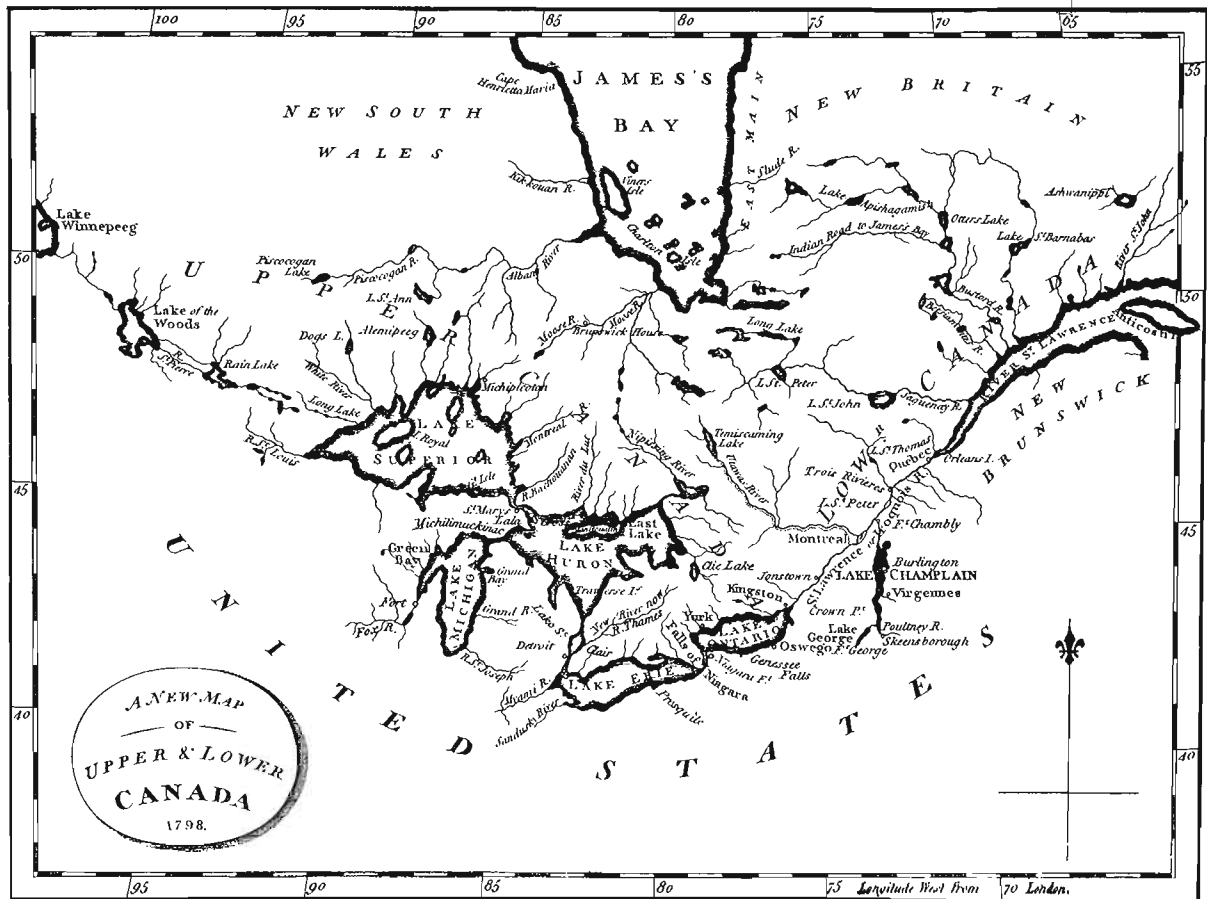
China. In fact in the 1670s LaSalle's base near Montreal became known as "La Chine" (French for China) as it was thought that this route might be a gateway to the orient. The name has survived in the present-day borough of Lachine.

In 1673 the French established Fort Frontenac near the eastern end of Lake Ontario. This was almost exactly half way between Montreal and the place where Toronto would one day be built. In the days of the British rule, the name was changed to Kingston which became, and still is, the largest city between Canada's two largest metropolitan areas.

In the eighteenth century a French trading post was established at a location on Lake Ontario known as the "Meeting Place" or, to use the Indian name, "Toronto". Actually it is likely that the first European to see this location, with its fine natural harbour, was Etienne Brulé in 1615. In fact the name "L. Toronto" appears on a globe made in 1683. After the fall of New France in 1759 the French withdrew and destroyed the Toronto trading post before their retreat.

NOTE 1: Some of the names of places referred to in this article have changed in the last 150 years; others are spelled differently than in 1856. In addition, units of measurement and currency often differ from the units used today. In all cases, the names, spellings and units mentioned in this article are those in use at the time in question, and not necessarily those of today.

NOTE 2: The newspaper extracts are mostly from microfilms of Library and Archives Canada.



Canada before railways. *A New Map of Upper and Lower Canada* published by J. Stockdale in London in 1798. This map was used to illustrate the journal of Isaac Weld's *Travels in North America*, published in 1799. The locations of Montreal, Kingston and York are plainly shown. Interestingly, the land west of James Bay was called New South Wales, a name which was later transported to Australia!

After the American Revolution and the arrival of the United Empire Loyalists the colony of Quebec was split into two parts, Upper and Lower Canada. This took place in 1791, and the following year the first British governor, John Graves Simcoe, established the first parliament of Upper Canada at Niagara (now Niagara-on-the-Lake). It was soon apparent that Niagara was not suitable as the capital and, after some discussion, it was decided to move to the old Toronto location. It was decided to drop the old name, and the new town, founded in 1793, was named York. By 1813 the population of York was still only about 700, and in the spring of that year the town was captured and pillaged by invading forces of the United States during the War of 1812. (During this battle Zebulon Pike, discoverer of Pike's Peak, was killed in the explosion of a powder magazine, but that is another story).

By 1834 the town of York (also known as "Muddy York" or "Little York", to distinguish it from New York) had grown greatly in importance and size and in that year was incorporated as a city. At that time the city fathers made the wise decision to revert to the old name, and thus 1834 is considered to mark the birth of the present City of Toronto. Little did anyone realize that only 22 years later Toronto would be connected to Montreal and points east by that latest of technological marvels, the railway.

During the next twenty years many significant happenings coloured the history of the Canadas. After the rebellions of 1837 and 1838 an act of the British Parliament united Upper and Lower Canada into what became known as the Province of Canada, this act coming into force in 1841. What had been Upper Canada was now known as "Canada West" while the former Lower Canada became "Canada East". However these names never found complete favour with the population, and the old names were frequently used until Confederation in 1867 when the new names "Ontario" and "Quebec" replaced them. It is important to bear this in mind in reading old accounts of the period, when all three names are sometimes found interchangeably.

Communications between the lower and upper province were rudimentary to say the least. As early as 1770 a Jean Rousseau was granted a licence to "pass unmolested with one canoe and six men from Montreal to Toronto with liberty to dispose of his goods and effects as he should occasionally find a market in his passage". There is no record as to how long this trip took, but it must have been very arduous. It was easier to send a shipment from England to Quebec than it was to forward the same shipment from Quebec to Upper Canada. In August 1796 a traveler named Isaac Weld, on a two-year tour of North America, made the trip from Montreal to York. It took nine days, seven of which

were by "Bateau" ascending the river to Kingston. The following account (taken from Isaac Weld's journal of the entire tour, published in London in 1799) covers only a small part of the voyage, that portion between Cedars and Coteau, but is typical of the whole journey:

The passage of these rapids is so very tedious, that we here quitted the bateaux, took our guns in hand, and proceeded on foot to 'Le Coteau des Cedres', the Hill of Cedars, about nine miles higher up the river. In going thither you soon lose sight of the few straggling houses at the cascades, and enter the recesses of a remarkably thick wood, whose solemn gloom, together with the loud roaring of the waters at a distance, and the wild appearance of every object around you, inspire the mind with a sort of pleasing horror. As you approach 'Le Coteau des Cedres', the country assumes a softer aspect; cultivated fields and neat cottages once more appear in view, and the river, instead of being agitated by tremendous rapids, is here seen gliding on with an even current between its lofty banks..... We now entered Lake St. Francois, which is about

twenty-five miles in length, and five in breadth; but the wind being unfavourable, we were prevented from proceeding further than Point au Baudet, at which place the boundary line commences, that separates the upper from the lower province. There was one solitary house here, which proved to be a tavern, and afforded us a well drest supper of venison, and decent accommodation for the night.

Sixty years later the Grand Trunk covered the nine miles from Cedars to Coteau in 20 minutes, and today the VIA trains do it in no more than eight minutes.

After 1816 steamboats were put into service on the St. Lawrence and the Great Lakes, and this introduced speed and comfort to the journey. In conjunction with these boats stagecoaches were introduced, running on the few roads, which were usually in terrible condition, especially after a rainstorm. Of course the boats could not run in the winter, and travel then was mostly by open sleighs, sometimes running on the ice of the river. Few people would attempt the trip at that time of year unless there was some reason of extreme importance.

J.M. Trout in the book "The Railways of Canada", published in 1871, described some of the old stagecoaches of the pre-railway era as "Large oblong wooden boxes, formed of a few planks nailed together, and placed on wheels, in which you enter by the window, there being no door to open and shut, and no springs." Another account referred to the Niagara - Hamilton stage as "Reeling and tumbling along the detestable road, pitching like a scow among the breakers of a lake storm." No less a person than William Lyon McKenzie described the road between Toronto

GOVERNMENT CONTRACTS,
For the Transport of Stores to Upper-Canada.

TENDERS will be received to the 10th November, for the Transportation of Provisions and Stores in the course of the ensuing Winter from Montreal to Kingston, Prescott, Cornwall, and also to Coteau du Lac—to commence as soon as the roads and ice be practicable for sleighs.

Persons desirous of contracting therefore by Loads of 10 Cwt. not less than 100 Loads, are desired to send their proposals sealed, marked "Proposals for Transport," to the Deputy-Commissary-General's Office, Montreal, specifying the rate of payment for the carriages to the respective posts, and the time in which they will perform their Contract.

Montreal, Oct. 25, 1814. 2w

In wartime, the difficulties encountered in transportation became even more acute. This notice, during the War of 1812, called for tenders to transport urgently-needed military supplies to the seat of war in Upper Canada. But even these could only be moved "as soon as the roads and ice be practicable for sleighs".

STAGE & STEAM BOAT NOTICES.



THE
UPPER CANADA COACHES,
Will leave MONTREAL, until further notice
Six Times per week, viz :—MONDAYS, TUESDAYS,
WEDNESDAYS, THURSDAYS and FRIDAYS, at ELEVEN o'clock, A. M.—and on SATURDAYS, at FOUR o'clock, A. M.

THE STEAM BOAT
ST. LAWRENCE,
Will leave LACHINE on each of the above days,
at ONE o'clock, P. M. and also on SATURDAYS at SIX o'clock, A. M.
May, 1829. u 43

By 1829 travel between Upper and Lower Canada had become much easier, as we see from this advertisement for coaches and steamboats. But it was still not advisable to try it in the winter unless you were the Governor on urgent business!

and Kingston about 1830 as "among the worst that human foot ever trod." Finally Trout states that "Down to the last day before the railroad era, the travelers in the Canadian stage coach were lucky if, when a hill had to be ascended or a bad spot passed, they had not to alight and trudge ankle deep through the mud." Trout does mention a legendary case of amazing speed with a sleigh in the winter, when there was no mud to bog things down. The story goes that Lord Sydenham (Governor-in-chief from 1839 to 1841) made it from Toronto to Montreal by sleigh in 36 hours, but this was in excellent weather, snow well packed down, traveling continuously by day and night, and with a change of horses at each stage. Of course he was the Governor, and could get such service; most passengers would be lucky to get through in a week.

In the 1840s, serious consideration was given to a new technology in the transportation world; railways. The first practical common-carrier railways were built in England in the 1820s, and this new engineering concept showed wonderful promise for the future. The first railway in Canada was the Champlain & St. Lawrence which was opened between Laprairie and St. John's, in Lower Canada, in 1836. This 14-mile line was actually a portage line on a primarily water route between Montreal and New York City. Within a few years, however, some far-sighted individuals began to think of the railway as a system unto itself, not dependant on steamboats. Think of the benefits - much greater speed, year-round operation, and the ability to serve localities far from major rivers and lakes. There was, however, one major problem. Railways cost money, a great deal of money, and

the decade which started in 1840 was a time of depression, often called the "Hungry Forties". In Canada some lines were begun in this decade, most notably the Montreal-Portland main line, but it was not until the following decade that the great enthusiasm hit Canada. When it came, however, it came with a vengeance, and the 1850s are considered to be the time of the first great Canadian railway boom. It is during this time that the developments took place that we are about to relate, culminating with that most significant event, the opening of through service between Montreal and Toronto on October 27, 1856.

A Trip in 1835

Before we consider the events of the 1850s, let us go back to August of the year 1835, and consider the situation of someone in Montreal who wanted to go, perhaps on a business trip, to the recently-incorporated city of Toronto in Upper Canada. We have chosen 1835, as that was the last complete year in which there were no railways in Canada. It was during the reign of William IV, and was a peaceful year in Canada. The rebellions and financial panic that occurred in 1837 and 1838 were still two years in the future, as was the start of the Victorian era, which saw so much progress over the following 63 years. Our would-be traveler picks up the latest copy of the *Montreal Gazette* (yes, the *Gazette* existed then) dated Thursday Evening, August 20, 1835. At that time many advertisements appeared on the front page and, amid ads for garden seeds, leeches, soused salmon, pewter goods, Bibles, Jamaica spirits, lynx skins, and the ever-present dry goods, our traveler would find detailed advertisements for various steamboats and stage coaches bound for Upper Canada. One of these ads appears below.



UPPER CANADA LINE

STEAMBOATS AND STAGES,

LEAVE MONTREAL every day except Sunday, at half-past ten, A. M. and arrive in PRESCOTT the following day, with the exception of Saturday's stage, which will remain over the Sabbath at CORNWALL,—as follows :

Montreal to Lachine, by land.....	9 miles.
Lachine to Cascades, by steamboat.....	24 do.
Cascades to Coteau du Lac, by land...	16 do.
Coteau du Lac to Cornwall, via St. Regis, Indian Village, by steamboat... ..	} 41 do.
Cornwall to Dickenson's Landing, by land	
Dickenson's Landing to Prescott, by steamboat	} 38 do.
	140 do.

DOWNWARDS.

Leave PRESCOTT every morning, except Sunday, at 4 o'clock, and arrive in MONTREAL the same evening.

A. WHIPPLE, Agent.

Montreal, May 30, 1835.

Because of the numerous rapids between Montreal and Prescott it was not possible to go all the way through by steamboat as the canal system was not completed until 1847. The route most often used is exemplified by the combination land and boat journey shown in the advertisement for the Upper Canada Line. One would take a stage to Lachine, a steamboat to Cascades, stage to Coteau, steamboat to Cornwall, stage to Dickenson's Landing and steamboat to Prescott; a total of six legs totalling 140 miles of which 103 were by water and 37 were by land. The passenger would leave Montreal at 10:30 A.M. and arrive at Prescott the following evening.

LAKE ONTARIO.

Arrangements for 1835.



THE STEAMBOATS

Great Britain and United States.

From 1st June to 1st September,

WILL, in connexion, perform three trips in each week, starting from NIAGARA and from OGDENSBURGH and PRESCOTT, every other day, (excluding Sundays,) as follows:—

THE GREAT BRITAIN.

GOING UP.—Leaves Prescott, Tuesday evening; Brockville, do. do; Kingston, Wednesday, 12 noon; Oswego, do. 6 evening; Toronto, Thursday, at noon, and arrives at Niagara, Thursday, P. M.

COMING DOWN.—Leaves Niagara, Thursday, 10 in the evening; and arrives at Oswego, Friday afternoon.

GOING UP—Leaves Oswego, Friday 6 in the evening; Toronto, Saturday, 12 noon, and arrives at Niagara in the afternoon.

COMING DOWN.—Leaves Niagara, Sunday, 4, P. M.; Oswego, Monday, 7 in the morning; Kingston, Monday, 2 P. M.; Brockville, do. evening, and arrives at Prescott the same evening.

THE UNITED STATES.

COMING DOWN.—Leaves Lewiston, Tuesday evening; Rochester, Wednesday morning; Oswego, do. evening; Sacket's Harbor, do. 12 at night; Kingston, Thursday morning, and arrives at Ogdensburgh, Thursday, P. M.

GOING UP.—Leaves Ogdensburgh, Thursday evening; Kingston, Friday morning; Sacket's Harbor, Friday noon, and arrives at Oswego same afternoon.

COMING DOWN.—Leaves Oswego, Friday, at 6 P. M.; Sacket's Harbor, Friday, 11, P. M. Kingston, Saturday, 7, A. M. and arrives at Ogdensburgh, Saturday afternoon.

GOING UP.—Leaves Ogdensburgh, 8, Saturday evening; Kingston, Sunday morning; Sacket's Harbor, Sunday noon; Oswego, Sunday evening; Rochester, Monday morning; Toronto, Monday evening, and arrives at Lewiston early Tuesday morning.

And after the first of September, the respective boats will resume their spring arrangements.

May, 1835.

The steamboats *Great Britain* and *United States* offered alternative routes between Prescott and Toronto.

Downstream the trip was faster; the boat left at 4:00 A.M. (presumably you could board the night before) and arrived at Montreal that night. There was no travel on Sunday, and those who left Montreal on Saturday would "remain over the Sabbath" at Cornwall.

Between Prescott and Toronto there was a choice of routes. One could take the steamboat *Great Britain* which departed every Tuesday evening and stopped mainly at towns on the Canadian side, arriving at Toronto at noon on Thursday, and continued on to Niagara. There was also the steamboat *United States* which left Ogdensburgh (across the river from Prescott) at 8:00 P.M. Saturday evening and called at towns on the American side, arriving at Toronto on Monday evening, continuing on to Lewiston, N.Y. (Three years later the *United States* was to play a significant, but unwilling, part in the "Battle of the Windmill" near Prescott in 1838, and was then withdrawn from the Canadian run). The fare from Prescott to Toronto was £3 currency, or \$12.00. Yet another possibility was to take a stage to Kingston, then board the "fast sailing steam packet" *St. George*, which departed Kingston every Tuesday and Saturday morning, calling at Oswego, Cobourg and Port Hope, and arriving at Toronto on Wednesday afternoon or Sunday morning. An advertisement for this vessel appears below. We can see from all this that the fastest trip from Montreal to Toronto involved leaving Montreal at 10:30 on Monday morning and arriving at Toronto at noon on Thursday; more than three days if all went well. However some trips took considerably longer, and, as for winter, the less said the better!

1835.
LAKE ONTARIO.
The fast sailing Steam Packet



ST. GEORGE,
LIEUTENANT HARPER, R. N. COMMANDER,

WILL, until the 1st September, leave the different ports as follows:—

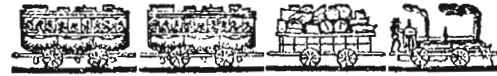
UPWARDS.

KINGSTON, every Tuesday and Saturday Morning.
OSWEGO, every Tuesday Evening.
COBOURG, every Wednesday Morning and Saturday Evening.
PORT HOPE, every do. do.
And arrive at **TORONTO** on Wednesday Afternoon and Sunday Morning.

DOWNWARDS.

TORONTO, every Thursday Morning and Sunday Evening.
PORT HOPE, every Thursday Evening and Monday Morning.
COBOURG, every do. do.
And arrive at **KINGSTON** in time for Passengers to take the River Boats for **MONTREAL**.

Passengers leaving **TORONTO** by the above Boat on Sunday and Thursday, will arrive in **MONTREAL** on Tuesday and Saturday Evening.
No Luggage or Parcels taken charge of, unless booked and paid for.
All Freight payable on delivery.
Kingston, June 8, 1836.



RAIL-ROAD NOTICE.

THE COMMITTEE of the **CHAMPLAIN AND ST. LAWRENCE RAIL-ROAD COMPANY** having established an **AGENCY** for the **TRANSFER** and **REGISTRY** of **STOCK** in the City of **NEW YORK**, at the Office of Messrs. **BULLOCK & KELLOGG**, No. 14, *Wall Street*; Stockholders desirous of having their Stock placed upon the Books of the Agency, will, on application at the Company's Office in **MONTREAL**, be furnished with an order to that effect.

By order,
C. H. CASTLE, Sec. & Tr.
Montreal, August 1, 1836. r

This "Rail-Road Notice" foreshadowed the start of a whole new era of transportation in Canada, and would make stagecoaches, and eventually passenger steamboats, obsolete.

On Monday, August 24, 1835, our traveler paid his fare and started off on the stagecoach to Lachine - the first leg of his three-plus day trip to Toronto. Sailing through Lake St. Louis aboard the steamboat from Lachine to Cascades, he read his *Gazette* more carefully, and noticed a strange new advertisement, also on the front page. This bore a crisp new cut of a train (minus a tender!) that had seldom been used in Canadian newspapers before. Underneath the cut were the bold words "RAIL-ROAD NOTICE". The notice stated that the Committee of the Champlain and St. Lawrence Rail-Road had opened a stock transfer agency at No. 14 Wall Street in New York, and were selling shares in the company in New York as well as in Canada. This company had been founded in 1832 and by 1835 had sold enough stock to begin construction, as well as to order a locomotive from the Robert Stephenson Company in Newcastle England. Actually railway news was nothing new in Montreal; as early as 1824 the *Gazette* had reprinted a lengthy discussion on the benefits of railways. A news item from England that very year of 1835 told of an important event; the Great Western Railway was incorporated and soon began to lay its tracks to the seven-foot gauge devised by its chief engineer I.K. Brunel. The local notice, however, was different from these. Now a railway was being built right here in Lower Canada.

Progress on the Champlain & St. Lawrence was rapid after 1835, and less than a year later, on July 21 1836, it inaugurated the railway era in Canada with a 14-mile line from Laprairie to St. John's. Perhaps our traveler, reading the little notice in the *Gazette*, had some thoughts of the future. Maybe someday these new railways would ease the tedious portages on the route between Lower and Upper Canada. If he had a vivid imagination, he might have even thought that some time in the far far distant future it might be possible to go all the way by rail. Little did he think, in the quiet year of 1835, that only twenty-one years later this dream would indeed become a reality.



In 1851 the stagecoaches were still very much at work, although their days were numbered. This view, taken from a commemorative postage stamp issued in 1951, shows the Royal Mail stage by Jordan's Hostel on King Street in Toronto.


1851 – The Railway Boom Begins

By 1850 the railways of Canada had been in operation for fourteen years but had not expanded at anything like the rate of those in Britain or the United States. At that time Canada had only 58 miles of track in operation. Following the opening of the Champlain & St. Lawrence more than ten years had passed before another line went into operation. This was the Montreal and Lachine, opened in November 1847; this line replaced the stage coach and thus became the first rail link in the route to Canada West. However many plans were in the works, and some were actually under construction. In 1845 the St. Lawrence and Atlantic in Canada and the Atlantic and St. Lawrence in the United States were formed with the plan to connect at the border and form a through route between Montreal and Portland Maine. By 1850 both lines were well under construction; the St. L. & A. had reached St. Hyacinthe in December 1848 and was advancing rapidly towards the border. Both these lines eventually formed a part of a much larger system, the Grand Trunk. Canada West also had plans for railways; the pioneer Erie and Ontario was soon to be joined by numerous others, most notably the Great Western, which it was hoped would soon form a large network. There were also plans to connect Canada East and Canada West by rail. In 1846 the Montreal and Kingston Railroad Company was founded, which was succeeded, in 1851, by the Montreal and Kingston Railway Company and the Kingston and Toronto Railway Company. The M&K was granted power to purchase the Montreal and Lachine Railroad, Montreal's pioneer railway, and extend the line westward to Kingston.

In many ways, however, transportation had changed little since 1835. The steamboats and stagecoaches still ran, and our traveler of sixteen years before would still travel to Toronto in much the same manner; the major difference being that he could now take the train from Montreal to Lachine instead of the stage. However if he wanted to go to Bytown (soon to be renamed Ottawa City)

Bytown and Montreal Stage Line.

Through in Two Days by Daylight!



THE undersigned would respectfully intimate to the Travelling Public and others, that they have now a **LINE OF COVERED STAGES** running between Bytown and Montreal, of the most commodious and comfortable description, which will be kept in thorough repair, and none but experienced Teamsters will be employed. On the route between Hawkesbury and Montreal a four-horse team will be engaged during the season.

The Stages will leave Bytown and Montreal on **MONDAYS, WEDNESDAYS and FRIDAYS**, at half-past Seven o'clock, A.M., — calling at Cumberland, Buckingham, Lochaber, Petite Nation, L'Orignal, Hawkesbury, (where they will remain over-night) Point Fortune, Rigaud, Vaudreuil, St. Ann's, Point Clair, and Lachine, on the way down and up.

PARCELS entrusted to their care will be forwarded with despatch and safety.

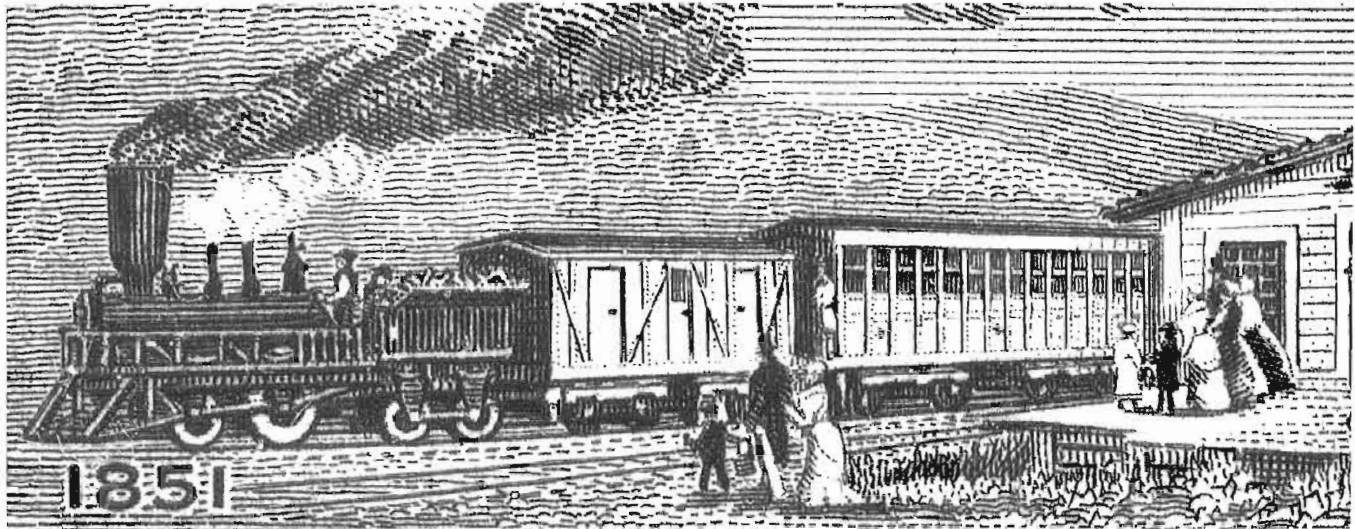
Seats can be secured and further information obtained at Beauchamp's Stage House, Sussex Street, Bytown, and at Browning's Ottawa Hotel, Great St. James Street, Montreal.

KIRBY, PATTIE, BEAUCHAMP & HILLMAN.
Bytown, 7th January, 1854. (48)

"Through in two days by daylight", and in Covered Stages! promised the Montreal and Bytown stages in 1854.

his best bet would still be the stage. By 1854 Messrs. Kirby, Pattie, Beauchamp & Hillman offered "covered stages... of the most commodious and comfortable description", and made the trip in two days by daylight, overnighing in Hawkesbury.

Things were very soon to change. By this time the financial climate was better than it had been since before the panic of 1837, and there was more optimism that these railway schemes would succeed. As the calendar changed to 1850, the mid year of the century, Canada was poised to begin a



“The new order cometh”. This engraving, also from a commemorative postage stamp of 1951, depicts a typical train of the era. It is said that this is a scene on the standard-gauge Bytown and Prescott Railway, Ottawa’s first railway, that reached the future capital at the end of 1854, just before Bytown became Ottawa City. Soon it offered connection at Prescott with the Grand Trunk, ending dependence on the “two-day stage” described opposite.

decade of railway construction that would bring it into the family of countries possessing major rail transportation networks. In the words of Thomas C. Keefer, written in retrospect in the year 1864, “The years 1852 to 1857 will ever be remembered as those of financial plenty, and the saturnalia of nearly all classes connected with railways.”

St. Lawrence Navigation.



IN ORDER TO AFFORD GREATER

accommodation to the trade, and that no delay may take place to vessels navigating the St. Lawrence, the Government have placed on the portions of the river between the respective Canals from Prescott to Lachine, a line of efficient Steam Tug Boats, under this Department, capable of towing vessels of 400 tons-burthen at the rate of at least five miles per hour.

The Tugs may now be found at their respective stations, ready to tow such vessels as may require their assistance, at the following rates per mile.

		Downwards,	Upwards,
		1s-4d	2s
“	200	1s-4d	2s-8d
“	300	2s	4s

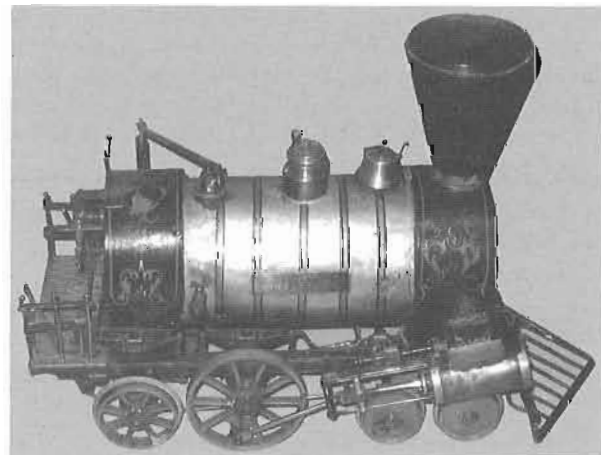
Applications for towing to be made to the Masters on board the respective Tug boats

By order

THOMAS A. BEGLY, Sec.
 Department of Public Works. } d53w49m2
 May 28, 1849. }

The system of canals on the St. Lawrence River was operational by 1847, and in 1849 the government established a tugboat service, by which boats could be hauled up and down the river between the canals. This speeded up freight service on the river, but was seldom used for the passenger steamboats which did not need the assistance provided by the tugs.

The world was changing too. Nothing exemplified the spirit of the new half-century more than the “Great Exhibition of the Works of Industry of All Nations” held in 1851. This, the first world’s fair, took place in London’s Hyde Park in a huge building, 1851 feet long, known as the Crystal Palace. The Exhibition, originally planned by Prince Albert the husband of Queen Victoria, was a place where one could see inventions and works of art and industry from all over the world. This meant that ideas originating in many countries could spread rapidly; the Exhibition was an ideal means of communicating knowledge throughout the world. Canada had numerous exhibits at the Great Exhibition, including a model locomotive (which amazingly still exists). As other nations became aware of Canadian products, Canadians became aware of inventions and products worldwide.



One of the earliest known Canadian railway models, this live-steam 4-2-2 locomotive, based on a St. L. & A. prototype, was built about 1850 by a young man named Rodier at St. Hyacinthe. He exhibited it at the Great Exhibition in London in 1851, and later (1855) at an exhibition in Milwaukee where it won a prize. The model is preserved at the Chateau Ramezay museum in Montreal.

1852-53 – The Birth of the Grand Trunk

In 1852 an ambitious new scheme was made public. This was to be no less than a consolidation of several railways, some under construction, others only projected, into one large system stretching from Levis, opposite Quebec City in Canada East, all the way to Sarnia in the western part of Canada West, with a branch from Montreal to Portland. The main line, from Levis to Sarnia, was envisioned as being similar to the trunk of a tree from which many branches would eventually grow. The plan was most definitely grand, especially for the somewhat impoverished Province of Canada, so the name proposed for this new system was certainly appropriate – The Grand Trunk Railway Company of Canada.

As we have seen, the St. Lawrence & Atlantic and Atlantic & St. Lawrence had been incorporated as far back as 1845 and were well under construction (They would be completed in July, 1853). In 1850 the Quebec and Richmond Railway had been incorporated to build from Levis, opposite Quebec City, to a junction with the St. Lawrence & Atlantic at Richmond. On August 30, 1851, an act was passed in the Provincial legislature “to make provision for the construction of a main trunk line of railway throughout the whole length of this province”. This led directly to three bills being introduced during 1852 to incorporate three new railways. First and foremost was the bill incorporating the Grand Trunk Railway Company of Canada, to be built between Montreal and Toronto. In addition there was a bill creating the Grand Trunk Railway Company of Canada East (to run between Levis and Trois Pistoles), and the Grand Junction Railway (to run between Belleville and Peterborough; this line was not built until many years later, and plays no further part in our story). All three bills were duly passed and received Royal assent on November 10, 1852. This date is, therefore, the official

date of the establishment of the Grand Trunk. Then, on March 17, 1853 an act was passed empowering the Grand Trunk to build a bridge, to be known as “Victoria Bridge” across the St. Lawrence at Montreal to connect the major segments of this rapidly developing system. In 1852 also, a bill was passed repealing the incorporation of the Montreal & Kingston and Kingston & Toronto railways, both incorporated only the year before, on condition that the Grand Trunk reimburse the shareholders of these companies for any expenses already made by them.

And be it enacted, That the Gauge of the said Railway shall be five feet six inches; and the fare or charge for each First class Passenger by any train on the said Railway, shall not exceed two pence currency for each mile travelled, the fare or charge for each Second class Passenger by any train on the said Railway, shall not exceed one penny and one half penny currency for each mile travelled, and the fare or charge for each Third Class Passenger by any train on the said Railway, shall not exceed one penny currency for each mile travelled; and that at least one train having in it Third Class Carriages shall run every day throughout the length of the Line.

An extract from the act of incorporation, fixing the gauge and the fares to be charged. A penny currency was equal to 1 2/3 cents.

The next step was the amalgamation of these various components. An agreement was signed on April 12, 1853, effective July 1, 1853, by which all the Canadian companies listed in the table below would be amalgamated into the Grand Trunk Railway. The Atlantic and St. Lawrence, being an American company, could not be officially

amalgamated, but the problem was solved by the Grand Trunk making an arrangement, on March 29, 1853, by which they would lease the St. L. & A. for 999 years, the lease taking effect on August 5, 1853. Thus we see that by the time the St. Lawrence and Atlantic and Atlantic & St. Lawrence met at Island Pond Vermont in July 1853, so completing the line to Portland, the whole line was fully under the control of the Grand Trunk. Conspicuous by its absence from this amalgamation was the Great Western Railway in Canada West which did not join the Grand Trunk until 1882.

Once the various components of the Grand Trunk were consolidated under one management, it was time to let the contracts and get on with construction of the three major sections. These consisted of: the line from Richmond east to Trois Pistoles, the Victoria Bridge, and the line we are concerned with here, from Montreal to Toronto and points west to Sarnia. Looking back it is quite amazing that, little more than three years after the amalgamation of the railways went into effect, the line from Montreal to Toronto was complete and open for service.

DATES OF INCORPORATION AND AMALGAMATION OF COMPONENTS OF THE GRAND TRUNK

NAME OF RAILWAY (OR RAILROAD)	INCORPORATED	AMALGAMATED
Grand Trunk Railway Company of Canada	November 10 1852	April 12 1853 *
Saint Lawrence and Atlantic Rail-road Company	March 17 1845	April 12 1853 *
Atlantic and St. Lawrence Railroad Company (Maine)	February 10 1845	March 29 1853 (lease) **
Atlantic and St. Lawrence Railroad Company (New Hampshire)	June 30 1847	March 29 1853 (lease) **
Atlantic and St. Lawrence Railroad Company (Vermont)	October 27 1848	March 29 1853 (lease) **
Quebec and Richmond Rail-way Company	August 10 1850	April 12 1853 *
Grand Trunk Railway Company of Canada East	November 10 1852	April 12 1853 *
Toronto and Guelph Railway Company	1851	April 12 1853 *
Grand Junction Railroad Company	November 10 1852	April 12 1853 *
Victoria Bridge (Grand Trunk Railway Co. of Canada)	March 17 1853	

NOTE: * Date is that of the agreement to amalgamate. It went into effect on July 1, 1853.

** Date is that of authority being given to lease. It went into effect on August 5, 1853.



ANNO SEXTO-DECIMO

VICTORIÆ REGINÆ

CAP. XXXVII.

An Act to incorporate the Grand Trunk Railway of Canada.

[Assented to 10th November, 1852.]

WHEREAS the construction of a Railway from the City of Toronto to the City of Kingston, and thence to the City of Montreal, would greatly tend to promote the welfare of this Province; And whereas the persons hereinafter mentioned are desirous of associating themselves together as a Company for the purpose of constructing such Railway, and that they and their successors and assigns, shareholders in such Railway, may be incorporated and invested with such powers as may enable them effectually to carry out their undertaking, and it is expedient to accede to their request: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, *An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada*, and it is hereby enacted by the authority of the same, That the Honorable Peter McGill, of the City of Montreal, the Honorable George Pemberton, of the City of Quebec, Thomas G. Ridout and John George Bowes, of the City of Toronto, Esquires, William Price, of the City of Quebec, Esquire, John Shuter Smith, of the Town of Port Hope, Esquire, Henry Le Mesurier, of the City of Quebec, Esquire, Andrew Jeffery, of the Town of Cobourg, Esquire, James Bell Forsyth, of the City of Quebec, Esquire, William Hamilton

Ponton, of the Town of Belleville, Esquire, William Rhodes, of the City of Quebec, Esquire, David Roblin, of the City of Kingston, Esquire, William Matthie, of the Town of Brockville, Esquire, George Beswick, of the City of Quebec, Esquire, Chauncey H. Peck, of the Town of Prescott, Esquire, Thomas Ryan, of the City of Montreal, Esquire, John Counter, of the City of Kingston, Esquire, Roderick McDonald, of the Town of Cornwall, Esquire, George Etienne Cartier, of the City of Montreal, Esquire, Henry Chapman, of the City of Montreal, Esquire, Alexander Tilloch Galt, of the Town of Sherbrooke, Esquire, Luther Hamilton Holton, and David Lewis McPherson, of the City of Montreal, Esquires, and Henry Mather Jackson, of the City of London, Esquire, together with such person or persons as shall, under the provisions of this Act, become proprietors of any share or shares in the Railway hereby authorized to be made, and their several and respective heirs, executors, administrators, curators and assigns, being proprietors of any share or shares in the said Railway, are, and shall be a Company, according to the rules, orders and directions hereinafter expressed, and shall for that purpose be one Body Politic and Corporate, by the style and title of *The Grand Trunk Railway Company of Canada*; and the said Company shall be and are hereby authorized and empowered, from and after the passing of this Act, by themselves, their deputies, agents, officers, workmen and servants, to make and complete a Railway to be called *The Grand Trunk Railway of Canada*, from the City of Toronto through the Towns of Port Hope, Cobourg and Belleville, to the City of Kingston, thence by the route they may find most practicable, through the Towns of Brockville and Prescott, to a point in the Eastern boundary line of the Township of Osnabruck, thence, in as nearly a direct line as may be practicable, to St. Raphael's, and thence to the River Ottawa, and across the said River to a point between the Lake of the Two-Mountains and the Village of St. Anne's, and thence to the City of Montreal by such line as the said Company may deem most advantageous; but the different sections of the said road may be made at the same time or in such order as the Company may think proper; Provided always, that if the Governor shall, after actual survey, ascertain that the interest of the Province would be promoted by the adoption of any other route between Kingston and Montreal, the said Company shall construct the said Railway on the line selected by the Governor after such survey.

An historic document: the first two pages of the act of November 10, 1852, incorporating the Grand Trunk Railway of Canada. This section consists of one single sentence of 695 words! The names of the twenty-four original incorporators are listed in full; they represented most of the major places along the railway. This act permitted the construction of the line between Montreal and Toronto. Its powers were increased by amendments, especially the act, passed the same day and amended March 17, 1853, empowering the Grand Trunk to amalgamate with other companies. The agreement for these amalgamations was made on April 12, 1853, and came into effect on July 1 of the same year.



LEFT: A certificate for £5 sterling worth of stock in the Grand Trunk Railway Company of Canada. Although this certificate was issued in 1884, the format had changed little from that of the original stock offering of the 1850s. The format of this certificate, with its plain design, its watermarked paper, and its indented left margin, is typically British, completely different from the designs used in North America at that time. This is quite understandable when we realize that the Grand Trunk was a British company, which had its headquarters in London, and the majority of the stock was owned in Great Britain. Collection of Fred Angus

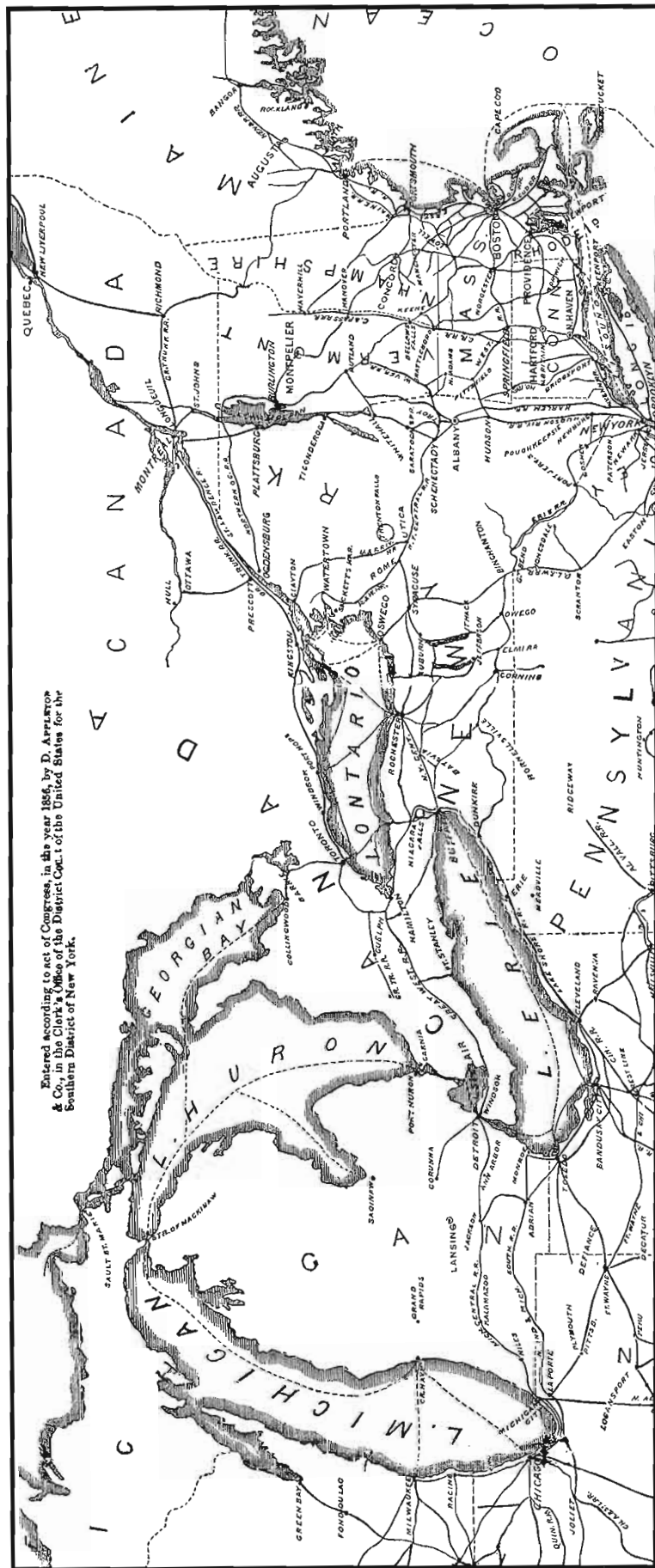
1852-53 – The Contracts are Let

Faced with a huge job of railway construction, the Grand Trunk Railway had to consider who were suitable contractors to accomplish this mammoth task. Before going any further we should consider what the Province of Canada had got itself into in 1853. Here was a British colony, with few financial reserves and with a population of barely two million, preparing to let contracts totaling more than eight million pounds sterling, about \$40,000,000. This is about twenty dollars (about \$800 in today's currency) for every man, woman and child in the entire Province of Canada. With this huge sum, Canada proposed to build what was to be the longest railway in the world, about 800 miles, stretching from Trois Pistoles to Sarnia, as well as the line from Montreal to Portland, plus the Victoria Bridge. Altogether a gigantic undertaking for any country to tackle.

We will not go into detail about the political and financial dealings that went on, some in public, some in secret. Suffice it to say there was a great deal of discussion before all the necessary legislation was passed and the contracts signed. As early as May 1851, Francis Hincks, who was Premier from late 1851 until 1854, had several personal negotiations with Mr. Jackson of the well known English firm of Peto, Jackson, Brassey and Betts (different accounts show the names in different order, but it is the same firm. For consistency we will use PJB&B). The subject of the negotiations was the possibility of a contract to build the railway. Soon an agreement was reached that PJB&B would build the lines east of Toronto, as well as supplying locomotives and constructing the Victoria Bridge. For the lines west of Toronto a consortium of Canadians was formed to seek the contract for this section. This consortium consisted of Casimir S. Gzowski, David L. McPherson, Luther

CONTRACTS AWARDED FOR CONSTRUCTION OF GRAND TRUNK				
DATE	RAILWAY	LOCATION	CONTRACTOR	PRICE
Dec. 14 1852	G.T.R. of Canada	Montreal - Toronto	P.J.B. & B.	£7625 sterling per mile *
Mar. 23 1853	G.T.R. of Canada	Montreal - Toronto	P.J.B. & B.	£3,000,000 sterling
Mar. 23 1853	G.T.R. of Canada East	Levis - Trois Pistoles	P.J.B. & B.	£1,224,000 sterling
Oct. 22 1852	Quebec & Richmond	Richmond - Levis	P.J.B. & B.	£650,000 sterling
Nov. 28 1852	Toronto & Guelph	Toronto - Guelph	C.S.G. & Co.	Not stated **
Feb. 18 1853	Toronto & Guelph	Guelph - Sarnia	C.S.G. & Co.	Not stated **
Mar. 24 1853	G.T.R. of Canada	Toronto - Sarnia	C.S.G. & Co.	£1,376,000 sterling
Mar. 23 1853	G.T.R. of Canada	Victoria Bridge	P.J.B. & B.	£1,400,000 sterling
Mar. 23 1853	Grand Junction Ry.	Belleville - Peterborough	P.J.B. & B.	£400,000 sterling

NOTES:
 P.J.B. & B. is Peto, Jackson, Brassey and Betts (the "English Contractors").
 C.S.G. & Co. is Casimir S. Gzowski, D.L. Mc Pherson, Luther H. Holton, and Alexander T. Galt.
 * The contract of December 14, 1852 was amended by that of March 23, 1853.
 ** These contracts were cancelled and replaced by that of March 24, 1853.



LEFT: A map of 1856 showing the railways in the northeastern part of North America. *Appleton's Railway and Steam Navigation Guide*, December, 1856.

H. Holton and Alexander T. Galt. The two groups were known as "The English Contractors" and "The Canadian Contractors" respectively.

A glance at the names of the contractors will quickly reveal that several of them, including Messrs. Jackson, McPherson, Holton and Galt were among the original twenty-four incorporators of the Grand Trunk. Given the way things were done at that time, it is not surprising that quite a number of these individuals, as well as members of the government of the day, made fortunes out of the Grand Trunk, while the company itself suffered badly financially as construction proceeded. How much of the total cost of the railway went to line the pockets of politicians, contractors and others will never be known, but subsequent investigations revealed that the amount was very substantial.

One major item to be settled was the choice of route, particularly between Kingston and Toronto. Some wanted the railway to be near the lake because it would be easier to build (supplies could be brought in by water) and it would serve more towns. Others, no doubt recalling the war of 1812-14, thought that it should be inland to get it farther away from the American border. Among those who favoured the lakeshore route was Casimir Gzowski, and in the end this is the route that was chosen (times had changed since 1812). The history of the last 150 years has proved that the right decision was made. East of Kingston, the choice of route was left to the company, although the government reserved the right to override their choice if they felt that this was necessary. Here again, the route near the river was chosen, and that has also proved to be the best choice. The final route was 333 miles between Montreal and Toronto.

Once the acts of incorporation were in place, and the approximate routes decided, the line had to be surveyed, the required land purchased or expropriated, and the contracts let. It was specified that the main line was to be of "the best English standard" which meant more cut and fill, stone stations at most towns - and much higher costs. In most cases the line passed near, if not through, the centres of population, two notable exceptions being Kingston and Trenton. The first contract, signed on October 22 1852, was for the Quebec & Richmond. The contractors undertook to build this line for £650,000 sterling (all the contracts were in pounds sterling, worth about \$4.87, rather than pounds currency, worth \$4.00). After the incorporation of the Grand Trunk on November 10, and the subsequent amalgamations, the signing of contracts came thick and fast, the last one being awarded, on March 24, 1853, to the Canadian contractors, for the Toronto - Sarnia section. With the final surveying complete, work could at last begin.

1853 - The Work Begins

Very soon the work began. In the early phases of the construction, emphasis was placed on the lines in the east. First priority was the completion of the line through to Portland. Since construction here had begun as early as 1846, the work was almost completed by the time the St. Lawrence & Atlantic and the Atlantic & St. Lawrence came under the control of the Grand Trunk. The connection was finally accomplished on July 11 1853 when the rails of the St. L. & A. and the A. & St. L. met at Island Pond Vermont. The entire 292 miles from Montreal to Portland was opened for business on July 18, 1853. The Quebec & Richmond was pushed forward and reached Point Levi, on the south side of the river a short distance upstream from Quebec City, in December 1854. By December 1855 the track, was extended, by the Grand Trunk Railway of Canada East, 41 miles further, to St. Thomas, near Montmagny. Eventually, by 1860, it reached Riviere du Loup, but never did make it to Trois Pistoles (that section was eventually built by the Intercolonial).

Meanwhile, work had begun on the Victoria Bridge, when the first stone was laid on July 22, 1854. This was by far the biggest construction project of the entire Grand Trunk, occupying almost five and a half years, until trains began to use it on a regular basis on December 17 1859, at which time the eastern and western portions of the railway were physically connected for the first time.

In 1854 also, work was begun on the line with which we are particularly concerned, the main line heading westward from Montreal to Toronto. The most impressive structure on this portion of the line was the tubular bridge at Ste. Anne de Bellevue, where the line leaves the Island of Montreal and crosses one of the branches of the Ottawa River between Lake of Two Mountains and Lake St. Louis. Once this bridge was constructed, the line pushed slowly westward, crossing Ile Perrot, then another branch of the Ottawa on to the main land, up Vaudreuil hill past Cedars to Coteau, and so on west. Through service from Montreal to Brockville began on November 19, 1855.

It is difficult today, in this age of heavy machinery, to imagine the back-breaking work that must have gone into the construction of the Grand Trunk. In many ways it was as bad or worse than the building of the CPR thirty years later. In the 1850s there was virtually no mechanical earth-moving machinery, no compressed air drills and no dynamite. All blasting had to be done by black powder, a much less powerful, but more dangerous, explosive than the dynamite

and giant powder in use after Alfred Nobel's invention of 1866. When one looks at the embankments, both those still in use and those later relocated, it is hard to realize that these were built by thousands of toiling workers, one wheel barrow full (or at best one horse-drawn wagon full) at a time. Everything had to be done by hand with pick and shovel. Since the railway was supposedly to be built to "the best English standard", and this involved a minimum of curves and steep grades, the amount of cut and fill was far above the North American standard. As construction neared its end, and the money was running out, the standard was allowed to slip a little, but, all things considered, it was an excellent job. Today when we travel over this line from Montreal to Toronto in four hours, we should pause to give thanks to those workers, most of them nameless, who built the line a century and a half ago.

Unfortunately there are few first hand accounts of the physical construction from the point of view of those who actually did the job. The newspapers of the day were more concerned with the political and financial aspects

of the Grand Trunk, and, other than coverage of the construction of Victoria Bridge, did not devote much space to what was going on in the field. This is a pity, since history was being made as the longest railway in the world was gradually taking shape. A few accounts have survived, especially from the later times as the construction neared completion, but in most cases the day-to-day events that would have made the story so interesting are lost. The construction trains, carrying vast quantities of material to supply the large army of workers, departed Montreal daily except Sunday as the railhead advanced up the river into Canada West and on towards Toronto.

The Grand Trunk Works.

It may not be uninteresting to our readers to recall a little of the early history of the railway movements which proved the germ of the Grand Trunk Railway.

Date of Charter.

Portland to Canada line..... Feb'y 10, 1846.
Montreal to Boundary..... March 17, 1846.

Work commenced by breaking ground at Portland, July 4th, 1846. Sections opened as follows :

	Miles.	
Portland to Yarmouth.....	12	July 4, 1848
" Mechanic Falls..	36	Feb'y 4, 1849
" Paris.....	47	June 8, 1850
" Bethel.....	70	March, 1850
" Gorham.....	91	July 23, 1851
" Northumberland..	122	July 12, 1852
" Island Pond	149	Jan. 29, 1853
Montreal to St. Hyacinthe..	30	Dec. 27, 1848
" Richmond.....	72	Oct. 15, 1851
" Sherbrooke.....	96	Sept. 11, 1852
" Island Pond	143	July 11, 1853

Opened for business from Montreal to Portland, July 18, 1853 292 miles.

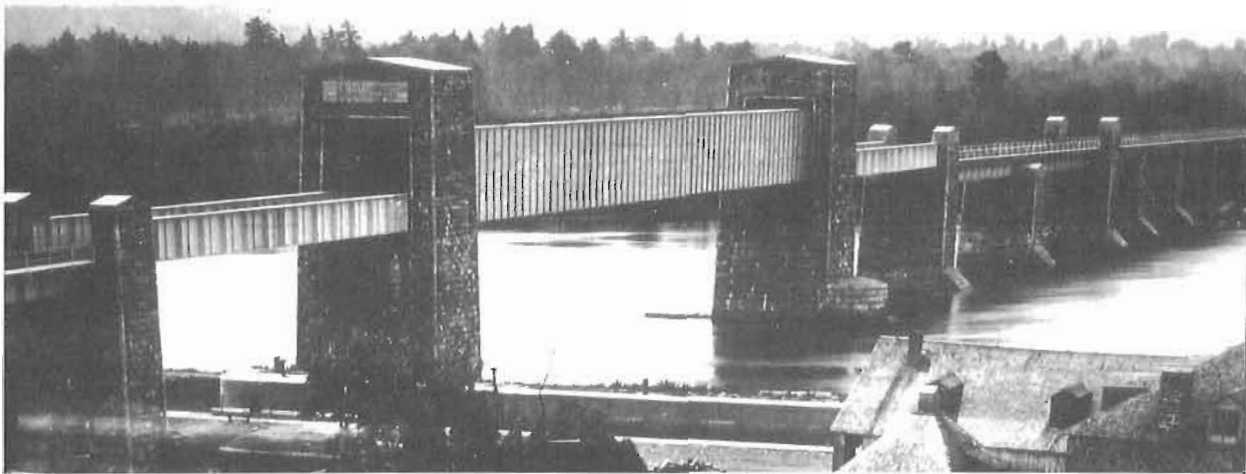
Richmond to Quebec....	96	"	Decemb. 1854
" St. Thomas	41	"	Dec. 3, 1855
Montreal to Brockville..	125	"	Nov. 19, 1855
" Toronto	208	"	Oct. 27, 1856
Toronto to Stratford....	88	"	Oct. 13, 1856

850 miles.

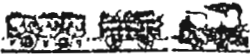
Celebration at Montreal to commemorate opening to Toronto, Nov. 12th and 13th, 1856.

The stone of the first pier of Victoria bridge laid July 22, 1854.

The progress of the construction of the Grand Trunk is summed up in this table which appeared in *The American Railroad Journal* on December 6, 1856.



The Grand Trunk bridge at Ste. Anne de Bellevue as it appeared in the 1850s, soon after its completion. This structure, sometimes called "The Victoria Bridge's little sister", was an important link in the Montreal-Toronto main line.



GRAND TRUNK RAILWAY.

Ties Wanted between Vaudreuil and Montreal.

THE undersigned requires TENDERS for TIES, which must be delivered on the line of the Grand Trunk Railway, as under, by the 1st day of July, 1855. They are to be nine feet long, not less than five nor more than six inches thick when hewn, and to measure not less than eight inches in width at any part. They are to be made of sound straight Tamarac, squared at the ends, and carefully hewn.

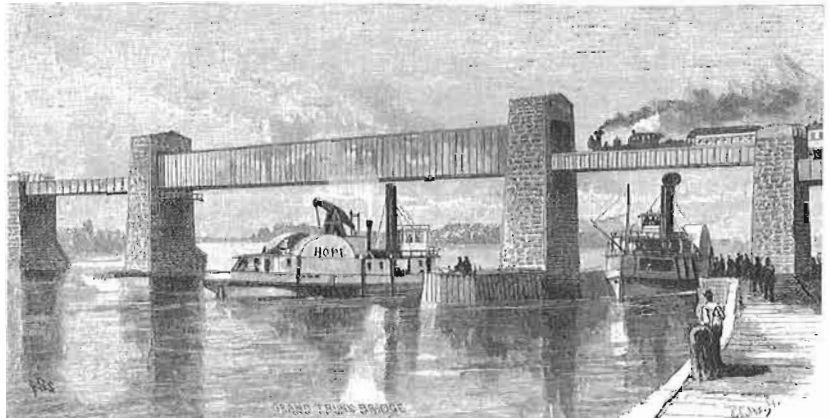
A small proportion of Black and Yellow Ash, Grey or Rock Elm, Oak or second-growth Henlock would be received,—such proportion not to exceed one-third of the whole quantity delivered.

To be delivered on the Station Ground	10,000
Point St. Charles, Montreal	
“ “ at Lachine, - - -	5,000
“ “ “ Pointe Claire, - - -	2,500
“ “ “ St. Anns, - - -	10,000
“ “ “ Isle Perrott, - - -	1,000
“ “ between Vaudreuil and Coteau Landing, -	10,000

Tenders, stating price, quantity, and where proposed to be delivered, to be sent to the undersigned at the Grand Trunk Railroad Office, Point St. Charles, not later than January 20th, 1855.

JAMES HODGES.

Montreal, January 8th, 1855. (18b)



ABOVE: Another view of the Ste. Annes bridge showing it in 1882. By 1899 it was the only "bottleneck" on the entire Montreal-Toronto main line over which large locomotives could not pass, so in that year it was rebuilt as an open-work truss bridge. Picturesque Canada.

LEFT: An advertisement calling for ties to be used in the construction of the line from Montreal to Coteau Landing. By advertising for the ties in January, the railway made sure that they would be delivered at the appropriate locations in time for the start of the 1855 construction season which saw the line completed through to Brockville.

RIGHT: Some interesting rules and regulations imposed by the government, and implemented in 1853 with the opening of the first lines of the Grand Trunk. Although some of the wording may be different, rules very similar to these are still in effect today.

Passengers refusing to pay fare may be put out.

Intoxicated conductor of locomotives.

Passengers to have no claim if injured when on platform of cars, &c.

Passengers refusing to pay their fare, may, by the conductor of the train and the servants of the Company, be, with their baggage, put out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, as the conductor shall elect, first stopping the train.

All persons in charge of a locomotive engine, or acting as the conductor of a car or train of cars, who shall be intoxicated on the Railway, shall be deemed guilty of a misdemeanor.

Any passenger injured while on the platform of a car, or on any baggage, wood or freight car, in violation of the printed regulations posted up at the time in a conspicuous place, inside of the passenger cars then in the train, shall have no claim for the injury, provided sufficient room inside of such passenger cars, sufficient for the proper accommodation of the passengers, was furnished at the time.

1853 – The Canada Works

As soon as the firm of Peto, Jackson, Brassey and Betts received the contract for the construction of the Grand Trunk lines east of Toronto, they established a large factory in Birkenhead, England (across the river from Liverpool), to manufacture locomotives, ironwork for bridges (including Victoria Bridge), cars and other structures on the line. Because it was anticipated that most of their output would be destined for Canada, the new factory was named the Canada Works. In May, 1854, the *Liverpool Journal* printed a very informative, but somewhat overoptimistic, article on these works; the article was later reprinted in several Canadian newspapers. Because of the importance of the Canada Works to the building of the Grand Trunk, we reprint the article (taken from the *Brockville Recorder* of June 1, 1854) in full:

THE CANADA WORKS, BIRKENHEAD

The Canada Works are a thing of magic, in the rapidity with which they have been constructed and brought into active operation. Here it is that Messrs. Brassey, Jackson, Peto, and Betts, the contractors for the Grand Trunk Railway of Canada, are constructing their plant and materials for carrying on that great undertaking. All the work, except the tubes and some smaller matters, is made on the premises; and it is an interesting sight to see a place which 12 months ago was a piece of waste land, covered by buildings and railways, and the ground strewn in all directions with boilers, tenders, wheels, engine-frames, and the other parts of locomotives. The premises are very extensive and as complete as possible. The main building is 900 feet in length by 36 feet in width, and there are also other erections. The yard encloses a long water basin, where engines and other necessary stores are landed at the very spot where they are wanted. Besides this, the line of railway is carried from the docks to all parts of the yard. The establishment is divided into two distinct compartments; one for the manufacture of locomotives, wagons, carriages, and plant, and the other for the construction of bridges; for all the large bridges on the Canada railway are to be tubular, and one of them, over the St. Lawrence, will be a mile and three-quarters in length, throwing into the shade all previous attempts at tubing, the famous Britannia Bridge included. The parts of this bridge are being made in a shed 215 feet long by 48 feet wide, and one span of 155 feet is about to be shipped. In this department the iron is delivered by railway, and the plates are rolled, punched, and subjected to such manipulations as will prepare them to be put together when they arrive in Canada. The parts are so numbered and packed, that when they arrive there will be no difficulty in riveting them together. The general management of Canada Works is in the hands of Mr. Harrison, a gentleman of great experience in such matters; and the "bridge department" is superintended by Mr. Evans, who brings equal ability to the performance of his duties.

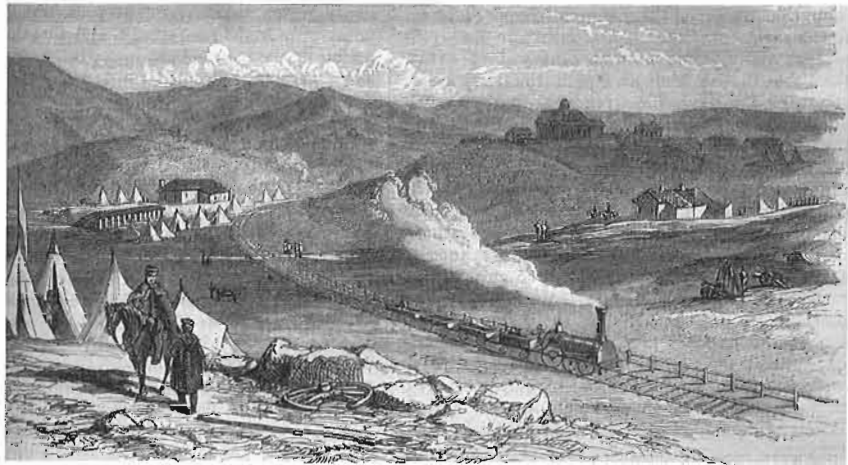
The main building is, of course, divided into separate compartments, the principal of which is the fitting, turning, and erecting shop, a noble room, 300 feet long. There is also the boiler-makers' shop, the smithy (with 22 furnaces), the brass-founders' and copper-smiths' shop, the

pattern-makers' shop, the cast iron foundry, the warehouse, the store, and other smaller "shops". The bridge department includes two "shops" – the smithy and the plating-room. Spacious offices, and a suitable house for the "foreman's" residence, stand detached from the other buildings. There is, also, stabling for a number of horses employed in "out-door" work. The premises include an eating-room and a reading-room, for the use of the artisans employed.

The locomotives and their tenders are entirely constructed at these works, as are all the castings, mouldings and forgings, in fact all the iron-work – for the carriages and wagons of the Grand Trunk Railway; but the wood-work and fitting-up of the latter are, for very obvious reasons, effected in Canada, principally at Montreal. Two large stationary high pressure engines of 30 horse power each, supply the motive power to the numerous slotting, planing, punching machines, steam hammers, and other mechanical contrivances for assisting the labor of handicraft-men. The machines are constructed by Whitworth and Naysmith of Manchester, and Shank, of Johisten. The locomotives are constructed ten at a time, and the first batch of ten are now drawing towards completion – five of them for passenger and the other five for goods traffic. It is expected that steam will be up, and the first five of these ready for delivery at their destination by the end of May. It will be interesting to many to state that the Grand Trunk Railway of Canada is on neither the "broad" or the "narrow" gauge principle. The Canadian gauge is five feet six inches. The contractors have bought a large vessel to be employed solely in conveying the locomotive and carriage work across the Atlantic, and her 'tween decks are being opened up and fitted up so as to give great stowage for such heavy freight. She can lay alongside the yard, where there is a powerful crane that will hoist her cargoes on board as they are completed.

Of the ultimate extent of the operation carried out at the Canada Works, it may be somewhat premature to speak just now, but the number of men employed now is upwards of 200, and every week additional hands are being taken on until the expected total of 600 is reached. The wages of the mechanics range from 28 shillings to 34 shillings per week, the average being 31 shillings sixpence. The monthly expenditure in wages alone is now upwards of £5,000; and, when the work is in full operation, it will be more than double that amount, or at the rate of £120,000 per annum, nearly all of which will be spent among the shopkeepers of Birkenhead. It is calculated that the works are capable of turning out 40 locomotives with their tenders in the period of one year, which at the moderate estimate of £2,500 for each locomotive (they are very large and powerful ones), gives £100,000 per annum for the work of that department alone. The railway will require for its own uses this rate of manufacture for the next seven or eight years, or 300 locomotives. The carriage, bridge, and miscellaneous plant work will probably reach double that amount, and thus we have £300,000 worth of work turned out yearly from the Canada Works alone. The people of Canada have thus the assurance that their great Railway will be completed as speedily as possible, for all hands are working over-time, and the machinery is kept going night and day.

As it turned out, the Grand Trunk did not purchase 300 locomotives from the Canada Works. In all, there were a total of fifty "Birkenheads" put into service on the Grand Trunk between late 1854 and late 1857. In addition, three were delivered to the Great Western, for a total of 53 that came to Canada. Once the contract with PJB&B ended, deliveries to Canada ceased, and later Grand Trunk engines were built in Canada or the United States. However the Canada Works continued in operation until the 1870s, building locomotives for many countries of the world, including the first to operate in Finland. Some railway enthusiasts, actually jump to the conclusion that they were built in Canada! It is reported that one Canada Works locomotive still exists at Bucharest, Romania.



The Crimean railway at Kadikoi, headquarters of Sir Colin Campbell, in 1855.

1854 – War Intervenes

The problems facing the Grand Trunk, already beginning to feel the financial pinch, were made considerably worse by the outbreak of the Crimean War early in 1854. Today, when we think of the Crimean War, we think of something that happened long ago in history, perhaps the Charge of the Light Brigade, or maybe Florence Nightingale, or even Cardigan sweaters. Someone from Montreal might recall the two Russian cannon, captured at Sebastopol, that still grace Place du Canada.

In some ways the name Crimean War was a misnomer, because there was also action in the Baltic where Russia had major ports; however it is the action in the Crimea that drew most attention, then as now. The causes of this war were quite complex and do not concern us here. Suffice it to say that it was a conflict between Russia and a number of other European countries, including Turkey, Britain, France, Prussia, Austria and Sardinia. Interestingly it was the first time in centuries that Britain and France fought on the same side in a major war; these traditional rivals had been enemies in innumerable conflicts from Medieval times right up to Waterloo in 1815. War had actually begun between Turkey and Russia in 1853, and Britain and France soon joined in, declaring war on Russia on January 27, 1854. For more than two years the fighting continued, and names like Balaklava, Inkermann, Alma, Sebastopol and Tchernaya (a name which would later play an interesting part in our story) quickly became household words. One of the more notable events was the tragic storming of the Russian guns by the Light Brigade of the British army at Balaklava on October 25, 1854. This event was quickly immortalized by the poet Tennyson in his famous poem "The Charge of the Light Brigade". A measure of the interest shown in Canada is exemplified by the fact that, in spite of the lengthy time it took to receive news (this was before the Atlantic Cable), the poem was printed in the *Ottawa Citizen*, and other Canadian newspapers, as early as January 13, 1855, only eighty days after the charge took place.

During this war the firm of Peto, Jackson, Brassey and Betts constructed a complete railway in the Crimea, using specially built equipment, some of which may have

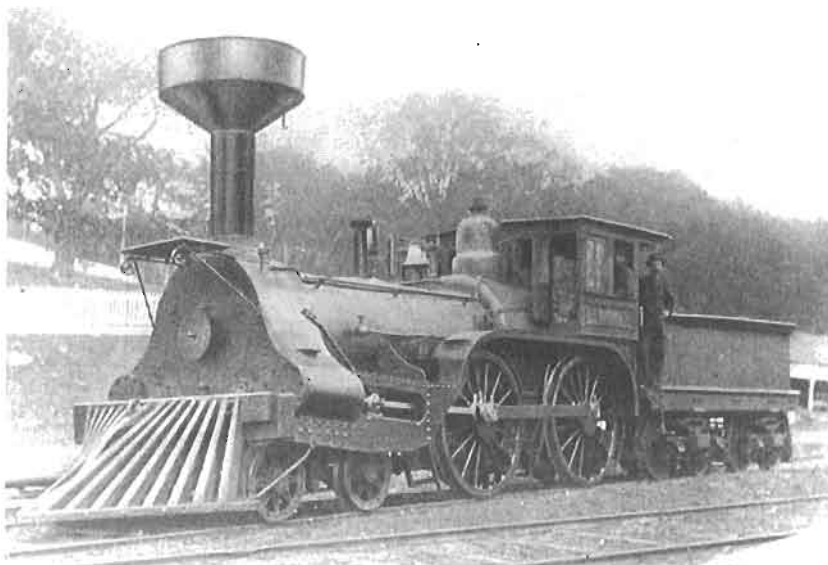
been made at the Canada Works. This railway started at Balaklava and had branches to various siege works. Construction started in February 1855 and proceeded very quickly. This vital line was of immense value during the terrible winter of 1855 and the siege of Sebastopol. We will not detail the story of this truly epic task except to say that it was one of the first, if not the first, major instances in which railway operations, in considerable numbers, were used in warfare. This preceded by seven years the American Civil War which is often considered to be the first conflict in which railways played a significant part. Meanwhile, the war dragged on, with ever increasing losses, due to disease as well as enemy action. Finally, following the death of Czar Nicholas I on March 2, 1855, and the capture of Sebastopol on September 9, a peace treaty was signed at Paris on March 30, 1856, and the war was over.

The effect of the Crimean war on the Grand Trunk was serious. As usually happens during wartime, prices and wages rose alarmingly, and at that time no wage and price controls existed. Furthermore, shipping of much needed equipment from England (including rails and locomotives) became more difficult since many ships were requisitioned by the British government to transport supplies and troops to the Crimea. All this, of course, threw the budget for construction off course, and undoubtedly added to the total cost as well as delaying the completion of the line.

Despite the war, the work of construction went on. There was even a parody of Tennyson's poem that is said to have been recited by some of the crews as they plied pick and shovel:

*Half a league, half a league, half a league onward,
On the road to Toronto toil the Six hundred.*

Today, the Crimean war is largely forgotten, but there are many towns and villages, founded during the 1850s, that have streets with names like Balaklava, Alma, Cardigan, Raglan, Nightingale etc. In fact there is a street called Sebastopol in Montreal, very near the former Grand Trunk's Point St. Charles shops. It does not take much imagination to know where that name came from. Some of the houses on that street, which were built for Grand Trunk workers in the 1850s, are still standing, and have recently been restored.



Canada's last Birkenhead, the *Ottawa* of the Carillon & Grenville. National Archives of Canada. photo No. C-2597.

Grand Trunk Locomotives built by Peto, Jackson, Brassey, and Betts

The locomotive roster of the Grand Trunk in the 1850s was a rather mixed bag. Not only were the engines of the St. Lawrence & Atlantic and the Atlantic & St. Lawrence included, but the Grand Trunk itself purchased new locomotives from various builders as the work went on. Among the notable pieces of GTR motive power were the fifty engines built by Peto, Jackson, Brassey and Betts in the Canada Works in Birkenhead England. Since they were perhaps Canada's most distinctive early locomotives, and many were intended specifically for the Montreal-Toronto service, we will concentrate especially on these. They were of a rather strange appearance, and were copied from the "Crewe Goods" engines, introduced in 1847, of the London & Northwestern Railway. One of these locomotives has been preserved and is in the National Railway Museum in York, England. Very quickly the new Grand Trunk locomotives became known as "Birkenheads". While most of these locomotives did not bear names, at least the first two did, being named "*Lady Elgin*" and "*Lord Elgin*" after the Governor General and his wife. The English magazine *Mining Journal*, published in early June, 1854, printed an interesting article about the first of these engines. The article was reprinted in the *Sarnia Observer* for June 29, 1854, from which it is copied here:

TRIAL OF A NEW LOCOMOTIVE ENGINE FOR CANADA

The first engine made at the Canada Works, Birkenhead, was subjected to a trial on Monday, previous to shipment for the Grand Trunk Railway. The engine, which is the first locomotive engine made in Birkenhead, was built as No. 1, and each successive engine will be numbered onward [Editor's note: This refers to the builder's number, not the road number]. It was named after Lady Elgin, Mr. William Jackson, M.P. christening it. The second will be called the Lord Elgin, and both will be dispatched by the steam-ship "Ottawa".

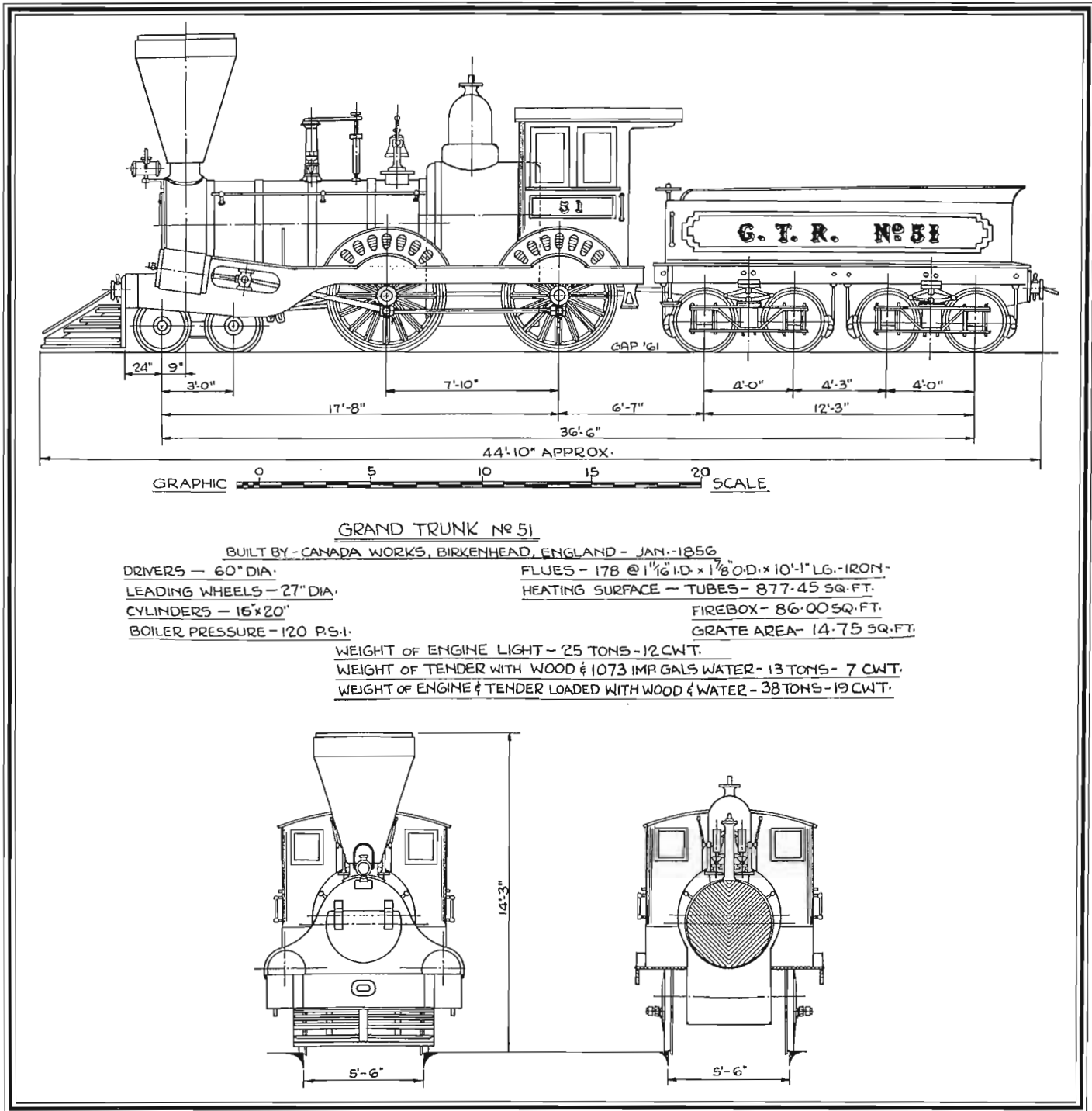
The railway is between the narrow and broad gauges in width – viz. 5 ft. 6 in., which will make the carriages more commodious, and add greatly to the steadiness of the trains. The engine has a cylinder 15 inches diameter; and 20 inches stroke, with driving and trailing wheels, the latter 6 feet diameter; and the leading wheels 3 feet 6 inches diameter. The engine is tubular, having 178 tubes each 1 7/8 inch diameter; which is equal to 872 feet of heating surface. In the fire-box, the heating surface is equal to 78 superficial feet; making a total of 950 superficial feet of heating surface. The American principle of a "spark catcher" has been adopted, as the steam will be generated by wood fires, which throw sparks up the chimneys, and which require to be intercepted so as not to damage or set fire to the forests through which the engines travel. This engine will be able to take 22 or 23 carriages 40 miles an hour.

*During the trial the engine was decorated with branches of oak, and it caused no little interest among the men. Very few engines tested turn out so perfect as the "*Lady Elgin*", no drop of water coming from the boiler when the steam was up, though it never had water or steam in it before.*

The principals of the establishment celebrated the event by dining together in the evening at the Woodside Hotel, Mr. Gough providing the excellent dinner, and on Saturday the men will celebrate the event in a suitable manner.

There are 400 men at work in the engineering department, and the latter is to be considerably increased. Of what are technically termed "pits", or places where engines are built, there are 10, and there are five passenger and five goods engines in the course of construction. There are two modes for shipping the engines when complete – one by water, 20 feet deep, at the back of yard; and the other by dock railway, which runs into the workshops.

These first Birkenheads were built with the 2-2-2 wheel arrangement; the trailing wheels being the same diameter as the drivers but not coupled. In Canada, most



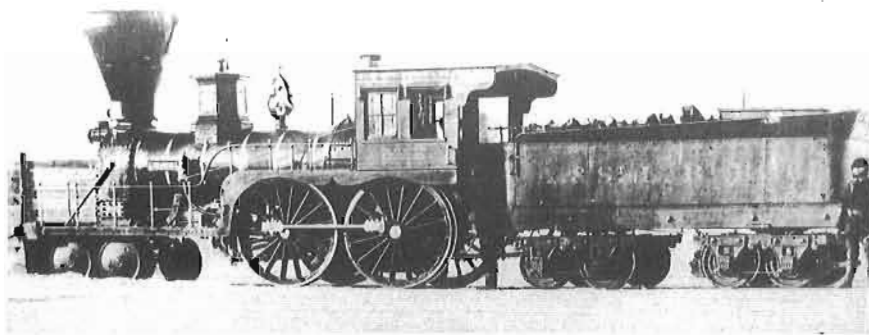
Scale drawing, by G.A. Parker, of GTR freight engine No. 51. Note that the early GTR locomotives, especially the British ones, did not carry headlights; only small oil lamps, in the typically British style. However conventional headlights soon came into use when night running became common. CRHA Archives

were soon converted to 2-4-0 (by coupling the rear wheels), and later to 4-4-0 (by replacing the original two-wheel leading truck with a 4-wheel one). After 1855 all Birkenheads constructed for the GTR at the Canada Works were built as 4-4-0, for this wheel arrangement was most suitable for North American conditions. From early records it appears that the passenger engines were painted vermilion red, while the freight engines were a deep green colour. The official terms were "red cased" and "green cased".

The Birkenheads survived for many years in Grand Trunk service, and quite a number were converted to standard gauge in the early 1870s. The very last was GTR No. 70, delivered in May 1856, the 34th locomotive built by the Canada Works. It was sold to the Carillon & Grenville Railway, where it was later named the *Ottawa*, and was still in service well into the twentieth century. Unfortunately, despite attempts to preserve it, it was scrapped about 1916. The last smokestack it carried is now at the Canadian Railway Museum.

Locomotives of the Grand Trunk in 1858 The Keefer Report

At the time the Montreal-Toronto main line was completed, the Grand Trunk had almost 200 locomotives, only about a quarter of which were built at the Canada Works. Oldest of these were some which had been delivered to the St.L&A and the A&St.L by the Portland Company, the earliest dating back to 1848. As the system grew, the GTR ordered new motive power from many different sources, both in Canada and the United States, including the Portland Company, the Boston Locomotive Works, Kinmond Brothers, the Amoskeag Company, James Good of Toronto, the Hamilton Locomotive Works, the Kingston Locomotive works, and, of course, the Canada Works in Birkenhead. Some of these locomotives were purchased directly by the Grand Trunk, while others were acquired by the various contractors and later transferred to the GTR.



One of the oldest locomotives in the GTR roster was No. 106, formerly No. 6, Coos, of the Atlantic & St. Lawrence. It was built by Portland in 1850, and is here seen at Island Pond Vermont in 1856; it was then still lettered for the A&St.L.

It is due to an interesting sequence of events that historians have a reasonably accurate roster of Grand Trunk motive power as of December 31, 1858, little more than two years after the completion of the Montreal-Toronto line. In March 1857 there was a tragic wreck on the Great Western when a train crashed through the bridge over the Desjardins Canal near Hamilton, and many lives were lost. In the aftermath of this tragedy the government of Canada set up a Commission under Samuel Keefer, a very well known engineer, to investigate the railways of Canada and make a report on the same. The Keefer Commission actually made two reports, one in 1859, covering the year 1858, and the other in 1861, covering the years 1859 and 1860. Among the various items produced in the Keefer Report were essentially complete rosters of the locomotives of every railway in Canada, with many details regarding builders, dates, vital dimensions, miles run, and other information that is now considered of great historical value. On the next three pages we have reprinted the Grand Trunk locomotive roster as it appeared in the 1858 Keefer Report, printed in 1859.

In using the Keefer report, one should note several things, and possibly pitfalls. In those days the Whyte system of classifying wheel arrangement did not exist, so the report does not show how many (if any) leading or trailing wheels the engine had. Only the driving wheels are shown, this is usually 4, but where the wheels are not coupled (for example

GTR Nos. 23 and 45) only two wheels are actually powered, the remaining two being, in effect, trailing wheels. Many of the early Birkenheads were delivered in this configuration, and would be, in modern parlance, 2-2-2s or 4-2-2s, depending on whether they had a two-wheel or four-wheel leading truck. Most later were equipped with four-wheel trucks and had their drivers coupled by means of connecting rods, so becoming 4-4-0s, but at least three remained "not coupled" as late as the end of 1858.

Another observation concerns the use of names. The Keefer listings for the smaller railways includes the names of the individual locomotives, sometimes even to the exclusion of numbers, but the Grand Trunk list does not use names and relies entirely on numbers. It is well known that the GTR did, especially in the earlier days, have quite a few named locomotives, some of which were built at least as late as 1857, and quite possibly later. It is almost certain that many of these still bore names at the time the roster was prepared, but the company appears to have been gradually phasing them out, and did not list any names at all in the list that it submitted to the Keefer Commission.

Although prepared in 1858, the Keefer Report does not include all the locomotives owned by the Grand Trunk up to that time. Even at that early date some engines had already been retired, scrapped or sold, sometimes as the result of a wreck, other times because they had become worn out or obsolete. An example is the earliest locomotives of the St. Lawrence & Atlantic, which were second-hand Scottish 2-2-2s built in 1838, and which were retired soon after the line passed under Grand Trunk management. In most cases, numbers rendered vacant by retirements were re-used by new engines. An exception is No. 144 which had probably been retired only a short time by the end of 1858, and the number had not yet been re-used (it was re-assigned early in 1859).

The weights should also be observed. These are always shown in long tons (2240 pounds) and hundredweight (112 pounds, abbreviated Cwt.). It is easy to convert these to modern measurement (even metric if you really want to). This should always be borne in mind when comparing weights to those of modern locomotives.

Finally, there is the perennial curse of the compilers of data, typographical errors. It is not known how many typos there are in the Keefer Report, but the number seems to be amazingly small; evidently the report was compiled with great care. One obvious error concerns engine 132, this is shown as having been built in 1844, when it should, of course, be 1854.

While the Keefer Report may have its limitations, it is an invaluable resource for railway historians, and without it we would be in the dark about many aspects of early motive power. For this reason we are happy to reprint the Grand Trunk locomotive section of this report, showing the equipment as it was at the end of 1858.

LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Driving Wheels.		Cylinders.				Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.
No.	Connections.	Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.										
		ft. in.	Inches	Inches		ft. in.	Inches	Tons. Cwts.	Gallons.	Tons. Cwts.	Tons. Cwts.							
1	Coupled	4	5	15	22	144	10 5/8	1 1/8	23 10	1438	18 0	39 10	Portland Co.	Nov. '48.	10269	54291		
2	do	4	5 6	"	"	132	"	1 1/8	23 8	1500	14 0	37 8	do	May '50.	10003	95217		
3	do	4	5 6	16	"	169	"	"	23 14	1438	16 0	39 14	do	Sept. '51.	16542	72201		
4	do	4	"	15	20	132	10 4	"	23 5	"	14 3	37 8	do	Aug. '51.	23604	98732		
5	do	4	6 0	"	"	178	"	1 1/8	25 5	1073	13 7	38 12	Peto & Co.	Jan'y '55.	19530	88867		
6	do	4	"	"	"	"	"	"	"	"	13 7	"	do	"	936	85072		
7	do	4	5 0	18	24	158	11 0 1/2	1 1/8	23 9	1567	15 12	39 1	Boston Locomotive Works.	July '52.	5101	87522		
8	do	4	"	"	"	"	"	"	"	"	"	"	do	"	19907	114913		
9	do	4	5 6	15	22	169	10 7	1 1/8	24 2	1438	16 10	40 12	Portland Co.	Dec. '51.	13030	111662		
10	do	4	5 0	14	21	160	11 0	1 1/8	22 6	1450	15 12	37 18	Kinmond Bro's.	July '54.	475	46087		
11	do	4	4 6	16	24	170	"	"	25 6	1521	"	40 18	Amoskeag Co.	Nov. '52.	12022	79866		
12	do	4	"	"	"	"	"	"	"	"	"	"	do	"	4398	68945		
13	do	4	5 6	"	20	"	10 10	"	"	"	"	"	do	Dec. '52.	8108	60564		
14	do	4	5 0	"	22	160	11 0	"	25 10	1598	17 13	43 3	Portland Co.	Jan'y '58.	13587	37081		
15	do	4	4 6	"	24	170	10 10	"	"	1521	15 12	41 2	Amoskeag Co.	Aug. '53.	8480	87324		
16	do	4	5 6	"	20	"	"	"	"	"	"	41 2	do	Sept. '53.	15464	81501		
17	do	4	"	"	24	136	10 10 1/2	"	26 2	1658	19 13	45 15	Kinmond Bro's.	"	19162	59769		
18	do	4	4 6	"	"	170	10 10	"	25 2	1521	15 12	40 14	Amoskeag Co.	Oct. '53.	10485	81889		
19	do	4	5 6	"	20	"	"	"	"	"	"	"	do	"	10296	71389		
20	do	4	5 0	15	24	156	10 11	"	26 12	1658	18 11	45 3	Kinmond Bro's.	Nov. '53.	16931	55371		
21	do	4	5 6	16	20	141	11 0	"	24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb. '54.	18488	107807		
22	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18035	89043		
23	do	4	6 0	15	"	178	10 4	1 1/8	23 12	1073	13 7	36 19	Peto & Co.	Feb. '55.	10484	57998		
24	Not Coupled.	4	5 0	17	"	141	11 2	1 1/8	24 16	1667	18 4	43 0	Boston Locomotive Works.	Feb. '54.	20550	97187		
25	do	4	5 6	15	21	160	11 0	"	28 2	1450	16 9	44 11	Kinmond Bro's.	Aug. '54.	9542	57297		
26	do	4	"	14	22	124	10 6	"	21 2	1438	14 6	35 8	Portland Co.	Jan'y '54.	6270	66026		
27	do	4	5 0	"	20	116	10 8	"	"	"	"	"	Amoskeag Co.	May '54.	10496	57295		
28	do	4	5 0	"	20	116	10 8	"	21 2	1438	14 6	"	do	May '54.	12799	58366		
29	do	4	"	16	24	154	11 0	"	26 12	1658	19 13	46 5	Kinmond Bros.	June '54.	18637	49938		
30	do	4	5 6	"	"	"	"	"	26 2	"	"	45 15	do	"	144	5461		
31	do	4	5 0	"	"	"	"	"	26 12	"	"	46 5	do	Feb. '54.	13994	60584		
32	do	4	"	"	"	170	"	"	27 12	1521	16 9	44 1	Amoskeag Co.	May '54.	12606	67681		
33	do	4	"	"	"	"	"	"	27 12	"	"	"	do	"	9391	85238		
34	do	4	5 6	"	22	150	10 11	"	26 0	1583	16 0	42 0	Good, Toronto.	Sept. '54.	11902	29336		
35	do	4	6 0	17	20	174	10 8	1 1/8	26 14	1757	17 12	44 6	New Jersey Loco. Works.	"	7139	54060		
36	do	4	"	"	"	"	"	"	"	"	"	"	do	"	7850	45805		
37	do	4	5 0	16	"	154	10 4	1 1/8	25 6	1521	15 6	40 12	Amoskeag.	"	17300	71417		
38	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '54.	2836	62091		
39	do	4	5 0	"	"	"	"	"	"	"	"	"	do	Jan'y '55.	11597	57697		
40	do	4	"	"	"	"	"	"	"	"	"	"	do	"	10154	64961		
41	do	4	6 0	15	"	178	"	1 1/8	25 5	1073	13 7	38 12	Peto & Co.	Nov. '54.	14098	37991		
42	do	4	"	"	"	"	"	"	"	"	"	"	do	Feb. '55.	18177	75215		
43	do	4	"	"	"	"	"	"	"	"	"	"	do	Mar. '55.	19011	66531		
44	do	4	"	"	"	"	"	"	"	"	"	"	do	"	6777	32395		
45	Not Coupled.	4	"	"	"	"	"	"	28 12	"	"	36 19	do	"	14906	31621		
46	Coupled.	4	5 0	16	"	10 1	"	"	25 12	"	"	38 19	do	April '55.	6076	57255		
47	do	4	"	"	"	"	"	"	"	"	"	"	do	May '55.	18969	52218		
48	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '55.	18508	43253		
49	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '56.	3068	28997		
50	do	4	"	"	"	"	"	"	"	"	"	"	do	"	24025	47097		
51	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16199	44495		
52	do	4	6 0	15	"	10 4	"	"	25 5	"	"	38 12	do	Dec. '56.	8056	27478		
53	do	4	5 0	17	"	141	11 2	1 1/8	24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb. '54.	7892	31300		
54	do	4	"	15	24	162	11 0	"	23 16	1598	16 4	40 0	Portland Co.	Nov. '55.	17598	54240		
55	do	4	"	15	24	"	11 0	"	"	"	"	"	do	Feb. '56.	7922	39800		
56	do	4	"	16	20	154	"	"	24 16	"	17 4	42 0	do	May '56.	14860	56244		
57	do	4	"	"	"	178	10 1	1 1/8	25 12	1576	18 7	43 19	Peto & Co.	Nov. '55.	20031	38689		
58	do	4	"	"	"	"	"	"	"	"	"	"	do	"	9592	36320		
59	do	4	"	"	"	"	"	"	"	"	"	"	do	"	.....	31098	
60	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16765	31341		
61	do	4	"	"	"	"	"	"	"	"	"	"	do	"	3294	38420		
62	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '55.	13968	29902		
63	do	4	"	"	"	"	"	"	"	"	"	"	do	"	15349	29862		
64	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '56.	17292	43812		

ENGINES.		Driving Wheels.		Cylinders.				Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1868.	Total miles run since first put on road.
No.	Connections.	Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.										
		ft. in.	Inches	Inches		ft. in.	Inches		Tons.Cwts	Gallons.	Tons.Cwts	Tons.Cwts						
65	Coupled	4	6 0	15	20	178	10 4	1 1/8	25 5	1073	13 7	38 12	Peto & Co.	Nov. '55.	17507	42162		
66	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '56.	23240	44646		
67	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '55.	19828	39692		
68	do	4	5 6	16	"	154	11 0	1 1/8	24 12	1598	16 18	41 10	Portland Co.	May '56.	14541	50378		
69	do	4	6 0	15	"	178	10 4	1 1/8	25 5	1073	13 7	38 12	Peto & Co.	Nov. '55.	20849	21654		
70	Not Coupled	4	"	"	"	"	"	"	23 12	"	"	36 19	do	May '56.	16019	37928		
71	Coupled	4	5 6	"	21	160	10 10	1 1/8	28 2	1473	16 9	44 11	Kinmond Bros.	"	7437	36358		
72	do	4	5 0	16	20	154	10 10 1/4	"	24 16	1598	18 4	43 0	Portland Co.	July '56.	24399	61231		
73	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16052	58487		
74	do	4	"	"	"	178	10 1	1 1/8	25 12	1576	18 7	43 19	Peto & Co	"	11606	30207		
75	do	4	"	"	"	"	"	"	"	1073	"	"	do	"	5104	25325		
76	do	4	"	"	"	"	"	"	"	1576	"	"	do	Sept. '56.	8869	82670		
77	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '56.	16047	34934		
78	do	4	"	"	"	"	"	"	"	"	"	"	do	"	2295	24447		
79	do	4	"	"	"	"	"	"	"	"	"	"	do	"	5506	35900		
80	do	4	"	"	"	"	"	"	"	"	"	"	do	"	7584	35914		
81	do	4	"	"	"	"	"	"	"	"	"	"	do	"	19114	45698		
82	do	4	"	"	"	"	"	"	"	"	"	"	do	"	10831	36752		
83	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	3061	30663		
84	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '56.	20402	42523		
85	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	3455	23987		
86	do	4	5 6	15	21	160	10 10	1 1/8	28 2	1473	16 9	44 11	Kinmond Bros.	Oct. '56.	6116	30364		
87	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	17572	35115		
88	do	4	"	"	20	158	"	"	24 2	1292	14 10	38 12	Ontario Foundry.	Oct. '56.	9470	13554		
89	do	4	"	"	"	"	"	"	"	"	"	"	do	"	1000	14805		
90	do	4	"	"	"	"	"	"	"	"	"	"	do	"	2582	14878		
91	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16379	29140		
92	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	12260	24103		
93	do	4	"	"	"	"	"	"	"	"	"	"	do	Feb. '57.	13938	28100		
94	do	4	6 0	"	"	154	10 4	"	25 6	1521	15 0	40 6	Manchester Works.	Nov. '56.	15214	38075		
95	do	4	"	"	"	"	"	"	"	"	"	"	do	"	22991	49257		
96	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	6348	31051		
97	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18590	43510		
98	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	20208	32325		
99	do	4	"	"	"	"	"	"	"	"	"	"	do	"	34179	61460		
100	do	4	"	"	"	"	"	"	"	"	"	"	do	"	31370	55603		
101	do	4	5 0	"	22	145	10 6	"	23 10	1649	16 0	39 10	Portland Company.	Sept. '48.	24148	174879		
102	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '48.	20978	147224		
103	do	4	"	"	"	"	"	"	22 15	1554	"	38 15	do	Feb. '49.	25976	168344		
104	do	4	5 6	"	20	127	"	1 1/8	24 14	1649	15 0	39 14	do	May '49.	17274	139539		
105	do	4	"	"	"	132	"	"	22 7	1581	16 0	38 7	do	Dec. '49.	15744	149014		
106	do	4	"	"	"	"	10 11	"	22 8	2025	"	38 8	do	Feb. '50.	10348	152949		
107	do	4	5 0	"	22	"	10 6	"	"	1584	"	"	do	Jan. '51.	15474	110646		
108	do	4	"	17	"	169	"	"	24 4	1702	18 4	42 8	do	"	4727	145240		
109	do	4	"	14	20	131	10 5	"	22 7	"	16 0	38 7	do	Dec. '51.	17689	133101		
110	do	4	5 6	15	"	132	"	"	"	1812	"	"	do	Jan. '52.	17994	130864		
111	do	4	5 0	13	"	117	11 0	"	20 0	1321	13 5	33 5	do	April '52.	17932	94377		
112	do	4	4 8	14	22	129	10 6	1 1/8	22 12	1998	15 0	37 12	do	June '52.	14460	93744		
113	do	4	5 0	15	20	125	"	"	22 7	1606	16 0	38 7	do	Nov. '52.	12570	96453		
114	do	4	"	16	22	150	10 5	"	24 4	1985	18 4	42 8	do	Jan. '53.	20429	100264		
115	do	4	5 6	14	"	114	10 6	"	21 9	1602	14 6	35 15	do	Jan. '53.	19760	99753		
116	do	4	5 0	15	"	129	11 0	"	23 10	1950	16 0	39 10	do	April '53.	21029	95536		
117	do	4	"	16	"	150	10 6	"	24 4	"	18 4	42 8	do	"	22714	133327		
118	do	4	"	15	"	141	"	"	24 0	1841	14 11	38 11	do	May '53.	13147	89008		
119	do	4	"	"	"	"	10 7	"	"	"	"	"	do	June '53.	17874	114640		
120	do	4	5 6	"	"	149	10 6	1 1/8	23 8	1649	14 3	37 11	do	"	18240	96148		
121	do	4	5 0	16	"	150	"	1 1/8	24 4	1775	18 4	42 8	do	Sept. '53.	19271	126236		
122	do	4	6 0	14	"	125	11 0	"	22 0	1950	14 6	36 6	do	Nov. '53.	8080	79009		
123	do	4	"	15	"	136	"	"	23 10	"	16 0	39 10	do	"	9133	72208		
124	do	4	5 0	"	24	140	"	"	23 17	1772	"	39 17	Boston Locomotive Works.	March '54	22632	105042		
125	do	4	"	"	"	"	"	"	"	1870	"	"	do	"	16483	109705		
126	do	4	5 6	"	20	132	10 6	1 1/8	22 7	"	"	38 7	Portland Company.	Jan. '54.	22746	76615		
127	do	4	5 0	16	20	154	11 0	1 1/8	25 10	"	17 13	43 3	do	Mar. '57.	26174	73729		
128	do	4	"	15	22	141	10 6	"	22 17	1950	15 13	38 10	do	Mar. '54.	13477	112488		
129	do	4	"	"	"	"	"	"	"	"	"	"	do	"	22465	96854		
130	do	4	6 0	14	"	125	11 0	"	21 19	"	14 6	36 5	do	Feb. '54.	1630	46243		
131	do	4	"	"	"	"	"	"	"	"	"	"	do	Mar. '54.	8121	63391		
132	do	4	5 6	"	20	"	10 6	"	21 0	1602	"	35 6	do	June '44.	11512	75391		

ENGINES.		Driving Wheels.		Cylinders.				Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1888.	Total miles run since first put on road.
No	Connections.	Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.										
		ft. in.	Inches	Inches		ft. in.	Inches	Tons.Cwts	Gallons.	Tons.Cwts	Tons.Cwts							
133	Coupled	4	5 0	17	20	140	11 0	11 3/8	24 16	1772	18 4	43 0	Boston Locomotive Works.	July '54.	10681	103881		
134	do	4	5 6	16	"	"	"	"	"	"	"	"	do	"	19458	97955		
135	do	4	"	"	"	154	"	"	25 18	1870	17 16	43 14	Portland Co.	Mar. '57.	17265	46790		
136	do	4	"	"	"	160	11 6	"	24 16	"	17	41 16	do	Aug. '54.	12726	68452		
137	do	4	5 0	"	24	"	11 0	"	28 16	2045	17 10	46 6	do	April '52.	14138	59238		
138	do	4	"	"	20	150	10 10	"	26 0	1583	16 0	42 0	Good, Toronto	Sept. '54.	3841	39174		
139	do	4	"	15	22	145	10 7	"	24 4	1959	17 16	"	Portland Co.	Dec. '51.	12844	56700		
140	do	4	"	16	"	150	"	"	"	1931	"	"	do	Aug. '52.	10853	40821		
141	do	4	"	"	20	152	10 9	"	26 0	1583	16 0	42 0	Good, Toronto	Nov. '56.	9528	17914		
142	do	4	5 6	17	"	156	11 0	"	27 0	"	"	43 0	do	Mar. '58.	548	548		
143	do	4	5 0	16	"	152	10 9	"	26 0	"	"	42 0	do	Jan. '57.	7113	16643		
144																		
145	do	4	"	"	"	178	10 1	11 3/8	25 12	1576	18 7	43 19	Peto & Co.	Dec. '56.	"	22081		
146	do	4	"	"	"	"	"	"	"	"	"	"	do	"	11817	31069		
147	do	4	"	"	"	154	10 4	11 3/8	25 6	1521	15 0	40 6	Manchester Works	Nov. '56.	20114	38459		
148	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	11574	26019		
149	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	19613	37715		
150	do	4	"	"	"	"	"	"	"	"	"	"	Amoskeag Works	Oct. '56.	21146	32514		
151	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	16006	29241		
152	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18408	26652		
153	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	13066	24003		
154	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	15063	33348		
155	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '56.	17114	34051		
156	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '57.	11669	28786		
157	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	16105	32826		
158	do	4	"	"	"	"	"	"	"	"	"	"	do	"	17804	34944		
159	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '57.	9657	26523		
160	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	22263	40510		
161	do	4	"	"	"	"	"	"	"	"	"	"	do	"	12795	34147		
162	do	4	6 0	"	"	"	"	"	"	"	"	"	do	"	11633	41594		
163	do	4	5 0	"	"	"	"	"	"	"	"	"	do	Oct. '56.	12018	28697		
164	do	4	"	"	"	"	"	"	"	"	"	"	do	"	9064	36269		
165	do	4	"	"	"	"	11 0	"	25 10	1870	17 3	42 13	Portland Company	Mar. '57.	16743	34915		
166	do	4	5 6	"	"	"	"	"	"	"	"	"	do	May '57.	15577	31221		
167	do	4	5 0	"	22	"	"	"	29 16	1473	16 9	46 5	do	Mar. '58.	6098	6098		
168	do	4	5 0	15	21	160	"	"	"	"	"	"	Hamilton Locomotive Works	April, '57.	26033	41329		
169	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16777	32308		
170	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18648	30366		
171	do	4	4 8	16	22	158	10 10	"	24 2	1292	14 10	38 12	Kingston Locomotive Works.	"	14121	27758		
172	do	4	"	"	"	"	"	"	"	"	"	"	do	"	12815	25676		
173	do	4	5 6	"	20	"	"	"	"	"	"	"	do	"	10812	23619		
174	do	4	"	"	"	"	"	"	"	"	"	"	do	"	15626	24653		
175	do	4	5 0	"	24	194	10 11	11 3/8	28 7	1742	19 8	47 15	Amoskeag Co.	Dec'r. '57	13120	14252		
176	do	4	"	"	"	"	"	"	"	"	"	"	do	Feb. '58.	13148	13145		
177	do	4	"	"	"	"	"	"	"	"	"	"	do	April "	9270	9270		
178	do	4	"	"	"	"	"	"	"	"	"	"	do	June, "	2920	2920		
179	do	4	"	"	"	"	"	"	"	"	"	"	do	Aug't "	3329	3329		
180	do	4	"	"	"	"	"	"	"	"	"	"	do	"	3582	3582		
187	do	4	"	"	20	178	10 1	"	25 12	1576	18 7	43 19	Peto & Co.	Nov. '57.	15099	17924		
188	do	4	"	"	"	"	"	"	"	"	"	"	do	"	22005	24465		
189	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18709	19909		
190	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16856	18837		
191	do	4	"	17	22	200	"	"	26 16	"	"	45 3	do	Dec. '57.	19644	19644		
192	do	4	"	"	"	"	"	"	"	"	"	"	do	"	19765	20184		
193	do	4	"	"	"	"	"	"	"	"	"	"	do	"	24695	26459		
194	do	4	"	"	"	"	"	"	"	"	"	"	do	"	19710	19710		
195	do	4	5 6	15	21	160	11 0	11 3/8	29 16	1473	16 9	46 5	Hamilton Locomotive Works	Nov. '57.	13046	16580		
196	do	4	"	"	"	"	"	"	"	"	"	"	do	"	23850	26457		
197	do	4	"	15 1/2	"	"	"	"	"	"	"	"	do	March '58	17934	17934		
198	do	4	"	"	"	"	"	"	"	"	"	"	do	"	23685	23685		
199	do	4	"	"	"	"	"	"	"	"	"	"	do	May, '58.	12549	12549		
200	do	4	"	"	"	"	"	"	"	"	"	"	do	July '58.	8091	8091		
201	do	4	5 0	"	"	"	"	"	"	1300	"	"	do	"	9075	9075		
202	do	4	"	"	"	"	"	"	"	"	"	"	do	"	3505	3505		
203	do	4	4 8	16	22	158	10 10	"	24 2	"	14 10	38 12	Kingston Loco. Works	Sept. '58.	11782	12984		
204	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '57.	11782	12984		
														March '58	17024	17024		

(Signed) T. W. TREVITHICK.

1854-55 The Work Accelerates



**GRAND TRUNK RAILWAY.
TO BUILDERS.**

Tenders for Building Stations.

THE Undersigned is prepared to receive **TENDERS** for the erection of **STATION BUILDINGS** at **Brockville, Prescott, Matilda, and Morrisburg.**

Plans and Specifications may be inspected at the **Offices of the Contractors at Point St. Charles, in the City of Montreal, and also at their offices at Prescott.**

Scaled Tenders, endorsed "**Tenders for Building Stations,**" will be received up to the **TWENTY-NINTH NOVEMBER, at the office in Montreal.**

Security for the due performance of the Contract will be required, and the Undersigned does not bind himself to accept the lowest Tender.

JAMES HODGES,
Point St. Charles, Montreal, }
October 16, 1854. } 43

By the end of 1853 the work on the Grand Trunk was well under way. Already the project had drawn much attention in many parts of the world as news items reported on the huge railway being built in Canada. Canada, backed by Great Britain, was waking up, and other countries, especially the United States, were beginning to take notice with interest, and perhaps with a bit of apprehension. The following, which is a portion of an article appearing in the *Utica N.Y. Gazette* in August 1853, is typical:

Canada's Grand Trunk Railroad

This is one of the greatest projects of the age, and is to be put in operation at once by English capitalists.... The capital of \$34,000,000, one half in stock, and the other in bonds, guaranteed by the provincial government of Canada, is already taken in London, and contracts for the whole line are let to two companies. The corporation are in negotiation for the crossing of the St. Clair river from Sarnia to Port Huron in Michigan, and for the immediate construction of a railroad across Michigan to the mouth of the Grand River on Lake Michigan, and thence by steamboat, 60 miles to Milwaukie, and doubtless from thence will extend their line to the Mississippi and over the Rocky Mountains to Puget Sound on the Pacific Ocean. On the Atlantic, they have taken lease of the railroad from the city of Montreal in Canada to the city of Portland in Maine.

This gigantic enterprise originated in England, and that it is going on under the sanction of her government is plainly to be inferred. Its contemplated effect is to ensure the prosperity of Canada and other British territories on the northerly part of this continent. Canada is already a powerful country, possessing a population of one and a half millions, and actually increasing at a higher ratio than the United States. Her commerce is increasing in like proportion, and by means of this grand artery of railway, may be placed on an independent footing, irrespective of our government, or that of any other nation.

England is a great nation, powerful, wise, bold at times, cautious always – and her government is such that our best and most talented statesmen are continually directing governmental action, in obedience to the public sentiment of her Empire. Will it be lost labour to endeavour to call the attention of merchants, particularly of the city of New York, to this wonderful railway project of England on our very borders; in comparison with which the Fishery Question is a bagatelle?

The spirit of the times is exemplified in a poem of 24 stanzas, entitled "News-Boy's Address", which appeared in the *Brockville Recorder* on January 5, 1854, and which looked forward to the coming new year. Four of these stanzas concern railways, and show the optimism of the time.

*Steam, long for its power renowned,
Cars, boats, and machinery has whirled;
Now propels o'er a wide space of ground;
'T would suffice for a road round the world.*

*From lethargy long and profound,
Canadians are lately bestirred;
"The Railroads!" "The Railroads!" resound
Their echo is everywhere heard.*

*The "Grand Trunk", gigantic in size,
Our province within its grasp takes:
"Old Ocean" beholds with surprise
As his neighbours, a "great chain of lakes".*

*And trade is now furnished with wings
Her treasure on all sides to pour;
Supplying vast store of good things,
Conveyed thus to every man's door.*

Early in 1854 the contractors greatly stepped up their work force as preparations were made for the coming year's construction. *Herapath's Journal*, an English publication, reported, in its issue of March 4th 1854, that many workers were indeed intending to march forth, being recruited by the contractors in England for Canada, and going to work on the construction of the Grand Trunk. Perhaps many felt that working on railway building in Canada was vastly preferable than being sent to serve in the Crimea. This is what *Herapath's* had to say:

Grand Trunk Railway of Canada

A very large emigration of masons, carpenters, quarrymen, engine-drivers, engine-fitters, and other artisans, is taking place for this railway. Between four and five hundred have already left England, and all the third class accommodation in the Canadian Screw Company's vessels, which leave England this and next month, has been secured by the contractors for the men. Great numbers are seeking this employment, tempted partly by the high wages offered (in many instances double what the men receive in England and Scotland) and partly by the comparative cheapness of provisions in Canada, and by the certainty of every industrious man becoming a possessor of land within a few years. Arrangements have likewise been made for sending out large drafts of "navies" and other laborers in sailing ships during the spring. The passage money of those who cannot pay it, as well as those of their wives and

children, is defrayed for them, on condition of the men being under stoppages of a shilling a day each, until the debt is liquidated. This is a slight imposition inasmuch as the lowest rate of pay for unskilled labor is 4 shillings per day, and it ranges up to 8 shillings and 10 shillings a day for mechanics and artisans. If the conduct of these latter have been good during twelve months after arrival, each is to receive a bonus of £2, and, under similar circumstances, each laborer is to receive £1.

During the next year and a half, work continued on the multitude of tasks, both large and small, involved in building a large railway. In the latter part of 1854, notices appeared in the newspapers calling for tenders to build stations and other buildings, and also for the supply of cordwood to be burned in the locomotives used on the construction trains. During 1855 the work on the section between Montreal and Brockville was pushed steadily on, and grading began west of Brockville, far ahead of the tracklayers, including the very difficult portion where the line traverses the Frontenac Shield, east of Kingston. First hand accounts of the actual "work in progress" are quite rare, but a most interesting such item was published in the Brockville Recorder on August 30, 1855, and gives a brief glimpse of the work involved. The mention of the "Coleman line" also points out an interesting fact; it was possible for the engineers to make small diversions from the officially surveyed line in order to save money, in this case the considerable sum of £10,000:

The Grand Trunk Railroad

Last week, in order to satisfy a little curiosity, we accompanied S. Hazelwood, Esq., engineer, over a portion of the road under contract west of Brockville. The contractors of this section are Brown & Co.

The work on this portion of the road, we understand, is by no means so heavy as on the section further west, yet there are several cuts and embankments of no mean description to be completed. On the farm of Mr. Charles Grant, east of the plank road, there is an embankment of sixteen feet to be filled up. This fill terminates near the Lyn road, which it crosses on a level.

From the Lyn plank road to the old road to Lyn, the line lies pretty much through rock, the average cutting on which is about six feet. Westward through the farm of Mr. John Grant the cuttings are principally rock excavations, the deepest cut on which is sixteen feet. The cuttings and fillings are on a maximum gradient of 52.8 feet to the mile.

Crossing the first concession line there is a rock cutting completed, the greatest depth of which is nine feet. To the west of this, on the farm of Mr. John Lehigh, an embankment occurs formed of rock and clay mixed, the deepest fill on which is fifteen feet. On the farm of Mr. John Weeks the heaviest rock cutting takes place. The cut in some places is thirty one feet, the whole length of the cut being one thousand feet.

Westward of the above mentioned cutting another extensive embankment occurs half a mile in length, the deepest fill of which will be sixteen feet. This terminates

PUBLIC NOTICE.



THE Grand Trunk Railway Company of Canada are prepared to receive Tenders for the supply of Fire-wood, to be delivered at the under mentioned places. No Tenders will be received after the Sixteenth of December.

Stations.	Quantity.	Description.
Montreal.....	2,500	Cords. Half soft, half hardwood.
St. Anne.....	500	Do. All hard.
Vaudreuil.....	2,000	Do. One-third soft, two-thirds hard.
Cedara.....	500	Do. All hard.
Coteau Landing.....	500	Do. All hard.
Laucaster.....	1,500	Do. All hard.
Cornwall.....	2,500	Do. Half soft, half hard.
Dickenson's Landing.....	1,000	Do. All hard.
Morrisburg.....	1,500	Do. One third soft, two-thirds hard.
Edwardburg.....	500	Do. All hard.
Prescott.....	1,500	Do. All hard.
Brockville.....	2,500	Do. Half soft, half hard.

•• The length of the Wood to be supplied must be stated in each Tender.

The Wood must be of sound and good quality, 128 feet cube to the Cord, free from cull pieces. It will have to be piled six feet high, the bark side of the Wood being upwards, in places pointed out by the Company's Agent upon stringers laid on the ground, and in all cases the piles will have to be two feet apart.

The whole quantity to be re-piled or dressed up on or before the first day of July, One Thousand Eight Hundred and Fifty-five.

All Wood of inferior quality will have to be removed by the party supplying it at his own expense on receiving notice from the Agent.

Payments will be made monthly, reserving ten per cent. until completion of contract, when a final settlement will be made.

Sealed Tenders marked "Tenders for Fire-wood," to be forwarded to the undersigned.

JOHN M. GRANT,

Assistant Secretary.

Montreal, 1st November, 1854. 45f

near Coleman's creek, over which a bridge is to be built, the foundation for which is solid rock.

On the whole, this section of the work is progressing rapidly. This fact is no doubt owing in a great measure to the ability of the contractors and the foremen they have placed over the various portions of the line, as well as to the personal superintendence of Mr. Brown himself, whose experience in works of this description is, perhaps, second to no other man's in the Province. Mr. Hazlewood, as superintending engineer, is also daily along the line, and his presence tends to keep matters on the right track.

The line under contract between Brockville and Lyn, we are told, was pointed out by the Messrs. Coleman, being different from the one first run. By adopting the Coleman line the Railroad Company will save at least £10,000 – a saving of some importance in making five miles of road.

November 1855 - Brockville "En Fete"

As the summer of 1855 went on, the Grand Trunk prepared for a major milestone; the opening of rail service through from Montreal to Brockville. On November 1, the Brockville Recorder announced "We are authorized to state that the Brockville Section of the Grand Trunk Railroad will be opened for passenger and freight traffic on Monday the nineteenth day of this month." Plans were immediately put in motion for a suitable celebration, to which the town contributed £100. As the Recorder put it "We know what the patriotism of the inhabitants did in a few hours' notice, in celebrating the glorious victory of the fall of Sebastopol. A period of nineteen days allows sufficient time to get up such a display as will make the name of Brockville resound in terms of approbation throughout Canada, the United States and England. Off hats, then, and three cheers for the nineteenth day of November." A celebration was indeed justified, for this was the first major portion of the Montreal-Toronto main line to be opened for service.

Saturday, November 17, 1855 was a truly special day. The Recorder stated that "Saturday last was a great day for Brockville. On that day Brockville had a pleasant and unmistakable evidence of the completion of the Grand Trunk Railroad between this place and Montreal". About noon a special train arrived from Montreal bearing "a number of gentlemen belonging to the Grand Trunk Company, the Mayor of Montreal and various members of the Montreal corporation, and other gentlemen connected with the trade and commerce of that 'city of merchant princes', with whom also were a number of Ladies, who, on occasions of this kind, always lend a grace and interest to the proceedings on hand." In addition eight members of the press were present in order to cover this important event. The train was scheduled to arrive about noon, and a dinner, tickets for which had been sold for 15 shillings (\$3.00) each, was to take place immediately after its arrival. In the words of the Recorder of November 22:

Long before the cars arrived, the waiting room and platform at the depot were crowded with ladies and gentlemen, who looked, and no doubt felt, that the train of cars expected was the inauguration of an era of no mean importance to the town and country surrounding us, and although the day was rather cold, the interest of the multitude never lagged. The curling smoke of the locomotive as it came driving along from the curve at the plank road, was the first indication of the approach of the train. The excitement then became intense, and every available spot where a good look-out could be obtained was searched for with an avidity quite astonishing. When the cars reached the depot, their inmates were greeted with

a hearty cheer, and then a perfect jam took place by the outpouring of the passengers among the crowd of eager lookers-on, nor could the platform be cleared till J.S. Martin, Esq., the polite and gentlemanly station superintendent, opened a center door in the rear and allowed a great portion of the crowd to make their way towards the town by this outlet.

DINNER



In honor of the opening of the BROCKVILLE SECTION of the
GRAND TRUNK RAILROAD!
The DINNER will take place in
METROPOLITAN HALL,
On Saturday, 17th inst.

Tickets to be had at Willson's Hotel, price 15s each.

The cars from Montreal are expected to arrive about mid-day, and the dinner will take place immediately after their arrival.
Brockville, Nov. 14, 1855. a46

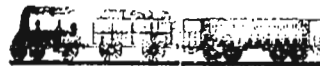
The dinner, held at the Metropolitan Hall, was a great success, and the "spread" provided by the town was so elaborate that it took the Montrealers completely by surprise. Numerous speeches and toasts were given, including those to: "The Queen", "Prince Albert and the Royal Family", "The Governor General", "The Allied Armies", and, of course, "The Grand Trunk Railway Company". During the toasts, the Brockville band livened the occasion by playing "appropriate airs". The hall was decorated with the flags of the allies fighting in the Crimea, while a number of mottoes were plainly displayed, including:

"Montreal, Brockville greets you"

"The Iron Horse united Brockville to Montreal, November 17, 1855"

"Though far apart, the railroad brings us near"

Dr. Nelson, Mayor of Montreal, said that the railway would do much more than unite Brockville to Montreal. It would "unite to Montreal every town on the noble St. Lawrence, and in the far west, even to the great Mississippi". Mr. John Crawford, Mayor of Brockville, acting as chairman of the festivities, alluded to the difficulties with which the Grand Trunk had to contend, but despite all, they had gone on, and the progress they had made was of a most satisfactory character. He hoped that in a year hence they would meet once more to celebrate the opening of the road to Kingston or Toronto. This remark was greeted with



GRAND TRUNK RAILWAY! OPENING TO BROCKVILLE.

THE PUBLIC are respectfully informed that the SECTION BETWEEN
BROCKVILLE AND MONTREAL
WILL BE OPENED
FOR PASSENGER AND FREIGHT TRAFFIC
ON

Monday, 19th November.

A FIRST and SECOND CLASS TRAIN will leave the Station, BROCKVILLE,

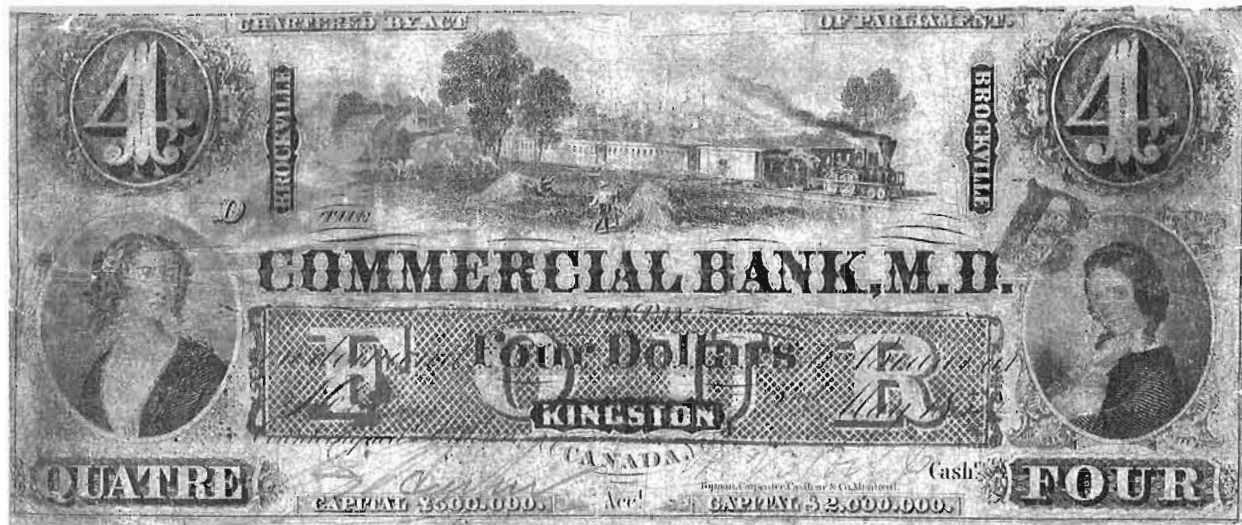
Every Day During the Winter,

(Sundays excepted) at 10 A. M., arriving at Montreal at 4 P. M.; Leave Montreal at 8.30 A. M., and arrive at Brockville at 2.30 P. M.

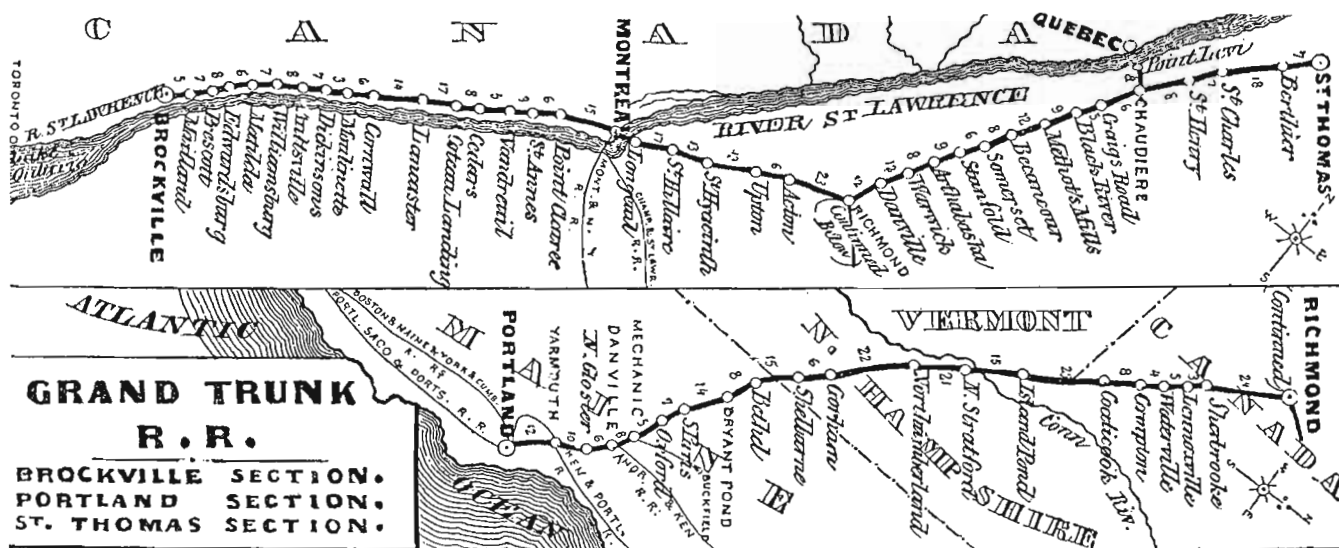
The above are arranged to connect with the Trains of the OTTAWA and PRESCOTT RAILWAY at PRESCOTT, to and from the CITY OF OTTAWA.

S. P. BIDDER,
General Manager.

Brockville, November 7, 1855. t15



This \$4 banknote was issued in 1854 by the Brockville branch of the Commercial Bank of the Midland District which was based in Kingston. At that time all of Canada's paper currency was issued by the banks and not by the government. Although the use of dollars would not be official until 1858, most people were familiar with the coming new system, and the banks were glad to oblige. The illustration on the note captures the spirit of the times perfectly, and could be thought of as a commemorative, for we see farmers working in a field while the new passenger train passes by; symbolic of the new era of the 1850s. This very note could easily have been used by someone to buy a ticket to the celebration dinner (and get a dollar back in change).

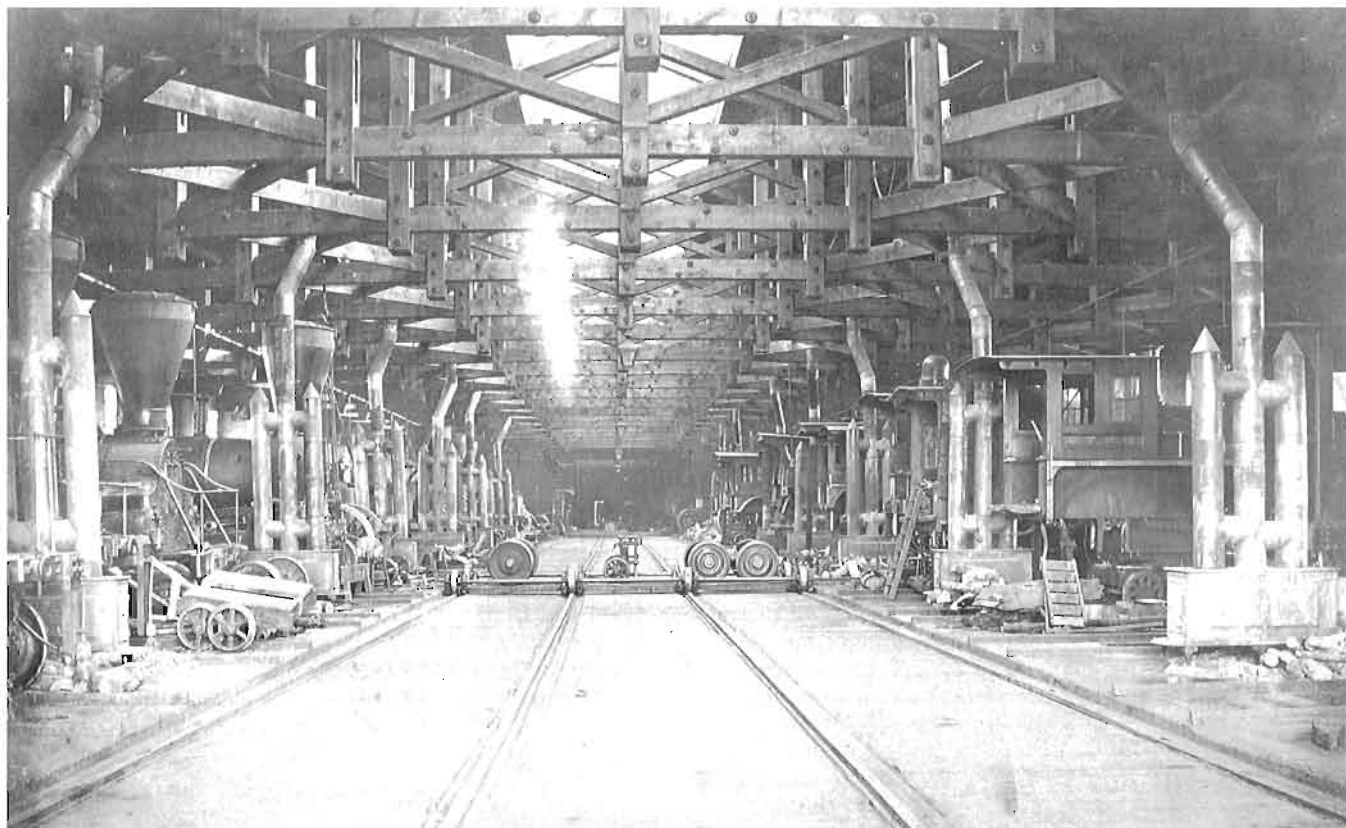


Maps of the Grand Trunk Railway as it was from late 1855 until the opening of the Montreal-Toronto line in October 1856. Although the lines west of Brockville were well under construction, they are not shown on the map. *International Topographical Rail Road Guide, September 1856.*

loud cheers. He recollected when it took eight or nine days to reach Brockville from Montreal, which comment was greeted with laughter. In those days men had to push themselves onward with long poles. To improve upon this slow mode of progression, canals had been built, and now they had the Grand Trunk, by which they could travel from Montreal to Brockville in five or six hours, and the distance would soon be run in four hours. At the conclusion of the ceremonies, the guests boarded the train and returned to Montreal. Two days later, on Monday, November 19, regular Montreal-Brockville service began.

For most of the next year, Brockville remained the western terminus of the line from Montreal, but meanwhile,

the Grand Trunk was busier than ever as preparations were made for the following year. Although serious financial problems were beginning to affect the railway, work did not slow down. If anything, the pace of the work increased. The Canada Works were busy building and shipping locomotives, structural iron work and many other supplies. Victoria Bridge was well under construction, and the line east from Richmond had reached Levis and was extended to St. Thomas by December 3, 1855. In the Crimea, the war was winding down, and prospects for peace were good. Further west, the work of construction went on, and there was every prospect that the new year of 1856 would see Montreal and Toronto connected by rail.

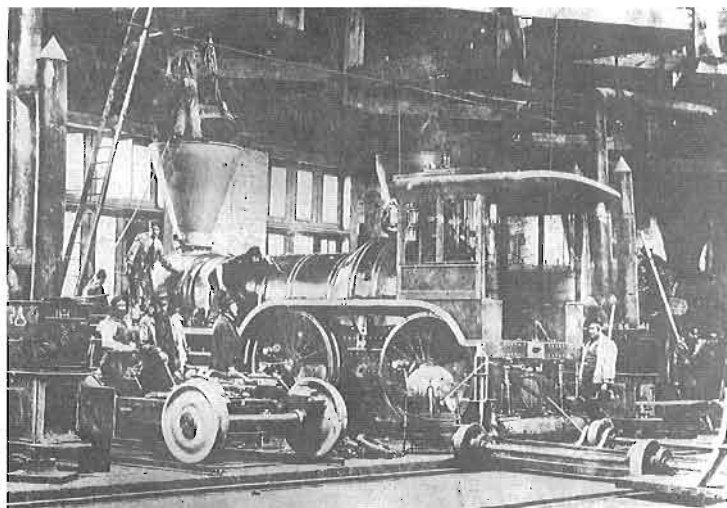


The interior of Point St. Charles shops about 1859 showing the transfer table. At least ten locomotives are visible. National Archives of Canada, photo No. PA-138678.

The Shops and Engine Houses of the Grand Trunk

The main shops for the Grand Trunk Railway were constructed in Montreal, near Victoria Bridge, in a district known as Point St. Charles.

As built, these were far more extensive than had been planned, and therefore cost about double the original estimate. A report by Charles Hutton Gregory, a British engineer, was attached to the 1856 annual report of the Grand Trunk. His comments on these structures follow:



Locomotive 209 Trevithick under construction at Point St. Charles in 1859. This was the first engine built by the Grand Trunk. National Archives of Canada, photo No. C-46486.

The workshops, as executed differ widely from those specified. The workshops erected at Montreal are greatly in excess of those shown on the contract plan, having been so made with the idea of centralizing there the heavy repairs of the whole system of the Grand Trunk Railway. The character of the permanent buildings at the shop site is first rate, and they are well adapted for the purposes for which they are intended.

I do not find the extent of Engine Shed room fully up to what, according to my calculation, would be due to the proportion of engines supplied under the Contract, which would usually be in running order. This deficiency arose partly from the Engineer having found it necessary to put the turn-tables inside the sheds, to keep them protected and in working order, during the inclemencies of winter; but I still think that shed room for six more Engines should be provided - a requirement in which the Contractors at once acquiesced.

The shops at Point St. Charles, greatly expanded and rebuilt over the years, remained the main shops of the system all through the Grand Trunk era, and continued as such under Canadian National Railways. In recent years, CN has moved its operations to other more modern facilities, and the old shop buildings were leased to other companies engaged in the manufacture of railway equipment. This use has since ceased, and the future of the area is much in doubt. It is likely that, except for VIA's shop facility nearby, railway operation at "The Point" will be a thing of the past after more than 150 years.

1856 – The Dream Approaches Reality

For the construction season of 1856 much of the action shifted to the line between Kingston and Toronto. Work still continued on the very difficult section between Brockville and Kingston, but crews now began to tackle the long stretch near Lake Ontario. Here there was a distinct advantage as supplies could be brought in by water, and numerous railheads could be worked on at the same time. However there were several major structures to be built, including the bridge at Napanee, and the long viaduct across the wide valley at Port Hope. The latter structure, to be known as the “Albert Viaduct”, was the second longest bridge on the entire Grand Trunk, second only to the Victoria Bridge. As the work began, anticipation began to grow, for it appeared more likely that this year would see the Montreal-Toronto connection complete. West of Toronto, the Canadian contractors were tackling the construction that would see the line reach Guelph, Berlin, Stratford, and, eventually Sarnia. By February the tracks had reached Guelph, and the Stratford *Beacon-Herald* in its issue of February 8 quoted a dispatch dated February 4, which reported, with a slight degree of hyperbole, that:

The Grand Trunk road is now completed as far as Guelph, and the Governor General and a distinguished party visited that place by rail on Wednesday last [January 30]. Although the country was covered over with snow, his Excellency appeared to be charmed with it. Having lived all his official life in the Lower Provinces, of course such a country as he passed over on his way to Guelph was quite new to him. But what will be his admiration and surprise when he makes the journey from Toronto to Stratford in summer? When the Grand Trunk is opened from Guelph to Stratford, it will be the most propitious day that ever dawned on Toronto, and that highly important event cannot now be far off.

Troubles, however, were looming. By the spring of 1856 the Grand Trunk was in a serious financial situation. The *Cobourg Star* reported on April 9:

Certain letters from Mr. Brassey, the well-known Railway Contractor, to the Hon. John Ross, President of the Legislative Council, have recently appeared in the Toronto papers, announcing to all the startling and disagreeable fact that the stock of the Grand Trunk Railway has so fallen in market value that the contractors are unable to complete the Line unless its failing credit be restored by Provincial guarantee.... We are informed that the English

public, judging from the actual results of the line already in operation, have somewhat hastily concluded that ‘there is no reasonable assurance or even prospect of a remunerative return for their investment’.... A large portion of shareholders took stock in the Railway in consequence of the glowing representations, or as we rather call them misrepresentations, of Mr. Hincks and his cohorts, and whether true or false the faith of the Province is implicated in the statements which her Government laid before the British public. It is moreover the interest of the country to get the line completed as speedily as possible, otherwise the immense amount of capital already expended must continue unremunerative, and the progress of the country materially hindered... Nothing appears more certain than that it is the duty of the Provincial Government to come at once to the rescue. The credit of Canada is at stake.

The problem was simply that Grand Trunk stock had fallen to barely half of its par value, the market for its stocks and bonds had dried up, and not enough securities could be sold to complete the line. The company had received £3,111,000 in bonds from the Province of Canada, and had also borrowed £2,145,000, the so-called second charge, in England. This was not enough to complete the line. After much discussion, the government of Canada did indeed provide a guarantee of return to shareholders and bondholders, realizing that to default would have extremely

serious consequences. Some of the Grand Trunk bonded debt, incurred in the 1850s, plagued the company for generations, and was still a problem to its successor, Canadian National Railways. However, the actions of the government did partially relieve the crisis, and the work of construction continued, although some parts of the project were placed in abeyance.

A piece of very welcome news came on April 18. Word was received that a peace treaty had been signed with Russia on March 30, the Crimean War was over, and the British Empire was again at peace. Church bells in most Canadian cities rang in jubilation, and everyone voiced the collective remark “Thank God, all that is now over!”

Early one Sunday morning, May 25, disaster struck when the Toronto engine house burned down and eight locomotives were heavily damaged. The *Toronto Leader* reported:

DREADFUL FIRE. – At half past one o’clock on Sunday morning, a fire broke out in the Grand Trunk Railway engine house, a little west of Queen’s wharf. There were five or six men working in the building at the time. The fire originated, it is said, in some waste stuff lying about, and, although the men

Bay of Quinte and River St. Lawrence.
Through Freight and Passage Boat.
THE STEAMER
 1856  1856
St. HELEN,
C. B. CHRYSLER, MASTER
WILL, during the present Season make regular Weekly Trips from the head of the Bay and Belleville to Montreal, as follows, viz:—Leaving Trenton every Monday morning at 6 o’clock, Belleville the same day at 12 o’clock, M., and Kingston same evening at 9 o’clock for Montreal and intermediate Ports, arriving in Montreal on Tuesday evening.
RETURNING:—Will leave Montreal for Belleville and Trenton and intermediate Ports, every Thursday, at 2 o’clock P. M., and Kingston every Saturday morning at 7 o’clock, arriving at Trenton on Saturday evening.
 ☞ **The St. Helen has an Upper Cabin, and has excellent accommodation for passengers.**
For Freight or Passage, apply to Henry Pretty, Belleville; Glassford & Farrow, Montreal, or to the Captain on Board.
Kingston, April 8, 1856. (155tf.)

Even as the railway was being rushed to completion, the steamboats were enjoying their last year of exclusive service. By the time the 1856 navigation season ended the railway was complete. However steamboats continued to run for many more years.

GRAND TRUNK RAILWAY.											
ST. JOHN SMITH, Pres., Portland. S. P. BIDDER, Gen. Sup., Montreal.											
S. T. CORSEY, Superintendent, Portland District, Portland.											
D. STARK, Resident Engineer and Supt., Montreal Dist., Montreal.											
J. WEBSTER, Resident Engineer & Supt., Quebec District, Quebec.											
T. C. REEFER, Brockville District, Supt., &c.											
GEO. DARTNELL, General Agent, Niagara Falls, N. Y.											
Down Trains.			Stations.			Up Trains.					
Exs.	Acc.	Exs.	Miles			Exs.	Acc.	Exs.			
A M	P M	P M	LEAVE			P M	P M	P M			
7 45	3 45	4 45	..... MONTREAL			6 45	1 30	9 45		
8 00	4 00	5 00	..... Longueuil			6 30	1 10	9 30		
8 34	4 35	.....	..... St. Hilaire			5 56	12 32	.....		
9 05	5 03	5 55	..... St. Hyacinthe			5 30	12 06	8 36		
9 30	5 35	.....	..... Upton			5 03	11 40	.....		
9 42	5 50	.....	..... Acton			4 51	11 26	.....		
10 40	7 20	7 20	..... Richmond			4 05	10 40	7 20		
11 18	.....	.....	..... Danville .....			.....	10 01	.....		
11 47	.....	.....	..... Warwick .....			.....	9 33	.....		
12 06	.....	.....	..... Arthabaska .....			.....	9 14	.....		
12 27	.....	.....	..... Stanfold .....			.....	8 53	.....		
12 41	.....	.....	..... Somerset .....			.....	8 39	.....		
12 59	.....	.....	..... Becancour .....			.....	8 21	.....		
1 28	.....	.....	..... Methot's Mills .....			.....	7 52	.....		
1 49	.....	.....	..... Black River .....			.....	7 31	.....		
2 00	.....	.....	..... Craig's Road .....			.....	7 20	.....		
2 12	.....	.....	..... Chaudiere .....			.....	7 08	.....		
2 35	.....	.....	..... Point Levi .....			.....	6 45	4 15
11 30	8 15	.....	..... Sherbrooke			3 05	9 35	.....		
11 36	8 21	.....	..... Lennoxville			2 58	9 39	.....		
.....	8 36	.....	..... Waterville			2 44	9 15	.....		
12 00	8 45	.....	..... Compton			2 36	9 06	.....		
12 15	9 03	.....	..... Coaticook			2 20	8 50	.....		
1 35	7 am	.....	..... Island Pond			1 30	8 am	.....		
2 05	7 35	.....	..... North Stratford			12 30	7 07	.....		
2 30	8 05	.....	..... Northumberland			12 07	6 40	.....		
3 40	9 20	.....	..... Gorham			11 00	5 25	.....		
3 52	9 32	.....	..... Shelburne			10 40	5 00	.....		
4 25	10 10	.....	..... Bethel			10 10	4 25	.....		
.....	10 30	A M	..... Bryant's Pond .....			.....	4 00	P M
5 15	11 05	7 00	..... South Paris			9 20	3 25	8 10		
5 27	11 18	7 15	..... Oxford			9 00	3 05	7 50		
5 37	11 28	7 27	..... Mechanic Falls			8 50	2 55	7 40		
6 00	12 05	8 00	..... Danville Junction			8 30	2 30	7 17		
6 10	12 18	8 15	..... New Gloucester			8 15	2 15	7 05		
.....	12 41	8 40	..... Yarmouth Junction .....			.....	1 45	6 30
6 35	12 45	8 46	..... Yarmouth			7 43	1 43	6 27		
7 00	1 15	9 10	..... Portland			7 15	1 15	6 00		
P M	P M	A M	ARRIVE			A M	P M	P M			

GRAND TRUNK RAILWAY CONNECTIONS.—At Montreal with Montreal & New York road, Champlain & St. Lawrence road; at Island Pond with Connecticut & Passumpsic road; at Mechanic Falls with Buckfield Branch road; at Danville Junction with Androscoggin & Kennebec road; at Portland with Portland, Saco & Portsmouth, & Kennebec & Portland roads.											
ST. THOMAS BRANCH.											
Down Train.			Stations.			Up Train.					
Pass.	Miles	Miles	LEAVE			Pass.	Miles	Miles			
P M	.....	.....	ARRIVE			A M	.....	.....	
.....	.....	.....	..... Longueuil			199	.....	.....	
3 00	.....	.....	..... Point Levi			49	7 30	.....		
3 24	8	.....	..... Chaudiere Junction			41	7 05	.....		
3 51	17	.....	..... St. Henri			32	6 36	.....		
4 15	25	.....	..... St. Charles			24	6 12	.....		
4 33	21	.....	..... St. Michael			18	5 54	.....		
5 00	40	.....	..... Berthier			9	5 27	.....		
5 30	49	.....	..... St. Thomas			5	5 00	.....		
P M	ARRIVE	ARRIVE	LEAVE			A M	.....	.....	
BROCKVILLE SECTION.											
Up Trains.			Stations.			Down Trains.					
Exp.	Acc.	Miles	LEAVE			Exp.	Acc.	Miles			
A M	P M	P M	ARRIVE			P M	P M	P M			
9 40	4 30	.....	..... MONTREAL			125	4 00	2 00	
10 13	5 12	75 15	..... Pointe Claire			110	.....	1 20	
10 26	5 28	1 00 21	..... St. Anne's			104	.....	1 04	
10 33	5 37	1 00 24	..... Vaudreuil			101	3 15	12 56		
.....	5 51	1 50 29	..... Cedars (Road to)			96	.....	12 42	
11 00	6 13	2 00 37	..... Coteau Landing			88	.....	12 22	
11 37	7 01	2 50 54	..... Lancaster			71	.....	11 37	
12 12	7 50	2 50 68	..... Cornwall			57	1 53	10 55		
.....	8 04	2 75 74	..... Moulinette			51	.....	10 30	
12 31	8 15	3 00 77	..... Dickinson's Landing			49	.....	10 19	
.....	8 35	3 00 84	..... Aultsville			41	.....	9 59	
1 02	8 57	3 25 92	..... Williamsburg			33	1 02	9 37		
1 18	9 17	3 50 99	..... Matilda			26	.....	9 17	
.....	9 34	3 50 105	..... Edwardsburg			20	.....	9 00	
1 55	9 57	3 75 113	..... Prescott			12	12 23	8 30		
.....	10 17	4 00 120	..... Maitland			5	.....	8 13	
2 20	10 30	125	..... BROCKVILLE .....			.....	12 00	8 00

ROUTE FROM MONTREAL TO TORONTO, Hamilton, Niagara Falls and the West.—Leave Portland, White Mountains, Quebec, &c., by Grand Trunk railway to Brockville, connecting with American Express Steamers, (for Alexandria, Clayton, Kingston, Oswego, Rochester, and at Niagara Falls or Lewiston with railroads for Niagara Falls, the East and West,) and with Royal Mail and International Lines of Steamers for Toronto and Hamilton; thence by Great Western road for Suspension Bridge, Niagara Falls, Detroit, Chicago, and all points west.

For the major part of 1856 Brockville was the western terminus of the Grand Trunk lines that were open for service. Not until late August (too late to be included in the September issue of the guide) was the Toronto-Oshawa section inaugurated. *International Topographical Rail Road Guide*, September 1856.

used every exertion to extinguish it, their efforts were almost rendered useless in consequence of the quantity of oil used for cleaning the locomotives, which were in the building. In a short time, the eight locomotives in the building, as well as their tenders, were consumed — at least, all the wooden work about them. The wooden building in which they were kept was also consumed. As yet, it is impossible to give a correct estimate of the loss.

It is not known which locomotives were involved in the fire, but it seems as if they were repaired and returned to service, since Keefer's report does not show any gaps occurring at this time. All these were used on lines west of Toronto, since the eastern section ended at the Don River.

A happier occasion occurred on Tuesday June 10, when the first train arrived at Berlin (today known as Kitchener) from Toronto. In the words of the *Berlin Chronicle* of June 11, 1856:

THE FIRST TRAIN. — Yesterday the first train came over the Grand Trunk Railway from Toronto to Berlin, and reached this place about 12 o'clock. It contained Mr. Ross, President of the Company, Mr. Gzowski and Mr. McPherson, the contractors, Mr. Beatty, Mr. Morrison and Mr. Lindsay of the "Leader", Mr. Brassey, Mr. Shanley, &c. The party was conveyed in a carriage to the Queen's Arms Hotel, and after looking around the town for a few minutes and

partaking of some refreshment, immediately started back for Toronto. In a few days trains will run regularly.

Meanwhile work continued on the line between Montreal and Toronto. The major structure then being built was the Albert Viaduct at Port Hope. On August 18, the *Toronto Globe*, in an editorial on Port Hope, said:

The Grand Trunk Railway has nearly finished a magnificent viaduct across the whole front of the town, which is over half a mile in length. The supporters are of brick, with a stone foundation, and have been put up within the short course of four months, by the contractor, Mr. Betts, who has an efficient engineering corps located on the spot. Nothing remains now to be done, save to place iron girders on the top, to form a tram-way for the cars. The supporters are each about twenty feet in height, and altogether the viaduct, when completed, will afford a very pleasing sight along the lake.

As the Grand Trunk line rapidly progressed towards completion, it gradually became more and more apparent that the railway construction was changing the whole country in many ways. The new order of speed, efficiency and industrialization was quickly coming in, and the old easy going way of life, with its stagecoaches, quiet roads, and slower living, was disappearing forever. A certain amount of nostalgia became evident. On August 18, 1856 the Toronto

newspaper *British Colonist* printed, on its front page, a poem entitled "The Railway". In it, the poet laments the passing of the old way, but later realizes the benefits of the new, and begins to accept them.

The Railway

*The silent glen, the sunless stream,
To wandering boyhood dear,
And treasured still in many a dream,
They are no longer here.
A huge red mound of earth is thrown
Across the glen so wild and lone,
The stream so cold and clear;
And lightning speed and thundering sound
Pass hourly o'er the unsightly mound.*

*Nor this alone, for many a mile
Along that iron way,
No verdant banks or hedge-rows smile,
In summer's glory gay.
Thro' chasms that yawn as though the earth
Were rent in some strange mountain birth,
Whose depths exclude the day,
We're borne along at headlong pace,
To win from time the wearying race!*

*The wayside inn, with homelike air,
No longer tempts a guest
To taste its unpretending fare,
Or seek its welcome rest.
The prancing team, the merry horn,
The cool fresh road at early morn,
The coachman's ready jest;
All, all to distant dream-land gone,
While shrieking trains are hurrying on.*

*Yet greet we them with thankful hearts,
And eyes that own no tear,
Tis nothing now, the space which parts
The distant from the dear.
The wing that to her cherished nest
Bears home the bird's exulting breast,
Has found its rival here.
With speed like hers, we too can haste,
The bliss of meeting hearts to taste.*

*For me, I gaze along the line
To watch the approaching train.
And deem it still, 'twixt me and mine,
A rude but welcome chain
To bind us in a world whose ties
Each passing hour to sever tries,
But here may try in vain!
To bring us home when many an art
Stern fate employs to keep apart.*

By the summer of 1856, railway excitement was quickly taking over in Canada West. Advertisements on many different subjects made allusion to railways. When Spalding and Rogers circus played in Toronto in late August, they made a great deal of the fact that they now, for the first time, traveled by rail. The advertisement was headed by the words "LOOK OUT FOR THE LOCOMOTIVE!" in large block letters, and the text proclaimed that there would be no more rickety wagons, tarnished trappings, worn out horses or tired performers. Instead there would be fast men, fast women (this term obviously had a different connotation then), fast children and fast horses, as all would be well rested after a refreshing trip by rail!

Amusements.

LOOK OUT FOR THE LOCOMOTIVE!
"WAIT FOR THE TRAIN."

The Greatest of Circuses will Switch off at
TORONTO, TWO DAYS,
TUESDAY AND WEDNESDAY,
AUGUST 26th and 27th.
—ALSO—
Oakville 26th and Brampton 28th.



Will be exhibited as above,
at Half past ONE and Half
past SEVEN, p. m., with Nine
of

THEIR OWN CARS!

(Involving their People, Hor-
ses and Properties,) no com-
pulsed as to be taken daily
From the Track to the Tent!

NO MORE
Skeleton Team Horses!
RICKETY WAGGONS!
Tarnished Trappings!
WORN OUT HIND HORSES!
TIRED PERFORMERS,
As with the Old Foggy Waggon-
-hows, travelling all night over
rough roads, but



Fast Men! Fast Women!
FAST CHILDREN! and
FAST HORSES
To keep up with the times,
Performers well Rested!
Ring Horses of Spirit! and
TRAPPING LUSTROUS!



Aristook and Big Thunder,
of N. Y., as the 'Best Trick
Horses.'

Besides the above Winners of
all the

FIRST PRIZES

The following well known Per-
formers are also engaged:—

Messieurs
ROBERT WHITE,
JOHN DAVENPORT,
JAMES ROBINSON,
Messes.
J. GAYLOR,
F. THOMAS,
C. STENSON, and
F. DORSEY.

MANAGERS:

Of Business,
Dr. G. B. SPALDING,
Of the Orchestra,
EDWARD KENDALL,
Of the Ring,
ROBERT WHITE.



ADMISSION, only Twenty-five Cents.
Toronto, August 15, 1856. 1041-1117 1161-11

In late August the Stratford *Beacon* reported that "The track of the Grand Trunk is laid to within five miles of this town, and it is confidently expected that the 'iron horse' will make his welcome debut into Stratford next week." The actual opening of service to Stratford did not take place until early in October, and, mainly because of the shortage of money, Stratford remained the western terminus of the Grand Trunk for three years, until the line was pushed on to Sarnia in 1859. Meanwhile the section from Toronto eastward to Oshawa was almost completed, and work was being rushed through, on many different fronts, on the long section between Kingston and Oshawa. The line east of Kingston was virtually finished, so the day of the completion of the whole line from Montreal to Toronto was almost in sight.

Toronto to Oshawa, and the Duel That Never Took Place

On August 25 the Toronto *Globe* contained this small, but very significant, item:

We are happy to announce that the portion of the Grand Trunk Railroad from Toronto to Oshawa will be opened to-day. Cars will leave Don station at noon, arriving at Oshawa at 2 p.m., and will leave Oshawa at 3, and arrive in Toronto at 5 p.m.

This was highly significant, since it was the first Grand Trunk line to be placed in service running eastward out of Toronto. It did not connect with the westward lines, as there was still no track laid between the Don River in the east and the terminus of the lines running west from Toronto. The eastbound trains started from Don station, to reach which one had to travel over a muddy road of indifferent quality. It was hoped that a track would soon be laid along the Esplanade to bring the trains from the east into downtown Toronto.

The opening day ceremonies involved an excursion from Toronto to Oshawa and return, and, depending on which newspaper accounts one reads, turned into somewhat of a fiasco. After a century and a half, the old accounts make rather amusing reading, but at the time were taken very seriously by the various protagonists.

The inaugural train consisted of an engine, a baggage car, four coaches and five open cars. The *Globe* account of August 26, 1856 makes very interesting reading, as it gives a nice description of the line between Toronto and Oshawa as it was then; so different from today, when most of the area is built up, and some of the track re-located:

The event of yesterday was the opening of the Grand Trunk Railway from Toronto to Oshawa. Invitations had been issued to a considerable number of citizens, and four cars were very speedily filled when the hour of departure arrived. None of the members of the Government nor leading officials were there, but the Corporation mustered in full force, headed by the Mayor, and the presence of a number of ladies added much to the attractions of the trip. A very fine brick station-house has been erected at the Don depot, apparently much too good for the business to be done there, but with the aid of decorations of evergreens and flags, it relieved the desolate aspect of the grounds which border on the marsh. At a quarter past twelve the train started, and proceeded at a very slow place up the ascending grade towards the Scarboro' heights. People in Toronto are in the habit of thinking the whole locality to

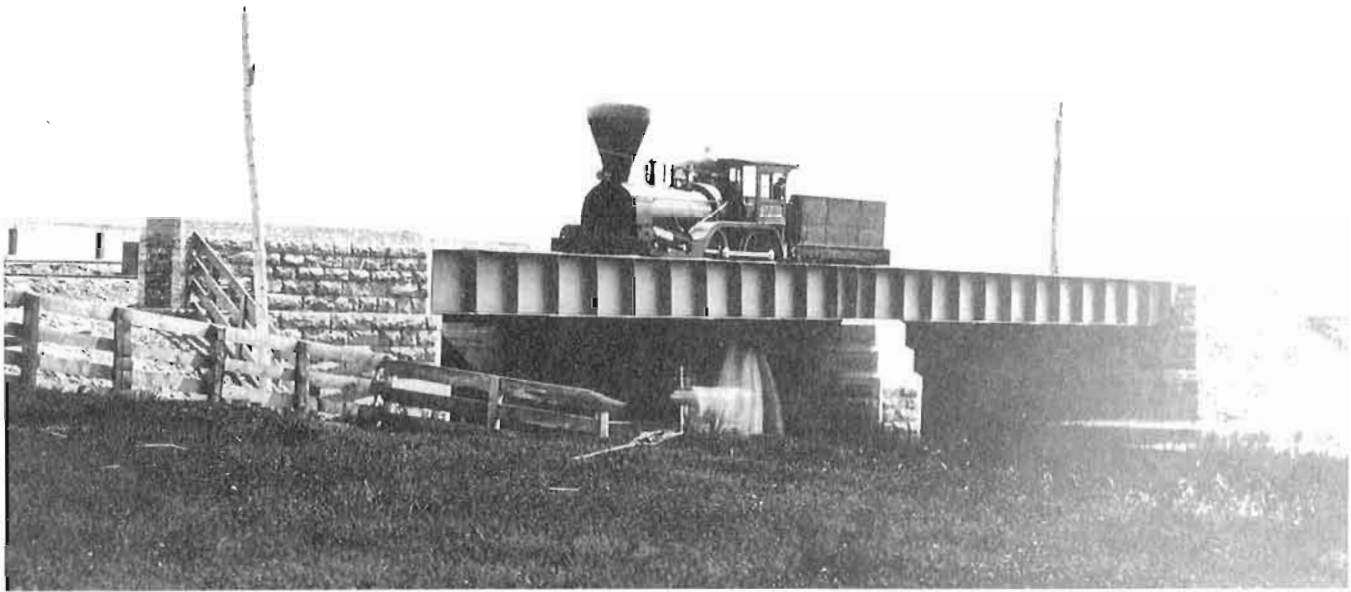
the east of the city as very low, but it is a fact that on the Grand Trunk east, a high altitude and a view of the bay and lake are obtained sooner than on any of the western roads. The line throughout almost the whole distance between Toronto and Oshawa traverses the shore of the lake; at each stopping place the blue waters are in full view, and the excursionists had the opportunity of observing the position of all the little ports which stud the shore. The stoppages were long and the progress slow, and it was not till nearly half-past two that Oshawa was reached.

Upon arrival at Oshawa, there was a ceremony in the freight house, including a welcome by Mayor Gibbs of Oshawa, and the usual speeches. The train then returned four miles west to Whitby where a "very substantial luncheon, or rather dinner" had been prepared "by the hospitable people of that rising town". The dinner was held in the freight house, adjacent to the station which "though only of wood, has a neat and substantial appearance". Once again there were congratulations, speeches and toasts, one of which evidently ruffled the feathers of the *Globe*, which had consistently criticized the management of the Grand Trunk, and this perhaps contributed to the "bad press" they gave to the return trip:

To the contractors, Messrs. Jackson, Peto, Betts, Brassey, & Co., who have prosecuted the work with energy, in the midst of so many disadvantages, we think a meed of praise is justly due, and we would take this opportunity of stating that we have no sympathy with those who have apparently taken pleasure in throwing obstacles in the way, and increasing the difficulties with which the contractors have had unavoidably to contend.

It was on the way back that things began to go wrong, and the *Globe* was lavish in pointing out all the problems encountered!

After the last toast had been drunk, the last speech delivered, and the last farewell exchanged with the hospitable people of Whitby, the company left to resume their seats in the cars. They found, however, that most of the space had been occupied by a motley crew of persons belonging to places along the line, who, willy nilly were determined to make their way in comfort to their various destinations, without regard to the rights of previous incumbents. Strenuous efforts were made for their dislodgement by the officials, but with little success, and the train proceeded with over five hundred persons on board. It proceeded very slowly, however, the engine being a miserably bad one, and the up grades being not only heavy but very numerous, even in places where a little cutting would have removed them. Slower and slower became the progress of the train, until at length it stopped, and began to recede gently down hill. After a little rest, steam was got up in sufficient quantity, and the grade was surmounted in safety. By and by, another engine came up behind to assist the first, but the speed was but little greater and it was not till the train began to approach the city and to run downhill that speed was obtained. When the train reached the station it was half-past seven o'clock, two hours and a half behind time, and the company separated, well wearied of the 'first class English road' and the 'wonderful English punctuality'. It was a subject of general remark that the curves were more numerous and sharp than they ought to have been in a road about which so many boasts are made as the Grand Trunk, and engineers observed that the culverts, of brick, were not so substantial or enduring



A Birkenhead locomotive on the bridge across the Don River at Toronto in 1859. Near this bridge is where the terminus of the Montreal-Toronto line was when it opened in 1856. National Archives of Canada, photo No. PA-138692.

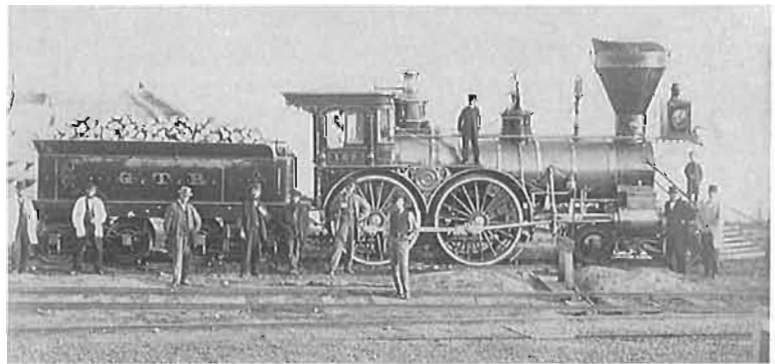
as befitted a road which cost over £10,000 per mile. In regard to the engines, also, it should not be forgotten that our locomotive factory in Toronto was closed because the Grand Trunk would not give an order for its engines, though they were of first-class excellence; engines were ordered from the States and England instead, and they proved yesterday how much inferior they were to those of home manufacture.

In contrast to the *Globe*, the *Toronto Leader* was very positive about the whole affair. The line was described as being “*remarkably smooth; and, owing to its being ballasted with gravel, entirely free from dust*”. The episode of the delay returning was glossed over by simply stating that two engines were required because of the grades. Another article concluded by saying:

Like all human schemes, the Grand Trunk Railway has passed through gloom, difficulty and aspersion. But that time has now gone by. The old saying goes that the darkest period of night is the hour before dawn. Recollecting the acrimonious discussions which arose last winter, well may it be applied to this railway. For now before us lie only hope and confidence.

Soon the letters to the editor began to pour in, and the “war of words” began. Prominent in this correspondence was William Kingsford, the local superintendent of the Grand Trunk. In a lengthy letter he detailed all the grades and curves on the line, and pointed out that the maximum grade was 52.8 feet per mile, or 1 percent, which was accepted practice. His next comment, delivered in a “tongue-in-cheek fashion, throws much light on the situation:

If there is an engineer in the country who will attest, after this explanation, that it was possible for the line to be otherwise than it is, all that can be said is, that he will discover a new era in engineering, and will mount summits and overcome descents without changing level, and go round hills on a straight line.



Grand Trunk locomotive 162 was built by the Amoskeag Works in Manchester New Hampshire, and was delivered in November 1856. Note the large, North American style, headlight. CRHA Archives.

After the arrival at Whitby, a second engine was fired up. It was not an English engine but was constructed in New Hampshire. The driver selected was one of the most careful on the works, but having only lately been detailed to the upper section, he was not so familiar as he has since become. The grade on which there was a pause of some minutes was one in a hundred, 53 feet to the mile, and is a mile and a quarter in length. Owing to the wood which had been taken being somewhat damp – the cars being new – and the engineer not being conversant with the line, in mounting the ascent there was a want of steam. After an ineffectual attempt to proceed from the point where the engine stopped, the train was run back to the foot of the steep grade, steam was made, and the engine and cars ran into Toronto without difficulty. The delay did not exceed twenty minutes. That the cars did not arrive at the time named in the programme, was simply for the reason that the hospitality of the Oshawa municipality detained the guests nearly an hour; an unanticipated pleasure, and likewise because the Whitby dinner extended an hour longer than was intended; a delay totally beyond the control of the railway officials.

All this was too much for the *Globe* which replied in a scathing, and perhaps even libelous, editorial:

The only things well done on the excursion were the superintendent's polite attention to the ladies of the party, and the delicate and sensible speech which he made after the champagne had gone round. We recommend him to turn his attention in that direction exclusively, and leave railroad superintendence to some one who has not studied female dress and deportment so deeply, but can run a train up to time.

There was also a disagreement as to how many "freeloaders" were on the return train; Mr. Kingsford saying that 1500 passengers were aboard (another reason for the delays), while the *Globe* claimed there were only about 600.

After this, the three-way war of words intensified, culminating in one of the most bizarre incidents in Canadian railway history. On September 4, 1856, Mr. Kingsford challenged Mr. Gordon Brown, one of the editors of the *Globe*, to a duel! Bear in mind that this was the enlightened year of 1856, and dueling was obsolete (not to mention illegal) in Canada. In fact the last fatal duel ever fought in Canada took place in Perth, Upper Canada in 1833, twenty-three years before the events we are relating. The letter of challenge was written in the formal manner of the "code duello" and read as follows:

Toronto, Sept. 4, 1856.

Sir, - As you have offensively merged the railway operating into a personal matter, there is but one mode in which it can be further dealt with. My friend, Captain Turner, waits upon you to make the necessary arrangements.

I am, Sir,

*Your obedient servant,
Wm. Kingsford.*

*Gordon Brown, Esq.,
Globe Office.*

Mr. Brown's reply, delivered via Captain Turner, was a rejection of the challenge.

*Lamb's Hotel, half-past ten,
Thursday morning.*

My dear Kingsford, - I handed your note to Mr. Gordon Brown: he declined to accept the proposed alternative, on the ground, that he, as a Christian, was opposed to duelling. I told him that I thought he should reply in writing; this he declined to do, and said that Mr. Kingsford might do as he thought best. It is an awkward affair; but under the circumstances, I do not see what further steps can be taken with propriety.

Yours ever,

J.B. Turner.

William Kingsford, Esq., Toronto.

To this, Mr. Kingsford replied:

Toronto, Sept. 4, 1856, 11 o'clock.

Sir, - I learn from my friend, Captain Turner that you give as a reason for not meeting me, that you are a Christian, opposed to duelling; and thus it appears that, having been personally offensive, you think that you have no further responsibility. I can understand the conscientious scruples of a religious mind which would lead a good man to decline such an alternative. What is your conduct? You state deliberate falsehoods as to the opening of the Grand



Trunk Railway to Oshawa, and because I feel it my duty to vindicate the interest entrusted to me, you assail me with low abuse, attacking my professional character, and slandering me personally. It appears to me that if your sense of right prevent you from fighting, it should equally prevent you from being insolent and calumnious. If it had done so, you would not appear in the deplorable condition in which you now stand. For I have to tell you sir, and the community among which you have sought notoriety, can now better understand your character - as one remorseless and unscrupulous in every course of conduct but that which affects your personal safety.

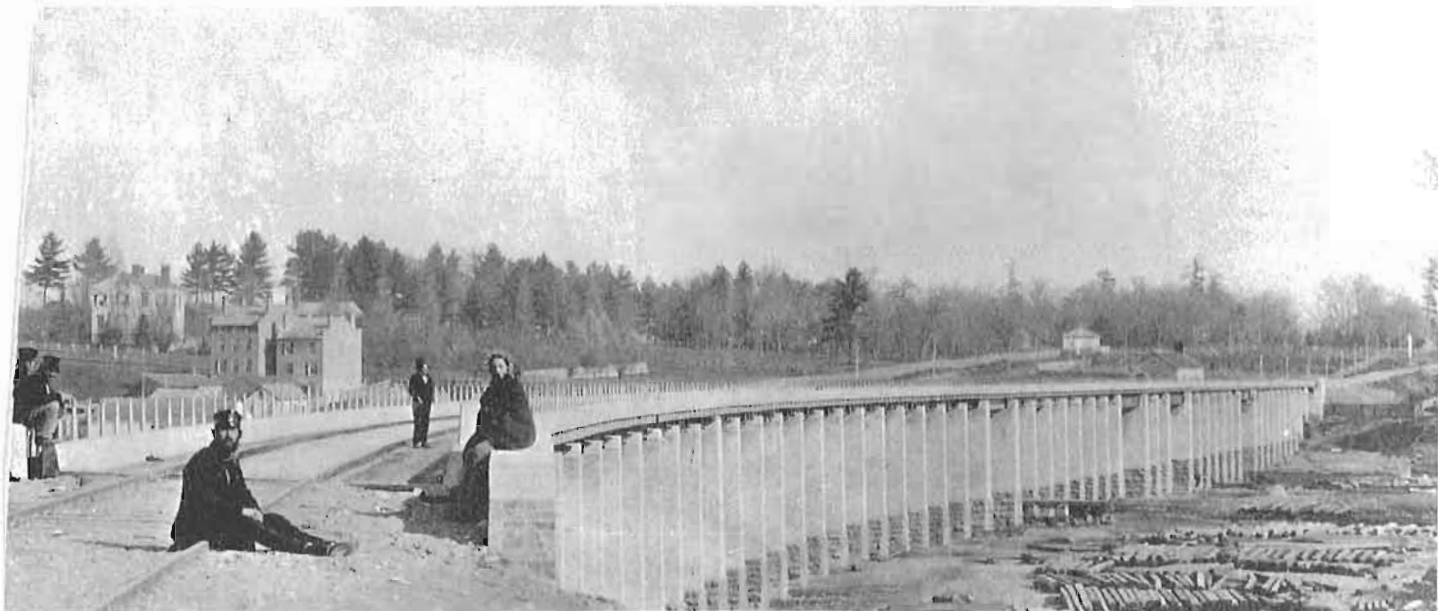
I am, Sir,

*Your obedient servant,
Wm. Kingsford*

*Gordon Brown, Esq.,
Globe Office.*

When this exchange of letters became public, there were cries of disbelief, and both parties quickly became a laughing stock throughout Canada West, and even into Canada East, and the bordering states. One tongue-in-cheek letter, ostensibly from "A Bravo of Venice", offered his services, to "wing" an antagonist for 25 shillings, to "drill" him for 30 shillings, or to give him the "coup de grace" for 50 shillings, with the guarantee that "the job shall be done in a satisfactory and artistic manner". Needless to say, the duel never took place (one wonders how it would have been fought; "Birkenheads at fifty paces" perhaps), no blood was shed, but a great quantity of printer's ink was wasted in long discussions of the pros and cons of the ridiculous situation. Mr. Kingsford continued with the Grand Trunk until 1860, and lived until 1898. Long after he left the railway, he wrote an excellent ten-volume history of Canada which was published between 1887 and 1898. Unfortunately it ends with the events of 1841, so does not include those of 1856!

Meanwhile, the Grand Trunk was facing more pressing problems than a fight with newspaper editors. Summer was nearing an end, and winter was not that far off. There were still major gaps in the Montreal-Toronto line, and if these were to be filled in before the snows arrived, work would have to be speeded up even more.



The Albert viaduct at Port Hope, the second-longest structure on the entire Grand Trunk. Here, the last connection was made in the line between Montreal and Toronto. This photo was taken about 1856, just after the bridge was completed. The broad gauge of the track is very apparent. National Archives of Canada, photo No. PA-205515.

September and October 1856 The last Gaps are Closed

The late summer and early fall of 1856 would have been a great time to be a railfan. There were excursions almost every week, as new sections were opened. September began with a noteworthy event on the very first day of the month, the connection of the track through from Toronto to Port Hope. The locomotive, cars, rails and other equipment for the construction of this then-isolated section west of Port Hope had been landed at Port Britain, three miles west, and near lake level. The Port Hope Standard reported:

Railway jollifications are the order of the day in Canada at the present. Different sections of our great national work – the Grand Trunk – are being weekly completed. The line is now open from Toronto to this place, and in early October it is expected to be in running order through to Montreal.... On the 1st. Inst. those enterprising contractors, Messrs. Humphrey and Harris, finished their section, which extends the entire length of the Township of Hope. They issued invitations for an excursion over the line, from the Viaduct to the boundary between Clarke and Hope, to a limited number of citizens.... The company were bound to enjoy themselves, and they did. The road for the greater part of the distance follows the winding shore of the lake. There are some heavy cuttings and fillings on Messrs. Humphrey & Harris' section. The backbone of the job was pointed out to us by Gen. Humphrey. It is a long and deep cutting a short distance this side of Port Britain. Mr. Tate was so fearful this part of the section would not be completed in time, that he bound the contractors in heavy penalties to remove 20,000 feet of earth every three months. They removed 40,000 feet the first two months. The rail is very smooth,

considering that it is not yet ballasted. Indeed it will now compare favourably with many lines doing an ordinary business. On arriving at the Clarke line, we found that the rails for a few feet on the east end of Spence and Mackenzie's contract were not laid. Men, however, were hastily at work, and in a few minutes the connection between Toronto and Port Hope was completed. Three cheers were called for Messrs. Humphrey and Harris, and the same compliment was paid to Messrs. Spence and Mackenzie. The train started on its return and reached Port Hope about seven o'clock, without the slightest accident having occurred to mar the pleasure of the occasion. The company at once 'made tracks' for the restaurant of Mr. Ralph Francis, where they had been invited to join the contractors in discussing the merits of a good 'spread'.

There were the usual speeches and many toasts, as well as songs, including "Queen of Otaheite", "Red White and Blue", "My Native Wales" and "Molly Carew". Another link in the Grand Trunk was open.

On the subject of songs, music played an important part of many aspects of Victorian life. Songs was played under many conditions, even in wartime during major battles. Certainly the construction crews building the Grand Trunk would have enjoyed playing and singing songs in their off times, and no doubt hummed or whistled tunes while actually

at work. Only one song, with proved provenance from the Grand Trunk construction era, has come down to us. It is entitled "Chauffez, Chauffez Fort" (literally shovel, shovel hard), and was sung by the French-speaking workers in Canada East. It is known to date from the 1850s, and the lyrics specifically mention the Grand Trunk and its construction. We can well imagine other songs sung by the workers. Much music was of Irish origin, brought



Tenders for Firewood.

THE Grand Trunk Railway Company of Canada are prepared to receive Tenders for the supply of Firewood at the Stations between Kingston and Grafton, to be delivered immediately.

Application to be made in writing to
DARNTON HUTTON,
Resident Eng'r.

Belleville, August 29th, 1856.



A Grand Trunk bridge just after completion in 1856.

National Archives of Canada, photo No. PA-127496.

to Canada by the numerous Irish immigrants that came to this country, but others were the popular songs of the day. These would include those by Stephen Foster, then at the height of his popularity, old favourites like "Home Sweet Home", and of course the number one hit of 1856, Septimus Winner's "Listen to the Mocking Bird".

On September 6, 1856 there was an excursion from Cobourg to the eastern end of the as yet uncompleted Port Hope viaduct. This trip was operated by John Fowler, contractor for the Grafton – Port Hope section.

Since the lines still had to be ballasted before full service could begin, and time was running out, work was redoubled on this important job, sometimes extending far into the night. This could lead to serious trouble, as we learn from a report of an incident that took place just west of Oshawa at about 2 A.M. in the morning of Tuesday, September 16. The *Oshawa Vindicator* reported:

A fatal accident occurred on the railway near the Oshawa station on Tuesday morning last, by which two men were killed and two others injured. The accident was caused by some cows lying on the track, when the platform cars passed down from Whitby to Oshawa with a load of gravel about two o'clock on Tuesday morning. The scene of the occurrence is about a mile and a half west of Oshawa. The cars were going at a high rate of speed at the time in order to overcome the approaching grade. The engine driver, it appears, discovered the cattle lying on the track, and gave the signal to apply the 'breaks', to which no attention was paid by those whose duty it was to do so, and before the engine could be reversed it was hurled off the tracks and continued working furiously until the steam was exhausted. One of the men standing on the car next the engine was killed on the instant, another had his leg broken, and two more were slightly injured. The man whose leg was broken has since died. Dr. McGill was promptly on the spot and afforded all the relief in his power to the sufferers. Three cows belonging to Messrs. Higley, Powers, and Van Sickler, were killed, and one belonging to Mr. Chas. Lark was much injured. The tender and engine were capsized down an embankment of ten feet and much broken. The engine driver had a narrow escape; he was severely scalded. The Coroner held an inquest on Tuesday, and a verdict in accordance with the above was found by the jury.

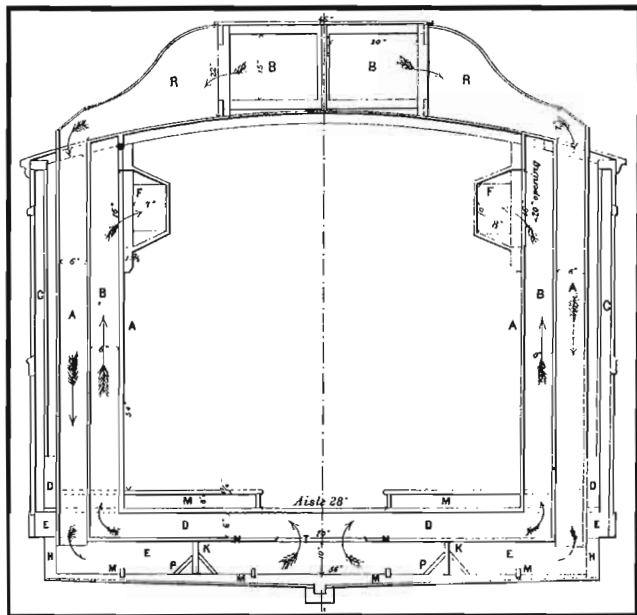
In the aftermath of this incident, the Grand Trunk published very stern advertisements in many papers warning landowners to keep their fences in good order, gates closed, and not to allow cattle to stray on to the tracks. However this could not protect the line from vandalism. Although such incidents were rare, they did occur. One such incident, with very serious consequences, happened near Cobourg on September 12. The *Leader* of the following day published the following account:

OUTRAGE ON THE GRAND TRUNK RAILWAY – Last Friday afternoon, some scoundrels nailed a four inch plank across the railway track, a little north of Cobourg. The ballast train, consisting of four cars and a locomotive, was backed upon it. The result was the cars were completely smashed to pieces, and the fireman and engineer were both injured, the engineer badly. He is however, we are glad to find, out of danger. It is believed that the perpetrators of this dastardly outrage will be caught.

Despite the incomplete state of the ballasting, excursions were run between Toronto and Oshawa on September 13, and again a week later. There were about 250 passengers on each of these trips, and it is recorded that "a good time was had by all" as more and more people tried out the new means of travel.

About this time a new concept was being tried out on the Grand Trunk – air conditioning! Mr. Henry Ruttan of Cobourg, the inventor of this new system of ventilation, obtained the permission of the railway to test it in actual service. At least one car was fitted with the experimental equipment, and, during the summer of 1856, it was tried with very favourable results. According to the *Toronto British Colonist* of September 1, 1856:

We are happy to learn, from a scientific friend who was on the train during the experiment, that Mr. Ruttan's apparatus appeared to answer every purpose on the Grand Trunk Road, and we may premise that the operation of the ventilation excited in all the passengers (three loads of whom were carried) great curiosity, and has given universal satisfaction. The air is received in its filthy state on the top of one end of the car, into what is called the "receiving box" and... is propelled down two flues at the end of the car to a flat shallow water tank which is fixed, air tight, to



A cross section of a passenger car showing Henry Ruttan's ventilation system, as it was tried out on the GTR in 1856.

the bottom of the car; the area of the tank is nearly 200 square feet, although only about two inches deep... The natural effect of a current of air passing over water is to cause evaporation, and a fog arises which precipitates every particle of dust into the water, and every cinder falls by its own gravity... The air then rises into the car through two ornamental pedestals and each passenger is fanned with a stream of perfectly pure air. When the passengers feel this cool air they will gladly leave the windows closed, but even if some are open, the pressure of 1500 cubic feet of air per minute inside the car will give the air an outward course. In winter a heating machine can be placed over one of the pedestals and 900 cubic feet per minute of warm air circulated throughout the car, keeping it warm.

The Grand Trunk did make use of the Ruttan system on a number of its passenger cars, and some were in service for years, until better means of ventilation were developed later in the century.

Early in October, a special train, carrying high officials, went from Toronto to Stratford, and, on October 8, the 25 miles from Berlin to Stratford was officially opened, even though nine miles were still unballasted. It had been intended that this extension be opened on the same day as the Montreal-Toronto line, but "The good people of Stratford

HEADLIGHTS RECOMMENDED

The verdict of the Coroner's Jury, who were engaged for two days enquiring into the cause of the late lamentable accident on the Grand Trunk Railway near this place (Berlin) is as follows: "That the deceased, Robert Kilgour, Michael Macher and Michael Laneen came to their deaths by being overtaken whilst driving a hand car, which they injudiciously placed on the railway track between Berlin and Breslau, knowing at the time that the construction train down had to follow to meet passenger train up at Shantz, as usual, and that no blame can be attached to the engineer, Mr. Dalbec, or any other persons on the construction train. The Jury would recommend that no locomotive or train should be allowed to run on the road after dark without head-lights." Berlin Chronicle, October 17, 1856.

1856. 1856.

GRAND TRUNK RAILROAD.

GREAT PLEASURE ROUTE TO
MONTREAL, QUEBEC, WHITE MOUNTAINS, PORTLAND, BOSTON, NEW YORK, AND THE ATLANTIC SEA COAST,

**By the Express and Mail Line of Steamers on Lake Ontario,
 TO BROCKVILLE AND OGDENSBURG,**

And from thence per GRAND TRUNK RAILROAD, or RIVER ST. LAWRENCE STEAMERS to MONTREAL.

Through to Montreal, via Hamilton, in Twenty-five hours, passing the Thousand Islands between Seven and Ten o'clock A. M.

The following FIRST CLASS BOATS compose the above Line, and leave daily, (Sundays excepted.)

AMERICAN MAIL LINE.		BRITISH MAIL LINE.	
NORTHERNER,	Capt. CHILDS.	PASSPORT,	Capt. HARBOTTLE.
ONTARIO,	Capt. THROOP.	MAGNET,	Capt. TWOHY.
CATARACT,	Capt. ESTIS.	ARABIAN,	Capt. SLATER.
BAY STATE,	Capt. LEDYARD.	KINGSTON,	Capt. HAMILTON.

GREAT WESTERN EXPRESS LINE.

AMERICA,	Capt. JOHN MASSON.	NEW YORK,	Capt. R. B. CHAPMAN.
CANADA,	Capt. G. E. WILLOUGHBY.		

The Steamers "AMERICA" and "CANADA," (Great Western Line,) are unsurpassed by any boats in the world, for Speed, Safety, Comfort and Equipment, having cost nearly Half a Million Dollars in construction.

THE AMERICAN LINE leaves Lewiston and Niagara at 3.30 P. M., and arrives in Ogdensburg at 8 P. M. next day, connecting at Prescott with the 8.30 A. M. train on G. T. R. R., and steamers down the river.

THE BRITISH LINE leaves Toronto at 11 A. M. and arrives in Brockville at 7.30 A. M. the following morning, connecting with the 8 A. M. train on G. T. R. R., and steamers on the river.

THE GREAT WESTERN EXPRESS LINE leaves Hamilton at 6 P. M., and arrives in Brockville at 10 A. M. next morning, connecting with the 12 M. Express Train on the G. T. R. R. and steamers down the river.

In connection with the above Lines of Steamers, trains leave the N. Y. C. Depot at 3 P. M. for Lewiston (for American Line,) at 7.15 A. M. for Toronto, (for British Line,) and at 3 P. M. for Hamilton, (Great Western Line.)

By taking this route, the Grand and Picturesque Scenery of the Thousand Islands, and the wonderful Rapids of the St. Lawrence are passed during Daylight.

Families, and Tourists generally, traveling to NEW YORK, BOSTON, &c., and desiring to visit the seaside, can procure THROUGH TICKETS by this route, via Montreal, Quebec, White Mountains, and Portland, entitling them to stop over at any point on the road, without further charge or trouble.

Pleasure and Business Travelers will find this the most pleasant and only direct and Reliable Route to the Quiet and Beautiful Villages at the mouth of the St. Lawrence, or the Gay and Fashionable Towns on the Shores of the Atlantic.

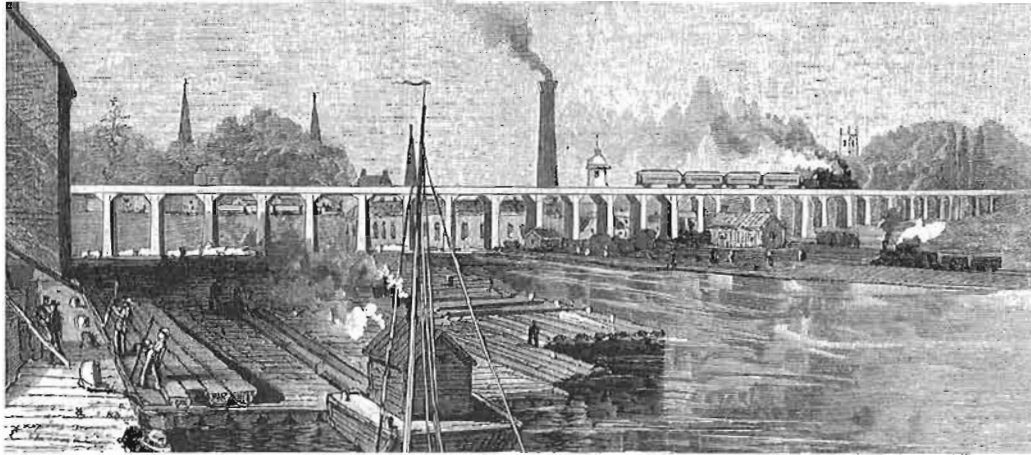
THROUGH TICKETS, and every Information, can be obtained at the office, corner Cataract Hotel Block, N. Falls.

W. O. BRIEN, Agent.

GEO. DARTNELL, Gen. Agent.

During the summer of 1856, the Grand Trunk was actively promoting tourism and was calling itself "The Great Pleasure Route". This ad appeared in September.

were so anxious that no time should be lost, that the contractors, at their earnest entreaty, consented that it should take place as soon as possible." Once again it was an occasion for a big celebration as the railway reached what was to be, for the time being, its western terminus. The train left Berlin shortly after 11 A.M., and passed Petersburg at 11:51, Baden at 12:00, Hamburg at 12:13, Shakespeare at 12:38, and arrived at Stratford at 1:00. A huge crowd was waiting, and the band played "See the Conquering Hero Comes". After more speeches, the train left at about 3:00 heading east. A special lookout was kept on the track ahead because of a recent tragic accident. Two days before, there had occurred the first fatal collision on the Stratford line. A handcar (some versions of the story say a wagon) containing five people had been hit by a fast train between Guelph and Berlin, resulting in three of the five occupants of the wagon being killed. Despite this lookout, the inaugural train was involved in a mishap, the only unfortunate incident that day. Near Berlin a stray cow was seen on the track, but before the train could be stopped it had hit and killed the errant bovine. The delay was only slight, and the train reached Toronto about 7:30, and that night a celebration ball was held. There is no record as to whether or not fresh beef was served!



The Albert Viaduct at Port Hope as it appeared in 1882. It had not then changed much since 1856. A few years later it was rebuilt with new steel work, and a smaller number of stone piers replacing the original brick ones. Picturesque Canada.

By this time "Railway fever" was at its height in Canada West. The line between Kingston and Port Hope had been completed, and the only gap remaining between Montreal and Toronto was the 1850-foot long Albert Viaduct at Port Hope. There was a curious reason for this delay. As we have seen, the ironwork was fabricated at the Canada Works in Birkenhead and shipped to Canada. The last batch of ironwork for this bridge was shipped from England in the *Tchernaya*, a vessel named after a river near Sebastopol, the site of an 1855 battle in the recently-concluded Crimean War. Unfortunately the ship had a serious mishap en route, as we read in the *British Colonist* of September 2:

We are informed that an engine of the Grand Trunk Railway went through from Oshawa to Port Hope yesterday. The only delay now in opening the line is the completion of the viaduct at the latter place, the iron for which is in the "Tchernaya", a vessel lately ashore in Gaspé, but safely brought off with her cargo by one of Mr. Baby's steam tugs. The iron may consequently be expected daily, and we learn that only three weeks are necessary to put the the girders in position. There is, therefore, every reason to think that our national line of railway will be opened by the 15th of October to Montreal.

In September the iron arrived at Port Hope and the work of erecting the remaining part of the superstructure began at once. For the last time in the construction of the main Montreal-Toronto line, the loud reverberating clanging of the hammers was heard as the workers pounded in the red hot rivets. Then it was finished and the hammers fell silent.

On October 13, the first train passed over the Albert Viaduct. Whether it was by coincidence or design, the date was significant in the history of Upper Canada, for it was the 44th anniversary of the battle of Queenston Heights, where the American invasion of 1812 was turned back, and in which General Brock was killed. There does not appear to have been any "Last Spike" ceremony, but the events of October 13, 1856 served the same purpose. The *Port Hope Standard* of October 14 gave a good account of what transpired:

Yesterday at half past twelve the cry of 'all ready' was announced by someone on the great viaduct in front of the town, and in a few seconds a shrill whistle and the

sound of a bell was heard from near the depot. Presently a rumbling noise and puffing of the iron horse approached us, when we, with a few others, were invited to take a 'ride on the rail' across the Albert Viaduct. We, of course, availed ourselves of the pleasure, and off we set at a rapid rate, about 40 feet above the locality where the 'dismal swamp' and the 'Canadian Nightingale' existed but a few months back. As soon as we cleared the curve on the west end of the viaduct,

the steam was put on, and the locomotive went over the rest at the rate of at least 45 miles an hour. It then returned and took on a few more passengers, and proceeded at a similar rate. All parties on board being so delighted with their trip, they were taken back from whence they came, where the locomotive was attached to ten platform cars, having about 70 tons of iron upon them; and then proceeded with the whole over the viaduct, as far as Cobourg. It is worthy to remark that the ease and steadiness with which the locomotive traveled over this stupendous structure is unsurpassed in railway history. The deflection (if any) of the girders was not perceptible, and the whole work is both substantial and creditable to the Contractors and Engineers. The road from Toronto to Kingston is now in excellent order. – When the locomotive was over the opening where the Lindsay Railroad passes, a train was coming up at the time, and the scene was certainly novel and interesting. The G.T. locomotive blew her whistle as a salute, which was responded to by the P.H. and L.R. engine.

This highly satisfactory test of the Albert Viaduct was very significant; it meant that the track was at last connected all the way from Montreal to Toronto. Accordingly, on October 16, the directors of the Grand Trunk made the long awaited announcement that regular through service would start on Monday, October 27, 1856. This gave only eleven days to complete ballasting, fit up the stations along the line, and finish the large number of small tasks required for smooth operation on the opening day. Also on October 16, it was announced that a "Grand Celebration" of proportions never before seen in Canada, would take place in Montreal over two days, November 12 and 13. This would be sixteen days after the opening, but all that extra time would be needed for the various committees to organize an event worthy of the occasion. Concurrently with this, the new timetable was released, to come into force on October 27. The *Cobourg Star* commented:

We have just received a copy of the time table for this line for the Montreal and Toronto district... It is of importance to observe that Montreal time will be observed all along the line, and this is about 19 minutes faster than our own.



GRAND TRUNK RAILWAY.

THE Public are respectfully informed that the RAILWAY

W I L L B E O P E N E D

T H R O U G H O U T T O

T O R O N T O ! ! !

O N

M O N D A Y , O C T O B E R 27.

Trains will run as follows:—

T H R O U G H T R A I N S ,

Stopping at principal Stations,

Will leave MONTREAL every morning (Sundays excepted) at 7:30 A.M., arriving at TORONTO at 9:30 P.M.

Will leave TORONTO at 7:00 A.M., arriving at MONTREAL at 9:00 P.M.

L O C A L T R A I N S ,

Stopping at all Stations,

Will leave BROCKVILLE, daily, for MONTREAL, at 8:30 A.M.; returning from MONTREAL at 3:30 P.M.

Will leave BELLEVILLE, daily, for BROCKVILLE at 7:00 A.M.; returning from BROCKVILLE at 3:15 P.M.

Will leave COBOURG, daily, for TORONTO, 6:30 A.M.; returning from TORONTO at 4:45 P.M.

The Trains will be run on Montreal Time, which is 8½ Minutes faster than Brockville Time.

12	"	"	Kingston	"
14½	"	"	Belleville	"
23	"	"	Toronto	"

Freight Trains will not run between Brockville and Toronto during the first week.

FARES BETWEEN TORONTO & MONTREAL.

First Class.....	\$10 00
Second do	8 00

S. P. BIDDER,
General Manager.

Montreal, October 16, 1856. 246



GRAND TRONC DE CHEMIN DE FER DU CANADA.

LE public est respectueusement informé que le CHEMIN DE FER

SERA ENTIEREMENT OUVERT

JUSQU'A

T O R O N T O ! !

LUNDI,

LE 27 OCTOBRE COURANT

Les Convois seront comme suit:—

CONVOIS DIRECTS

ARRETANT AUX PRINCIPALES STATIONS.

Partiront de MONTREAL tous les matins (excepté les Dimanches) à 7.30 A. M., et arriveront à Toronto à 9.30 P. M.

Partiront de TORONTO à 7h., A. M., et arriveront à Montréal à 9h., P. M.

CONVOIS LOCAUX

ARRETANT A TOUTES LES STATIONS.

Partiront de BROCKVILLE tous les jours pour Montréal, à 8.30 A. M., retournant de Montréal, à 3.30 P. M.

Partiront de Belleville, tous les jours, pour Brockville, à 7 00 A. M., retournant de Brockville, à 3.15 P. M.

Partiront de Cobourg, tous les jours, pour Toronto, à 6.30 A. M., retournant de Toronto, à 4.45 P. M.

Il n'y aura pas de Convois de Fret entre Brockville et Toronto durant la première semaine.

Prix entre Toronto et Montreal:

Première Classe...	\$10 00
Seconde do	\$ 8 00

S. P. BIDDER,
Directeur Général.

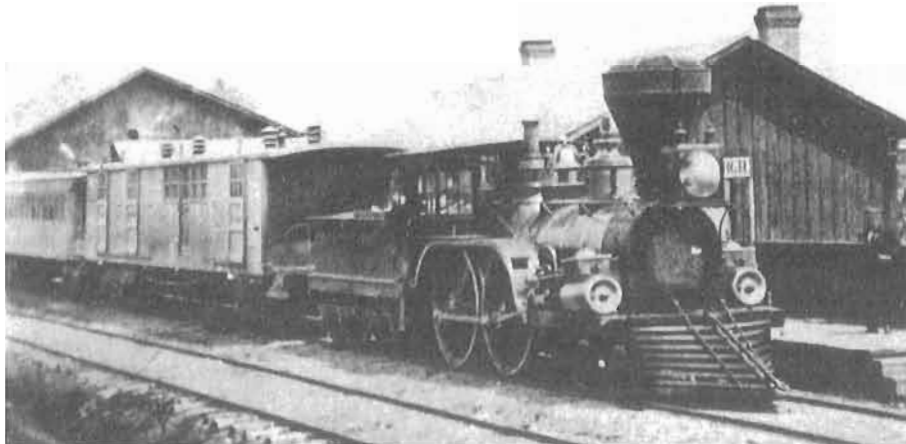
18 oct 1856 — m

The news everyone was waiting for! It told, in both languages, that Montreal-Toronto service would start on October 27, 1856.

Monday, October 20, 1856 was a dull foggy day in Toronto. A thick fog had hung over the city and suburbs for the past two days, and on that Monday its density was much increased, causing delays to trains, particularly west of the city. However on that seemingly unpropitious day occurred a noteworthy event, no less than the arrival of the first ever through train from Montreal to Toronto! The train consisted of several baggage and passenger cars, and its main object was to distribute the furniture to the different stations along the line, as well as to position equipment in preparation for the opening, a week hence. However several officials took advantage of this historic occasion to ride the train. In Toronto itself, the event passed almost unnoticed. The next day, the *Leader* ran a short article:

The first train, through from Montreal, arrived at the Don Station yesterday. It consisted of several baggage and passenger cars. The object in running it was, we learn, to distribute furniture at the different stations heretofore unsupplied. Among those present, we noticed Mr. S.P. Bidder, General Manager; Mr. Hodges, Mr. Rowan, Mr. Tate, and the Hon. H.H. Killaly, who with Mr. Street attended on behalf of the Government.

As might have been expected, the *Globe* reported nothing! After all the uncertainty, waiting, and controversy, this little article told Torontonians that the completion of the project was almost here. A train had actually run through from Montreal to Toronto. In a few days would be the official opening, and then Canada could celebrate!



A Grand Trunk passenger train in 1856 or soon after, showing the baggage car and first coach. This photo is believed to have been taken at Hamburg, between Berlin and Stratford. Headlights were now becoming more common. The passenger cars were painted yellow, with red lettering.

October 27, 1856 – The Service is Inaugurated

The morning of October 27 1856 was an exciting time in both Montreal and Toronto, as the regular through trains prepared to depart from their respective cities for the first time. Newspapers in most towns along the route made mention, often quite briefly, of what was going to happen that day. For example, the Kingston *Daily News* said

The Grand Trunk Railroad opens to-day for the regular conveyance of passengers between Montreal and Toronto. The mails will be conveyed by rail on and after to-morrow.

The eastbound train from Toronto departed first, leaving Don station “soon after half past six in the morning”, local time. Since standard time zones did not exist, the trains were run by Montreal time, which was 23 minutes faster than Toronto time. Hence the departure would have been at 6:37 Toronto time, corresponding to 7:00 Montreal time. We may therefore infer that the train departed on time. There is no record as to whether anyone missed the first train because of the 23-minute difference in time. Exactly half an hour later, at 7:30 A.M. Montreal time, the westbound train departed from Montreal. Here, of course, there was no difference between train time and local time. According to the *Toronto Leader* of October 28:

Not a few availed themselves of this, the earliest opportunity of proceeding to Montreal by rail. The train arrived at Montreal shortly after ten o'clock P.M. The morning train left Montreal at half past seven A.M., same day, and arrived here about eleven o'clock, although it went at a very

slackened speed on many portions of the road as a matter of precaution. It consisted of seven well-filled cars.

All along the line, hundreds of people watched to see the first train go by. At many stations, where time permitted, a local delegation would make a speech, to which a railway official would reply. A typical such event occurred at Cobourg where the mayor made a brief speech, saying, in part:

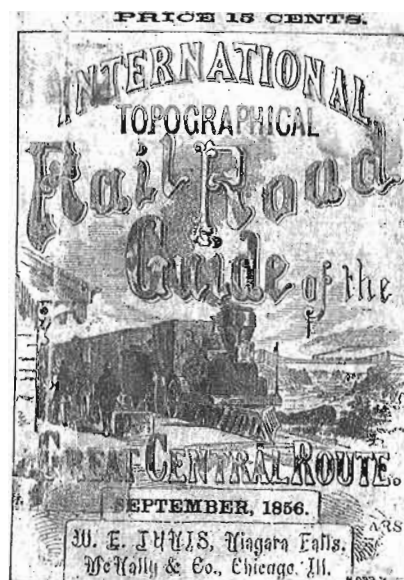
With this day commences a new era in the history of Canada – the benefits conferred by the consummation of your labours in the great work of construction have been but dimly foreshadowed.

Mr. Ross of the Grand Trunk made a suitable reply, concluding by saying:

Our time, you are aware, is short; the train must proceed on its course, and for the present I wish you all good bye and much future happiness.

The most significant stop was at Kingston, midway between Montreal and Toronto, for here the two trains met for the first time ever. The railway in this area passes quite far inland, well away from the city, but it made a deliberate curve so that the Kingston station was within the limits of the city as it was then. In spite of this diversion of the track, the station was at a rather inconvenient distance from downtown Kingston, and people would have to travel almost two miles to reach it. Even though the weather was cold and rainy, a considerable number of Kingstonians were on hand to watch history being made. The *Kingston Advertiser* of October 28 described the event as follows:

That crowning event which has been looked forward to for years by our citizens as the commencement of a new era in the history of Kingston, has at last taken place. Yesterday, close on the hour laid down in the time table of the Grand Trunk Railroad Company, the Iron Horse made its first appearance at Kingston, which forever releases the good old city from its winter fetters, while it brings us within seven hours of Montreal, and relatively short periods of the cities on the Atlantic seaboard. A good many passengers were in the train, which remained at the depot for half an hour. A considerable concourse of citizens were awaiting its arrival, who gave the interesting cortege a very cordial reception. The Grand Trunk Railroad will henceforth be the great commercial artery of Canada.



The “International rail guide” of September 1856 still showed that Brockville was the western terminus, but two months later it was updated to show it running through to Toronto.

GRAND TRUNK RAILWAY.

MONTREAL AND TORONTO DISTRICT.

WINTER ARRANGEMENTS.—Commencing October 27, 1856. S. KEEFER and WM. KINGSFORD, Superintendents.

TIME TABLE.

Up Trains going West.					STATIONS.	Down Trains going East.				
Through.	Montreal to Brockville.	Brockville to Belleville.	Cobourg to Toronto.	Miles.		Miles.	Through.	Brockville to Montreal.	Belleville to Brockville.	Toronto to Cobourg.
A. M.	P. M.	P. M.	A. M.				P. M.	P. M.	A. M.	P. M.
7 30	8 30				LEAVE Montreal.....	333	9 00	1 30		
	8 45			5	.....Blue Bonnets.....	328		1 17		
	4 10			15	.....Pointe Claire.....	318		12 55		
	4 26			21	.....St. Anne's.....	312		12 41		
8 26	4 33			24	.....Vaudreuil.....	309	8 04	12 33		
	4 47			29	.....Cedars.....	304		12 22		
8 54	5 07			37	...Coteau Landing... ..	296	7 37	12 04		
	5 24			44	...River Beaudette... ..	289		11 48		
9 30	5 50			54	.....Lancaster.....	279	7 02	11 27		
	6 04			60	...Summerstown... ..	273		11 12		
10 07	6 32			68	.....Cornwall.....	265	6 25	10 47		
	6 43			73	.....Moulinette.....	260		10 35		
10 26	6 54			77	..Dickinson's Landing..	256		10 26		
	7 11			84	.....Aultsville.....	249		10 10		
10 57	7 32			92	... Williamsburg	241	5 34	9 51		
	7 49			99	.....Matilda.....	234		9 35		
	8 02			104	.....Edwardsburg.....	229		9 23		
11 40	8 22			112	.. Prescott Junction ..	221	4 52	9 06		
11 47	8 30			113	.....Prescott.....	220	4 44	8 56		
	8 47			120	.....Maitland.....	213		8 51		
12 18	9 00	3 15		125	.....Brockville.....	208	4 12	8 30	11 30	
		3 25		129	.....Lyn.....	204			11 19	
		3 47		137	.....Mallorytown.....	196	3 47		10 57	
		4 12		146	.....Lansdowne.....	187			10 33	
1 22	4 36			155	.....Gananoque.....	178	3 08		10 09	
	5 14			169	...Kingston Mills... ..	164			9 30	
2 30	5 35			173	.....Kingston.....	160	2 00		9 10	
	5 54			180	... Collins' Bay... ..	153			8 51	
	6 17			188	.....Ernestown.....	145			8 28	
3 35	6 47			199	.....Napanee.....	134	12 55		7 58	
	7 15			209	... Tyondonaga... ..	124			7 31	
	7 25			213	.....Shannonville.....	120			7 20	
4 36		7 45		220	.....Belleville.....	113	11 54		7 00	
5 07				232	.....Trenton.....	101	11 23			
5 32				242	.....Brighton.....	91	10 58			
5 49				249	.....Colborne.....	84	10 40			
6 08				256	.....Grafton.....	77	10 22			
6 33			6 30	263	.....Cobourg.....	70	9 58			8 00
6 58			6 50	271	... Port Hope... ..	62	9 38			7 39
			6 58	274	... Port Britain... ..	59				7 30
7 15			7 18	280	... Newtonville... ..	53				7 15
			7 29	286	.....Newcastle.....	47				6 58
7 42			7 38	290	... Bowmanville... ..	43	8 50			6 47
8 06			8 04	300	.....Oshawa.....	33	8 25			6 18
8 17			8 14	304	... Port Whitby... ..	29	8 14			6 07
			8 31	310	... Duffin's Creek... ..	23				5 50
			8 37	312	... Frenchman's Bay... ..	21				5 44
			8 48	316	.....Port Union.....	17				5 33
8 57			8 59	320	.....Scarboro'.....	13	7 34			5 22
			9 18	327	.....York.....	6				5 02
9 30			9 35	333	.....Toronto.....		7 00			4 45
P. M.	P. M.	P. M.	A. M.		ARRIVE		A. M.	A. M.	A. M.	P. M.

The first through timetable between Montreal and Toronto, effective October 27, 1856. Note that there was no local train between Belleville and Cobourg, and the through train had to act as a local between those points. Collection of Fred Angus

There was, however, some concern felt by the citizens of Kingston in regard to the numerous level crossings in the area near the city. In the township of Kingston, the railway crossed all the principal roads leading to the city, as well as many of the smaller country roads. The railway had already erected signboards, bearing the words "RAILWAY CROSSING" on both sides, stretching across the highway. It was suggested that, in addition to this, a barrier be placed across the road at times when trains were expected to pass.

Another problem which affected Kingstonians in the first few days concerned checked baggage. For some reason, the Grand Trunk had issued an edict that luggage was to be checked to all places on the line *except Kingston*, and that *Kingston luggage was not to be checked at all*. It is not known why this was done, or how long the situation lasted. Perhaps it had to do with lack of transportation between the station and downtown. However it did cause a great deal of complaint and criticism. At any rate, a gentleman named Mink soon established an omnibus service to and from the station at train time, and it is thought that soon thereafter checked baggage was accepted to and from Kingston.

Two days after the service began there occurred the first accident. But for an extremely lucky stroke of providence, this might have resulted in a very serious wreck. The *Colonist* reported:

The up-train from Montreal on Wednesday night [October 29], we understand, ran off the track by a switch, which was left open through some misapprehension as to the exact time the train would pass. The engine and tender, when they got off, became detached from the passenger cars, and the latter therefore sustained no injury. The locomotive ran for some distance through a sand bank, and then overturned. There was no person injured, the engineer having jumped off the locomotive before it overturned. The passengers were detained, in consequence of the accident, seven hours.



Grand Trunk passenger cars in Toronto about 1856. The 14-window cars are likely built in Montreal by the English contractors, using iron hardware manufactured by the Canada Works in Birkenhead. The 15-window car, second from left, was probably built by a Canadian builder. Note that the English cars have spoked wheels.

RAILWAY TIME BETWEEN CHICAGO & MONTREAL

To the editor of the MONTREAL GAZETTE:

SIR, - I send you a memorandum of the railroad running time between this city and Chicago, that you may make such use of it as you consider desirable.

Having left Chicago at 9 on Sunday evening, by the Michigan Central Railroad, I reached Detroit next morning (Monday) about 9; took the Great Western train for Hamilton, and reached there same evening at 6; left Hamilton next morning at 4, and connected with the Grand Trunk at Toronto at 7 A.M., arriving at Montreal at 9 last evening (Tuesday). Thus you will see that the time spent *en route* was 48 hours, 11 of which were passed at Hamilton. I might have left Chicago at 5 on Monday morning, and reached here at the same time on Tuesday evening - making the running time between here and Chicago about 37 hours. One hour's time should be deducted from this on account of the difference in longitude. When the connections are properly arranged, the whole distance, about 850 miles, may be run easily in 30 hours.

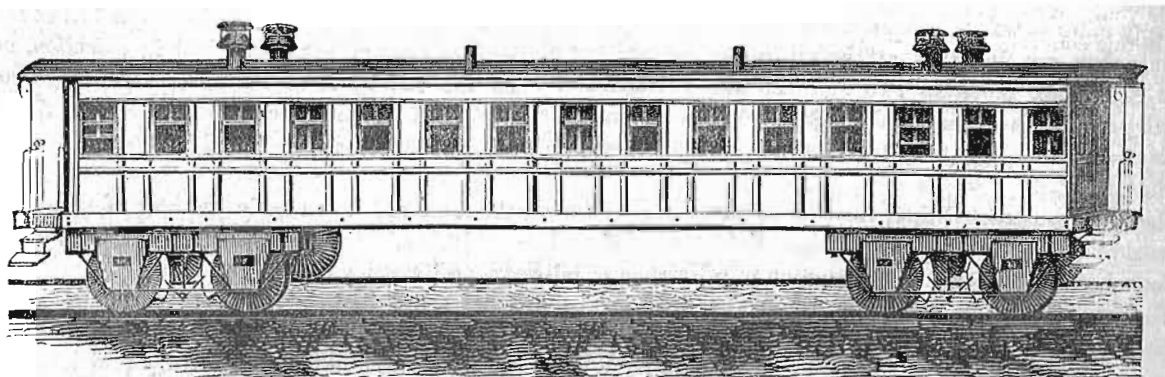
You will be glad to learn that the road between this city and Toronto is extremely smooth and far superior in that respect to any road on this continent that I ever traveled over, and I have been over nearly all of them. It will be desirable that through tickets be sent on as soon as possible to Chicago, that persons coming here from thence may obtain them. They had not reached that city when I left.

Yours, L.

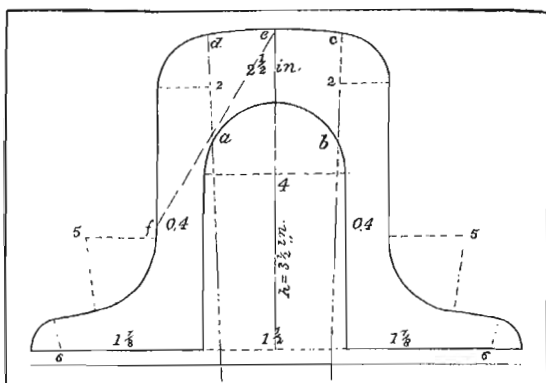
Montreal, October 29, 1856.

A most interesting letter from an unknown person (signed only as "L") who was one of the first to travel from Chicago to Montreal using the new service. He would have been on the second through train from Toronto to Montreal.

Aside from these problems, which were common to most new systems, the Montreal-Toronto service was a success from the start. Comments in the newspapers (even the *Globe*), and letters to the editors as well, all attested to its convenience and quality. After years of effort, the trains were running satisfactorily. Now it was time to pull out the stops and have a first-rate celebration.



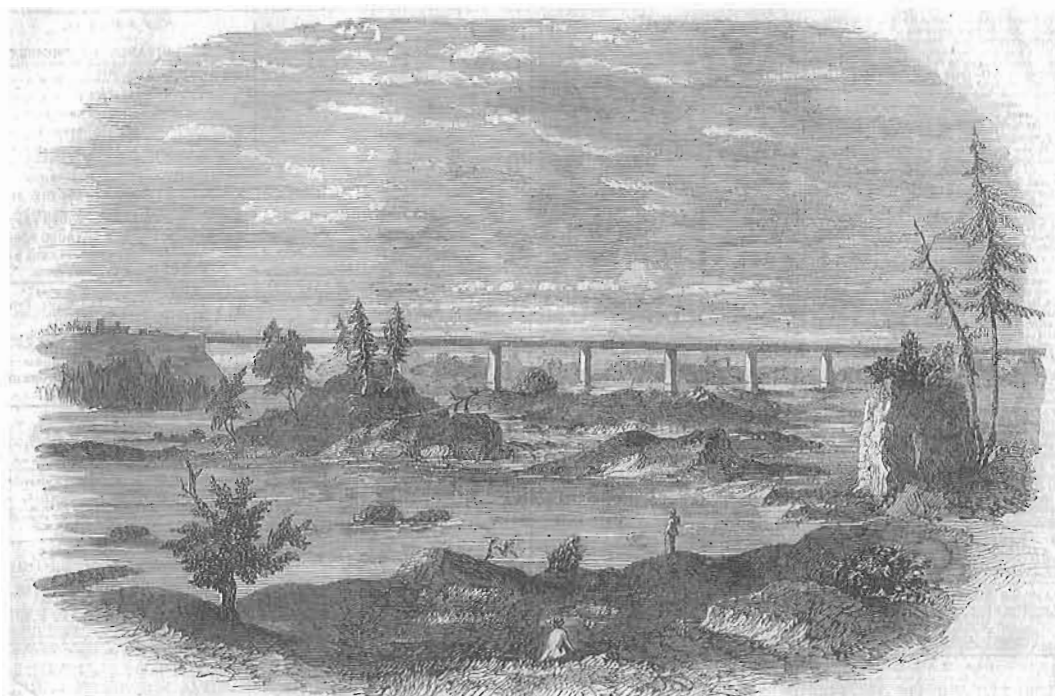
An early 1850s style passenger car, as illustrated in the *British American Guide Book* of 1859. This type of car was somewhat outdated by 1856, especially with regard to the design of the trucks.



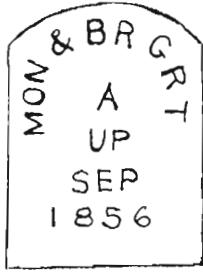
A cross sectional drawing of an iron "U" rail, as used by the Grand Trunk at the time of its construction in the 1850s. This drawing is from the *Handbook of Railroad Construction*, by George L. Vose, printed in 1857. He states that "A good rail must be able to act as a girder, between the ties, as a lateral guide upon curves, and must possess a top surface of sufficient hardness and size to resist the rolling wear of the wheels."



Few interior views of 1850s passenger cars exist. This woodcut, which appeared in the *Illustrated London News* in 1852, gives an approximate idea of what accommodations were offered in the early days of the Grand Trunk.



LEFT: The Grand Trunk bridge which crossed the Chaudiere River, on the line from Richmond to Levis, as it appeared in the *Illustrated London News* for December 13, 1856. The same issue had a very objective account of the celebrations of November 12 and 13.



This early brass padlock is stamped "GTR" on the back and is the type used to secure buildings and switches on the Grand Trunk. Note the patent date of October 14, 1851.

One of the major advantages of the railway was the speeding up of mail service. By the mid 1850s rail post offices (RPOs) were in regular use on many railways including the Grand Trunk. Mail could now be sorted en route, speeding up the service. These illustrations show postmarks of the Montreal & Brockville, Montreal & Toronto, Kingston & Toronto, and Montreal & Kingston RPOs, all of the Grand Trunk. "Up" trains were those going towards Toronto (i.e. up river) while those marked "Down" were heading towards Montreal. Note that the Montreal & Toronto postmark is dated only one week after the through service began. The postage stamp shown is the famous three-penny (equal to 5 cents) beaver, designed by Sandford Fleming and in use from 1851 to 1859, after which it was replaced by a 5 cent of the same design and colour. It covered the cost of sending a letter anywhere within the Province of Canada. The beaver stamp design was issued until early 1868, a few months after Confederation, and was then discontinued.



An artist's conception of a scene at Toronto station in the early days, only a few years after service began.



LAMB'S HOTEL,
 KING STREET WEST,
 TORONTO.
 THOMAS LAMB, PROPRIETOR.

An Omnibus always in Attendance.

JONES & CO'S
OMNIBUS LINE,
 TORONTO.

FOR HOTELS, CARS AND BOATS.
R. A. JONES, R. M. BROWN, T. DRIFFEY.

AMERICAN HOTEL,
 BY N. F. PEARSON.
 CORNER FRONT & YONGE STREETS,
 TORONTO, C. W.

adjoining the Grand Trunk and O. S. and Huron Railroad
 Depots, and near the General Steam Boat Landings.

Carrriage and Baggage Wagon always in attendance.

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New Books for Railway and Steamboat
READINGS.

ALONE, by MARION HARLAND, 12mo., 384 pp. 20th Ed. neat cloth,	\$1 25
THE HIDDEN PATH, by MARION HARLAND, 'Author of "Alone,"	
12Mo., 434 pp., 18th Edition, neat cloth,	1 25
I'VE BEEN THINKING; or the Secret of Success. By A. S. ROE,	
12mo., 327 pp., neat cloth,	1 00
A LONG LOOK AHEAD; or, The First Stroke and the Last, by	
A. S. ROE, 12mo., 441 pp., 6th edition, neat cloth,	1 25
TO LOVE AND TO BE LOVED; And Time and Tide, or Strive to	
Win, by A. S. ROE, two volumes in one, 434 pp., neat cloth	1 25
(new edition,)	
STAR PAPERS; or, Experiences of Art and Nature, by HENRY	
WARD BEECHER, 12mo., 359 pp., 25th edition, neat cloth,	1 25
ISORA'S CHILD, 6th edition, by HARRIETT A. OLCOTT, 504 pp.,	
12mo., neat cloth,	1 25
WINNIE AND I, 12mo., neat cloth, 3d edition, 350 pp.,	1 00
THE SPARROWGRASS PAPERS, by FREDERICK S. COZZENS, illus-	
trated by Darley, 12mo.,	1 25
MARRIED, NOT MATED: or, How they Lived at Woodside and	
Throckmorton Hall; by ALICE CAREY, 12mo., neat cloth,	1 25
THE WIDOW BEDOTT PAPERS, Edited by ALICE B. NEAL, 12mo.,	
with eight spirited illustrations, cloth, gilt back,	1 25
THE WAR IN KANSAS; or, a Rough Trip to the Border among	
New Homes and a Strange People, by GEORGE DOUGLAS BREWER-	
TON, 12mo., illustrated,	1 25
CAMP FIRES OF THE RED MEN; or, a Hundred Years Ago, by	
J. R. ORTON, 12mo., 400 pp., illustrated, cloth, gilt backs,	1 25
THE GREEN MOUNTAIN GIRLS, A Tale of Vermont. By	
BLYTHE WHITE, Jr., 12mo., illustrated, cloth, gilt back,	1 25
MY COURTSHIP AND ITS CONSEQUENCES, By HENRY WIKOFF,	
a true account of the Author's Adventures with Miss J. C.	
Gamble, of Portland Place, London, 12mo., cloth,	1 25
FEMALE LIFE AMONG THE MORMONS, 12mo., with illustra-	
tions, 450 pp. cloth, gilt back,	1 00
COUNTRY MARGINS AND SUMMER RAMBLES, by S. H. HAM-	
MOND, and L. W. MANSFIELD, 12mo., neat cloth,	1 00
BELL SMITH ABROAD, 12mo., illustrated, 326 pp., neat cloth,	1 25
HUNTING ADVENTURES IN THE NORTHERN WILDS; by S.	
H. HAMMOND, 12mo., cloth, gilt back, with four colored illus-	
trations,	1 00
CUMMING'S HUNTER'S LIFE AMONG WILD ANIMALS, Edited	
by BAYARD TAYLOR, thick, 12mo., colored illustrations, 629 pp.,	1 25

For Sale by the Agents on the Cars and Steamboats, and Booksellers generally.

TOP LEFT: A Canadian \$1 banknote of 1856. It is denominated in both dollars and shillings. This is the kind of money used at the time the GTR opened. Eight of these would have purchased a second-class through ticket from Montreal to Toronto. Many of these were in circulation in Montreal at the time of the celebration.

TOP RIGHT: This is the kind of button worn by the Grand Trunk train crews on their uniforms. The 2-2-2 was decidedly old fashioned by 1856!

ABOVE: The various omnibus operators provided service from the Don station to downtown Toronto. Lamb's Hotel is where Captain Turner was staying at the time of the Kingsford-Brown duel challenge.

RIGHT: There was a good variety of interesting books and magazines on many different subjects available to passengers in 1856, both from the news agents on board the train and along the line. One could also buy a copy of Longfellow's new poem *Hiawatha*, the best-seller of that year. Reading material was very important on a 14-hour trip.

November 12 and 13 1856 The Grand Celebration

As soon as the date of the opening was announced, plans were made for a grand celebration to be held at Montreal, one that would out-do anything previously held in Canada. As the *Cobourg Star* very aptly said:

It appears that the good citizens of Montreal are resolved to have a celebration worthy of their time-honoured city, and worthy of the occasion. One day will not satisfy their ambition, they must have a second. We hope that either the one day or the other will be made by universal consent a general Provincial holiday. 'Peace hath her victories no less renowned than war.' The great scientific conquest just achieved by the engineers of the Grand Trunk surely deserve some commemoration. It will prove of far more importance to Canada, if not to the world at large, than the capture of Sebastopol, though we be no means undervalue the triumph there achieved by the allied armies.

The scene now shifts to Montreal, where great preparations were under way to handle the myriads of little details required to make the event a success. The logical way was to divide the work up into various sections, and set up committees to work on these sections; this is exactly what was done. There was a banquet committee, a ball committee, a procession committee, to name just three, and in addition there were numerous sub-committees. Overseeing all this was the executive committee, to which all the other committees reported. Although it might seem rather bureaucratic, this division of the task into its logical segments worked very well and was a major factor in the success of the celebration.

Another most fortunate factor was the decision to seek input, and involvement, from the public. Advertisements soon appeared in all local newspapers inviting tenders for various jobs to be done. This ranged from the design for the triumphal arch on McGill Street, to the request for citizens to make their homes available for the accommodation of guests. When a city with a total population of 60,000 prepares for a party where 6000 guests are expected, it needs all the help in can get, and Montrealers indeed rose to the occasion, much as they did exactly 111 years later for Expo 67. The sheer logistics of the task are quite daunting; to take but one example: where does one go, in 1856, to find champagne for 6000? Also, invitations had to be designed, printed and sent out all across Canada and the United States. No doubt many used that relatively recent innovation, postage stamps, which had been in use in Canada for five years.

Despite the difficulties, the organization committees worked very hard, often well into the night, much as the Grand Trunk workers themselves had done to complete the line on time. As the days went by, excitement grew, along with optimism, for the pieces were falling into place, and Montrealers became more and more sure that the events would "come off" in proper style. Soon came the second week in November, and then the guests began to arrive. They came by train, by steamboat, and some by road. In a number of cases, special trains were run, and in others there were special cars attached

Grand Trunk Railway.



SPECIAL NOTICE.

THE Belleville and Brockville Train will be discontinued during the week of the Railway celebration, and a train will leave Belleville on Tuesday the 11th Nov. at 8 A. M., for Montreal, stopping at all stations, and will return from Montreal again on Friday the 14th Nov. stopping also at all Stations.

S. KEEFER,
Sup't.

Brockville, 4th Nov.

There was no Belleville-Brockville local during the celebrations, but there was a Belleville-Montreal local, down on the 11th and back on the 14th.

to regular trains. On the morning of November 12, the day the festivities began, the *Montreal Gazette* reported on some of these arrivals:

OUR GUESTS. - STILL THEY COME. - A train consisting of 12 cars left Toronto yesterday morning at 4 a.m., and reached Montreal at midnight. Another, consisting of 15 cars, left an hour afterwards. This had not arrived at 2 a.m.

At the depot grounds at Point St. Charles a bonfire was blazing, rockets were sent up, and the arch of welcome was again illuminated. Another train of fourteen cars came still later, and when we went to press in the morning the roar of carriages was still heard upon the streets.

A telegraphic dispatch from Portland says that a train of 6 cars, containing fully 400 persons, left that city yesterday for the Celebration. The first train of the Champlain & St. Lawrence Railroad brought in about 150 visitors yesterday morning. At half past two o'clock in the afternoon a special train arrived over the same road, having on board the Mayor of Boston and 60 other gentlemen.

INVITATION.

THE BANQUET AND BALL.

GRAND TRUNK CELEBRATION, AT MONTREAL.

GENTLEMEN VISITING THIS CITY ARE RESPECTFULLY INVITED TO INSPECT A CHOICE STOCK OF
NEW & FASHIONABLE ARTICLES, IMPORTED EXPRESSLY FOR THIS OCCASION,

—A LARGE ASSORTMENT OF—

Plain and Dress Shirts, Ties, Cravats, Gloves, Collars, &c. &c. &c.

—SOLE AGENT FOR—

SAINT COLLIER'S CELEBRATED PARISIAN SHIRTS.

NOTE THE ADDRESS,

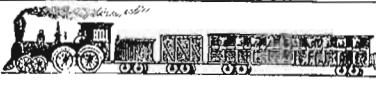
At FREDERICK GROSS'S

Hosiery, Glove and Shirt Warehouse, 151 Notre Dame street, corner of St. Lambert and Notre Dame.
Montreal, November 6, 1856. 2062 G1


A Montreal haberdasher took advantage of the upcoming celebration to advertise his wares "Imported expressly for this occasion" in a Toronto newspaper.




RAILWAY CELEBRATION.
SUBSCRIPTION LISTS are OPEN at the MERCHANTS EXCHANGE and the MECHANIC INSTITUTE and Subscriptions will also be received by any Member of the Executive Committee, and Citizens desirous of availing themselves of the privilege of invitation, will please subscribe without delay.
 (By Order of the Ex. Committee.)
THOS. WILY,
 Secretary.
 247
 Montreal, October 17, 1856.




RAILWAY CELEBRATION
THE BANQUET COMMITTEE invite Tenders
 FOR
SUPPLYING
 A
BANQUET AT POINT ST. CHARLES,
 on WEDNESDAY, the 12th of November, particulars of which may be obtained on application to the undersigned, between the hours of 9 and 12, daily.
 Tenders will be received up to 4 o'clock on Friday next.
J. G. DINNING,
 Secretary.
 249
 Montreal, October 18, 1856.




RAILWAY CELEBRATION.
THE EXECUTIVE COMMITTEE, desirous of ascertaining as soon as possible the amount of Funds that may be at their disposal, hereby notify that the LIST of INVITATIONS will be CLOSED on THURSDAY next, the 23rd instant; and that Subscriptions received after that date will not be held to entitle parties to the privilege of invitation.
THOS. WILY,
 Secretary.
 250
 Montreal, October 20, 1856.



BALL COMMITTEE.
TENDERS will also be received until FOUR o'clock, on FRIDAY next, for furnishing **THE M S U P P E R** TO BE GIVEN AT **THE BALL,** ON **THE EVENING OF THE 13TH NOVEMBER.**
 Particulars may be obtained on application to the undersigned during the above-named hours.
JOHN G. DINNING,
 Secretary.
 250
 Montreal, October 21, 1856.



RAILWAY CELEBRATION.
THE PROCESSION COMMITTEE invite **TENDERS** and **DESIGNS** for the erection of an
A R C H
 IN
M O G I L L S T R E E T .
 Particulars of which may be obtained from C. GARTE, Esq., the Chairman, on application at the Mechanic Institute.
THE BALL COMMITTEE also invite **TENDERS** and **DESIGNS** for the
D E C O R A T I O N
 OF THE
B O N S E C O U R S H A L L
 FOR
T H E B A L L ,
 TO BE HELD THERE ON THE 13TH PROXIMO.
 For particulars, apply to the undersigned, at Union Buildings, St. Francois Xavier Street.
TENDERS will be received up to 4 o'clock, on FRIDAY next, 24th instant.
THOS. WILY,
 Secretary.
 251
 Montreal, October 22, 1856.



RAILWAY CELEBRATION.
ACCOMMODATION TO GUESTS.
ANY RESIDENT who may have accommodation for Lodging, which can be placed at the disposal of the Visitors, is respectfully requested immediately to communicate to either of the undersigned,—if by letter, stating charges, &c.
JOHN LERMING,
T. S. BROWN,
 Sub-Committee.
 258
 Montreal, Nov. 8, 1856.

Some notices that appeared in the newspapers concerning the coming celebration. Note that admission was by invitation only, and the invitation lists were closed on October 23, almost three weeks before the events. By November 8 it was realized that there was not enough hotel space to accommodate all visitors, so an appeal was made to residents with spare rooms to accommodate guests.

There were three special trains yesterday from Portland and Boston, which brought in upwards of 2000 persons. These, we understand, have been snugly quartered on board the steamers "Quebec" and "John Munn". The visitors on their arrival were met by a deputation from the New England Society. Amongst those were many distinguished men from Maine and Massachusetts. We may mention Governor Dunlop of Maine, Ex-Mayor from Charleston, Samuel Lawrence Esq., and Senator Wilson. The passengers were brought up by the Grand Trunk ferry boat in three separate trips. The Portlanders were accompanied by a splendid brass band, who, while coming into port, played 'God Save the Queen' in capital style.

Roman candles were discharged from the boat, and rockets from the shore.

The train from Toronto did not arrive until after one o'clock this morning.

His Excellency, Sir Edmond Head, Governor General, accompanied by Lady Head and suite, arrived in this city yesterday about 6 p.m.

The train that carried the most people was the ten-car "Celebration Special" from Toronto. Hundreds of people boarded this train at Toronto, and hundreds more boarded, or attempted to board, it at stations all along the line. This led to considerable confusion. Although the train was very crowded when it reached these intermediate stations, many

more passengers climbed aboard and tried to settle into whatever space was available. A rumour had gotten about that a second train was following close behind, so some people who might have squeezed in decided to wait for the "second section". Unfortunately this second train did not exist, so all those would-be passengers were out of luck, and had to wait until the next day, thereby missing the first day of the celebrations.

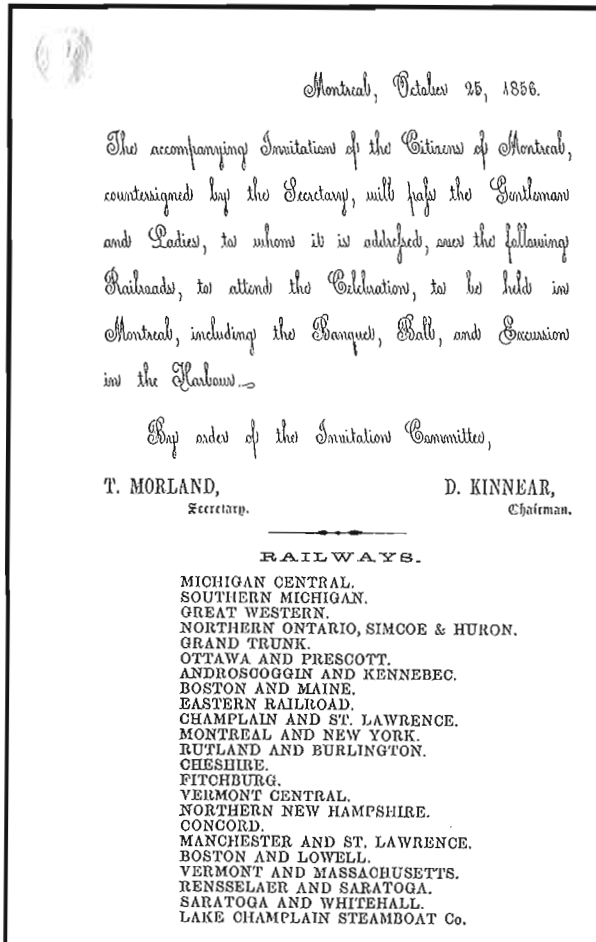
Those who did manage to get aboard were in for a very long day, as the train was delayed at numerous stations en route. There was no food service on the train, but many passengers "made do", as we read from this amusing account from the Kingston Daily News of November 13:

A LUDICROUS SCENE. — On Tuesday when the Toronto train reached this station, most of the passengers kept their seats, fearing, should they vacate them, others might take possession. Some, however, made themselves useful by bringing loads of turkeys and other fowl, which they divided by tugging at the limbs, and distributed the parts among their famished companions, as well as cakes, pies, and all sorts of 'fixins'. The incident created a good deal of amusement, in which a very large number of spectators participated with apparent gusto.

Fourteen years later, in 1870, the events of November 1856 were still vivid in the memory of Montrealers. In that year the well known historian Alfred Sandham (author of Canada's first coin catalogue) published a historical book entitled "Ville Marie, or Sketches of Montreal, Past and Present". His account in that book sums up the whole event.

The year 1856 was one of continued excitement. Scarcely had the reception of the 39th regiment [which had just returned from the Crimea. Ed.] ceased to be a subject of interest when a public meeting of merchants and other citizens was called to take steps for celebrating the opening of the Grand Trunk Railway between Montreal and Toronto. A committee was appointed to take up subscriptions, and to make arrangements. The matter was entered into with characteristic spirit and energy, and about £3,000 was subscribed on the spot. The programme decided on combined a procession, a banquet, an excursion and a ball.

This event in the history of Montreal took place on the 12th and 13th November. As those days approached, it became evident that the city was going to be (in histrionic



This letter, when accompanied by the official invitation, allowed the bearer to travel free on any of the railways (and one steamboat company) when going to and from the celebration in Montreal. Warren Baker Collection.

parlance) a bumper. The number of strangers conveyed to the city by railroads and steamboats was about 15,000. Immense trains of cars, loaded with passengers, continued to arrive, and when the eventful day dawned, the city had a most extraordinary appearance. The crowds of strangers pouring through the chief streets and thoroughfares reminded one of Cheapside or the Strand. Vehicles, too, of all kinds and descriptions, were in requisition the whole time, so that the scene of animation and interest never flagged.

On Wednesday, the 12th, the trade procession mustered in Commissioner (now Victoria) square. By ten o'clock all was in readiness, and at the sound of a bugle the order was given for the procession to move. The immense procession passed through the principal streets of the city, which were densely packed with spectators. After this the banquet took place at Point St. Charles. At the entrance to the banquet room the crush was immense, and when the company of 4,000 were present, the room appeared like a sea of heads. The decorations of the room were all that could

be desired. Speeches were made by the Governor-General and other distinguished visitors. After the banquet a remarkably well got up and effective torchlight procession went through the principal streets, and closed the first day of celebration.

On the following morning many thousand visitors and citizens wended their way towards the wharf, and about 9 o'clock several steamers started for the new wharf at Point St. Charles. Having inspected the works at the Victoria Bridge, a train of twenty-one cars, containing about 3,000 persons, proceeded to view the new wheel-house of the water-works. The party then returned to the city, and in the afternoon a military review took place on Logan's farm. At 9 o'clock in the evening a display of fireworks commenced on the Island wharf. A promenade through the city during the evening was an exciting affair, the streets and houses in every quarter being brilliantly illuminated. Cannons roared, the gratified spectators loudly cheered, and hats were waved by both young and old. The ball, held the same evening, was overcrowded, many being unable to gain admission. Altogether, it was a night long to be remembered in Montreal, and it unmistakably demonstrated the sympathies of the people of the city in the cause of industry, skill and enterprise.



RAILWAY CELEBRATION !

PROGRAMME

OF

THE GRAND PROCESSION,
November 12th, 1856.

Captain Hayes,
CHIEF OF POLICE—Mounted.
Division of the City Police.

Carters on Horseback.

GRAND MARSHALL,
Major Wily,

Asst. Grand Marshal, Asst. Grand Marshal,
Capt. Lyman. Capt. Rodden.

NUNN'S BAND.

Montreal Fire Brigade,
Under the direction of Capt. Bertram, Chief
Engineer of the Fire Department, and M.
Moses, 2nd Assistant Engineer.

Marshal, Capt. Fletcher, 1st Asst. Engineer.

Montreal Fire Co. No. 1.	Hose Fire Co. No. 7.
Neptune " No. 2.	Union " No. 8.
Protector " No. 3.	Hero " No. 9.
Queen " No. 5.	Hook & Ladder No. 10.
Voligeur " No. 6.	Hook & Ladder No. 11.

Horticultural and Agricultural Societies.

HARDY'S BAND.

Chief Marshal Trades' Procession,
John Grant, Esq.

Assistant ditto, Assistant ditto,
A. M. Farley, Esq. A. W. Ogilvie, Esq.

TRADES PROCESSION.

1st Section.

Dr. Bernard, Marshal.
Fine Arts.

2nd Section.

O. Brown, Esq., Marshal.
Leather.

3rd Section.

P. M. Christie, Esq., Marshal.
Soap and Oil.

4th Section.

John Galbreath, Esq., Marshal.
Woollens.

5th Section.

W. P. Bartley, Esq., Marshal.
Iron.

CANADIAN-INDEPENDENT BAND.

J. McPherson.

6th Section.

A. Larose, Esq., Marshal.
Wood.

7th Section.

A. Wand, Esq., Marshal.
Masons.

8th Section.

A. A. Stevenson, Esq., Marshal.
Printing.

9th Section.

S. P. Tilton, Esq., Marshal.
Miscellaneous.

Mechanics' Institute.

Marshal,
Captain E. Roy.

Aid. Aid.
F. Desrivieres, Esq. — Duhamel, Esq.

POLICE.

POLICE.

POLICE.

POLICE.

SARSFIELD BAND.

NATIONAL SOCIETIES.

St. Andrew's Society.

PORTLAND BAND.

New England Society.

St. Patrick's Society.

St. George's Society.

German Society.

ST. JOSEPH BAND.

Joseph Millard.

St. Jean Baptiste Society, in Divisions as follows :

St. Antoine.	St. Joseph.
St. François Xavier.	L'Institut Canadien.
L'Union St. Joseph.	St. Jacques Section.
St. Michel.	College Ste. Marie.
Temperance Society.	College de Montreal.

and
The Officers of St. Jean Baptiste.

MARSHALL.

S. J. Lyman, Esq.

Aid.

G. E. Starnes, Esq.

Aid.

Dr. A. Nelson.

RIFLE BAND,

Henry Prince.

Mercantile Library Association.

Harbour Commissioners and Trinity House.

Board of Trade.

Governors and President with the Officers
of McGill College.

Our Guests and the Corporations of other
Cities.

House of Assembly.

Legislative Councilors.

Judges.

Executive Council.

Corporation of Montreal.

Assistant Chief of Police.

Division of Police.

POLICE.

ROUTE OF THE PROCESSION.

Form in Commissioners' Square, McGill and
Craig Street, at EIGHT o'clock, a.m., file through
Great St. James Street, round the Place d'Armes,
through Notre Dame Street to Dalhousie Square,
down St. Paul Street to Jacques Cartier Square,
into Commissioners' Street to McGill Street, up
St. Joseph to Mountain Street, into St. Antoine
Street, back to Commissioners' Square and there
disperse.

GOD SAVE THE QUEEN!

The Citizens are respectfully requested to de-
corate with Banners and Evergreens the houses
on the line of march.

OHAS. GARTH,
Chairman Pro. Com.

THOS. WILY,
Grand Marshal.

Montreal, Nov. 11, 1856.

c 268

Of course the newspapers printed the full program of the events to come, as can be seen in the synopsis above of the procession, and in addition ran articles describing the various features of Montreal, including a large six-column-wide engraving of Victoria Bridge as it would look when completed. After the events there was, of course, full coverage of what had occurred, including copious extracts from the many speeches which had been given.

THE DIRECTORS AND MANAGERS
OF THE
Canadian Great Trunk Railway Co.

THE JUBILEE OR CELEBRATION

POLKA

BY

HENRY PRINCE.



As Just Published by the same Author,
THE HISTORIC POLKA & ZOUAVES POLKA.

New York
Published by S. T. GORDON, 297 Broadway.

Montreal. Cincinnati. London.
HENRY PRINCE. TRUAX & BALDWIN. FORBES & CO.

Entered according to Act of Congress, 1876, by S. T. Gordon, in the Clerk's Office of the District Court of the Southern District of New York.

THE JUBILEE OR CELEBRATION POLKA.

(The Procession.) Composed by HENRY PRINCE.



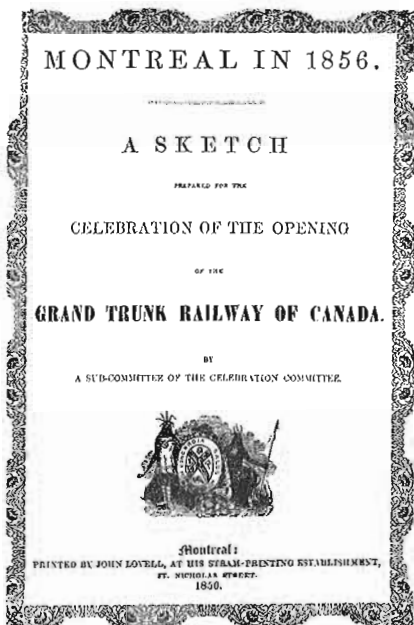
One thing which seems strange from a 21st century point of view (but was quite common in Victorian times) was that ladies were not admitted to the banquet; it was strictly a male event. As the *New York Times* commented:

The room is four hundred feet long, and tables run from end to end, forming altogether a mile and a half of tables, at which some five thousand men are to sit down and eat. Ladies have properly been excluded from such an indecent sight.

Even requests by ladies to see the set-up before the dinner took place were denied. The executive committee made this very clear in an advertisement published in the papers of November 12:

The Executive Committee, having found it impracticable to make suitable provision for the Ladies to witness the Banquet, consider it proper to give notice, much as they regret the necessity, that NO EXCEPTIONS whatever can be made.

Despite the stern wording of this notice, at least one exception was made. The afternoon before the banquet, Lady Head, the wife of the Governor-General, was given a complete tour of the hall.



Even with the ladies absent, the banquet was a great success. It was said to have been “the largest assembly that ever sat down at table under the same roof”, and the speeches, and the champagne, flowed freely. Among other things, each guest found at his place a book entitled “Montreal in 1856”. Since many of the guests had never been to Montreal, and knew little about it, this 52-page booklet was prepared. It described much about Montreal and its industries, including, of course, its railways.



RAILROAD CELEBRATION.

SECOND DAY,
THURSDAY, 13TH NOVEMBER, 1856.

PROGRAMME
OF EXCURSION TO
VICTORIA BRIDGE,
AND
WHEEL HOUSE OF THE MONTREAL WATER WORKS.

Steamers will leave the Island Wharf
AT NINE O'CLOCK PRECISELY.

Those desirous of examining the Works, Workshops and buildings at Point St. Charles, for which every facility will be offered by the Officers of the Grand Trunk Company, and the Contractors, are advised to go at this hour.

BANDS OF MUSIC
WILL ACCOMPANY.

STREAMERS will again Leave the Same Place
AT HALF-PAST NINE O'CLOCK,
To convey his Worship the Mayor and Corporation.

Those who prefer, may wait for this Trip.
TICKETS to be retained, but shown when going on board.

On arrival of the Mayor and Corporation at Point St. Charles, a
TRAIN OF CARS
Will be in readiness, to convey them and those who wish to join, to
THE WHEEL HOUSE OF THE WATER WORKS,

The Party will remain there for **THREE QUARTERS OF AN HOUR,** and return on the Cars, to the Steamers, so as to arrive back in the City before **NOON.**

Persons without Tickets are requested not to Enter the Cars, nor attempt going on board the Steamers.

A PROCESSION,
Headed by the **MAYOR & CORPORATION,** will proceed from the Landing Wharf to Commissioner Square, where the
OPENING OF THE MONTREAL WATER WORKS

will be celebrated, at **NOON.**

Strangers and Citizens along the Line, are requested to “fall in” with the Procession:

T. S. BROWN,
Chairman of Excursion Committee.


As would be expected in a function of this size, there were a few troubles. The *Gazette* reported “We regret to learn that some persons found their way into the banquet hall yesterday morning and carried off, not only the small flags ornamenting the shields, but some of the shields themselves, and valuable banners lent for the occasion by

OPPOSITE: “The Jubilee or Celebration Polka” was composed by Henry Prince especially for the 1856 celebration. Henry Prince was born in England in 1825, but lived in Montreal most of his life. He was a bandmaster of note, and composed many quadrilles, polkas and other dance music. He was in the music business until 1888, and died in Montreal in 1889.

ABOVE LEFT: The cover of the booklet prepared for the guests. It clearly described many features of Montreal.

ABOVE RIGHT: The programme of the second day’s activities as published in the newspapers.

RAILWAY CELEBRATION



ON

Thursday Evening, 13th November, 1856.

Order of Dances.

- 1—Quadrille..... La Reine de Navarre.
- 2—Polka..... Sultan's.
- 3—Quadrille..... Sebastopol.
- 4—Galop..... Express.
- 5—Quadrille..... Omar Pacha.
- 6—Cotillion
- 7—Waltz..... Rosalinda.
- 8—Quadrille..... Edinburgh.
- 9—Polka..... King Pippen.
- 10—Reel
- 11—Galop..... Ætna.
- 12—Quadrille..... Palermo.
- 13—Cotillion
- 14—Waltz..... Cornetto.
- 15—Polka..... Invitation.
- 16—Quadrille..... Little Bo-Peep.
- 17—Galop..... Schomberg.
- 18—Waltz..... Labelle Suisse.
- 19—Cotillion
- 20—Polka..... Sardinian.
- 21—Quadrille..... England.
- 22—Galop..... Target.
- 23—Reel.....
- 24—Sir Roger de Coverly.....

Engagements.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
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- 21
- 22
- 23
- 24

Stewards.

Messrs. David Kinnear.	Messrs. Thos. S. Brown.
Henry Starnes.	Thomas Cramp.
L. H. Holton.	T. W. Jones.
Charles Garth.	* C. J. Coursol.
A. A. Dorion.	B. Chamberlin.
Henry Lyman.	Thomas Wily.
Henry Bulmer.	Alfred Perry.
W. Workman.	W. Roddon.
John Leeming.	J. G. Dinning.
Augustus Heward.	Thomas Morland.

An extremely rare original programme for the Railway Celebration Ball held in the great hall of Bonsecours Market on the evening of November 13, 1856. One of these programmes was given to each person attending. In many cases the actual musical number played is indicated. The page marked "Engagements" is where each participant could write the name of his or her partner in a particular dance. The programme included a small pencil, attached with a ribbon, for this purpose. Warren Baker Collection.

public bodies. We hope the offenders will be detected and punished, though we fear it will be impossible to find them out." There were also a few accidents "We regret to learn that at the Review yesterday, Capt. McDonald, of a rifle company belonging to Hamilton, was badly injured by being shot in the eye with a wad from a gun; and that a laboring man named Kelly, we believe, had one of his wrists badly injured from the same cause." In addition, a few windows were broken as persons, mostly invitees, but including a few "freeloaders", were over-impatient in their attempts to gain entrance. It was also reported that the Mayor of Toronto was relieved of his watch by pickpockets! Despite these few unfortunate incidents the day was pronounced to be a very great success.

The following day was the tour to Victoria Bridge and the visit to the shops at Point St. Charles, as well as to the new Montreal water works. Once again there were bands playing music, and a general good time. Early that evening there was a "soiree" and concert, but most of the guests were preparing for the ball, and little more than a hundred attended. Then followed a massive and very spectacular display of fireworks over the waterfront. (By a strange coincidence, entirely unrelated, on this very day, November 13, 1856, London's famous bell "Big Ben" was first rung in public. It soon cracked, and was re-cast in 1858.)

Later that evening, the guests were conveyed to the great hall of Bonsecours Market for the ball. The guests were admitted starting at 9 p.m., and obviously the ladies played a full part in this event! It is said that dancing did not get fully under way until almost 1 a.m., and it continued well into the next morning, long after the newspapers had gone to press!

The next day the visitors began to depart for their trip home, and gradually life in Montreal returned to normal. It had been an amazing several days, a time which would be remembered for many years to come.

The celebration attracted the notice of people all across North America, and articles describing, in highly complimentary fashion, the events of November 12 and 13 appeared in newspapers in dozens of cities. Most were surprised that a city as small as Montreal (it did not even

have streetcars for another five years) could put on such a big show. The prestigious *New York Times* devoted almost half of its front page of November 14 to the Grand Trunk celebration. One of the guests was the Mayor of New York, so reporters from the papers of that city were in full attendance. The *Times*, in its usual efficient way, summed up the feeling of everyone with this delightful paragraph:

But let us do the Canadians justice. If the climate is cold in winter – and that it is infernally so must be admitted – the people deserve all the more credit for conquering such a serious obstacle to commercial progress. Their pluck and energy are immense. Railroads now traverse the whole Province, and, in proportion to the population, are more extended here than in any country in Europe. The completion of the Grand Trunk between Montreal and Toronto – an enterprise which adds the last link to the chain that connects the East with the far West, the North with the extreme South – may well be considered as worthy of an extravagant jubilee.

Once the celebration was over, Canadians took to riding the rails as if they had always done so, starting a national habit that endured for more than 100 years. Within a surprisingly short time train travel became routine. On December 31, the *Montreal Gazette* took note in an editorial of the very numerous achievements of the departing year:

A.D. 1856 is about to be gathered to his fathers. Tomorrow will bring 1857. For Canada 1856 has been a year of bright prospects.... The opening of the Grand Trunk Railway, which we recently celebrated, is a great event, and, we believe, in every way fraught with good. For the rest, the earth has brought forth plenteously; and trade has been very healthy. Altogether, we have just cause for thankfulness.

Seventy-one years later, in 1927, a great celebration took place in Ottawa when the Peace Tower on Parliament Hill was inaugurated. It was also the 60th anniversary of Confederation, and even the Prince of Wales, later Edward VIII, was there. One old lady, then in her late eighties and who had seen the 1856 celebration, remarked that the Ottawa party was "quite a lively show", but not as memorable a time as "when they opened the Grand Trunk to Toronto".

OPENING OF THE GRAND TRUNK RAILWAY OF CANADA.

The opening of the Grand Trunk Railway of Canada was celebrated on the 12th and 13th of last month in Montreal, in a manner that, taking our previous impressions of back woods life into account, seems little short of a brilliant dream. Six thousands of guests were collected from every part of North America - the larger number being from Chicago, in Illinois, 850 miles from Montreal; many from Boston and New York, and some even from Charleston and Cincinnati, in the south - and met at dinner in Montreal to celebrate the opening of a Canadian railway. Nor was the meeting of so many strange and hitherto un-acquainted peoples, the most novel feature of this extraordinary pageant. The manner in which they were entertained, and the numbers who were present, cast in the shade all previous demonstrations of the kind in America, and may well excite astonishment in England. A mile and a half of guests sat down to the banquet in Montreal, and there was not a single individual from Europe or America, the flag of whose country or chief commercial city did not serve to embellish the magnificent apartment in which the banquet was held. The western Yankee, with all his rude energy, took his place alongside of the British officer, just returned from the Crimea, with as much self-possession and bonhomie as if he had been in the trenches with him before Sebastopol; and the little, animated, lively, and ever-polite French Canadian might have been seen between two tall Kentuckians, or surrounded by a host of Hoosiers from Michigan, enjoying, to his heart's content, their broad and boisterous humour, and their no less comical dialect and expressions. What strikes us in England as most wonderful, however, is the sumptuous elegance and admirable taste displayed in such matters in a city of little over 60,000 inhabitants, and known chiefly as a shipping place and a commercial emporium for the West. Champagne for 6000! yet the New York papers, and all the colonial journals, speak of it as not only in perfect abundance, but of a quality both rare and expensive; and the bill of fare, as regards eatables, was furnished in a completely kindred spirit. All this was managed by a little city that could be ten times over taken out of London without being missed.

Illustrated London News, December 13, 1856.

Conclusion

At the end of 1856 there was still much to do to complete the Grand Trunk. There was the line to Sarnia, as well as that to Trois Pistoles, and perhaps the branch from Belleville to Peterborough. Additional sidings needed to be built, and it was becoming painfully apparent that iron rails had a rather short life, and would soon have to be renewed. This was especially true for rails that had been used by heavy construction trains on lines that had not been fully ballasted and had insufficient ties. Above all, it was of vital importance to complete Victoria Bridge as soon as possible, and a target date was set to have it in operation by late 1859 or early 1860. There was also the matter of the line along the Esplanade in Toronto, in order to connect the GTR lines running east and west of that city. Unfortunately the new year of 1857 did not bring the prosperity that was expected. During the year there was a serious financial panic which brought an end to the prosperity enjoyed during the mid 1850s. Since the Grand Trunk already had serious financial problems, the depression of 1857 only made matters worse.

STATEMENT shewing the Expenditure on the different Railways forming The Grand Trunk Railway of Canada up to 31st December, 1856.	
	£ s. d.
The St. Lawrence & Atlantic Railroad—	
Up to the date of Amalgamation, there has been expended on this Road.....	1,289,915 9 2
From the amalgamation to the 31st December, 1856, there has been expended.....	444,034 8 10
Total cost of the St. Lawrence & Atlantic R. R. to 31st Dec., 1856.	1,733,949 18 0
The Quebec & Richmond Railroad—	
Up to the date of amalgamation there has been paid to Contractors on account of this Road.....	462,924 5 11
From the Amalgamation to the 31st December, 1856, there has been expended.....	541,778 11 8
Total cost of the Quebec & Richmond R. R., to 31st December, 1856.	994,702 17 7
The Toronto & Sarnia Railway—	
Up to the date of Amalgamation there had been expended on this road.....	10,537 9 8
From the Amalgamation to the 31st December, 1856, there had been expended.....	1,388,269 3 2
Total cost of Toronto & Sarnia R. W. as far as constructed up to 31st December, 1856.....	1,398,806 12 10
The Grand Trunk Railway—	
On the Section from Montreal to Toronto there has been expended to 31st December, 1856.....	4,022,694 12 9
On the Section from Quebec to St. Thomas there has been expended up to 31st December, 1856.....	444,632 12 4
Total cost of the Grand Trunk R. Way to 31st December, 1856.....	4,467,327 5 1
The Victoria Bridge—	
There has been expended on the Victoria Bridge up to 31st Dec., 1856.....currency	805,057 13 9
N. B.—The above are exclusive of the amounts expended on the Atlantic and St. Lawrence Rail Road, leased by the Grand Trunk Railway Company—£397,078 19 6.	

The accounting of expenses in building the Grand Trunk, up to the end of 1856. Note that these amounts are in pounds currency (\$4.00) whereas the figures given in the annual report (next column) are in pounds sterling (\$4.86 2/3). This explains the difference between the two sets of figures.

Nevertheless, after more discussion, a full government audit, and another act (20 Vict. Chap. 11, passed in 1857) the problems were partially countered, and the GTR construction projects that were in abeyance were resumed. After much negotiation with the City of Toronto, the line along the Esplanade was built so, by 1858, the train from Montreal could run to downtown Toronto, near the present location of Union Station. The eastern part of the line was

		Expended to 31st December, 1856.	
		Miles.	£ s. d.
EASTERN DIVISION—			
St. Lawrence and Atlantic Quebec and Richmond, and Quebec & Trois Pistoles Railways } 279			
A	Engineering - - - - -		74,519 5 8
B	Works and Permanent Way - - - - -		1,892,414 8 5
C	Stations, Buildings, and Offices - - - - -		169,884 7 5
D	Locomotive Stock - - - - -		156,897 1 0
E	Merchandise Car Stock - - - - -		106,613 11 6
F	Passenger ditto - - - - -		29,855 11 4
G	Miscellaneous Stock - - - - -		12,723 9 9
H	Electric Telegraph - - - - -		5,075 12 8
I	General Expenses - - - - -		169,887 10 4
	Lands and Land Damages - - - - -		8,956 16 0
CENTRAL DIVISION—			
Montreal to Toronto - - - - - 383			
A	Engineering - - - - -		62,899 3 10
B	Works and Permanent Way - - - - -		2,621,437 11 5
C	Stations, Buildings, and Offices - - - - -		247,518 15 9
D	Locomotive Stock - - - - -		187,327 17 3
E	Merchandise Car Stock - - - - -		78,411 3 3
F	Passenger ditto - - - - -		25,848 4 4
G	Miscellaneous Stock - - - - -		1,454 6 2
H	Electric Telegraph - - - - -		4,275 11 1
I	General Expenses - - - - -		123,573 6 10
	Belleville and Peterboro' Survey - - - - -		5,500 0 0
WESTERN DIVISION—			
Toronto and Sarnia - - - - - 88			
A	Engineering - - - - -		26,509 19 6
B	Works and Permanent Way - - - - -		906,272 8 2
C	Stations, Buildings, and Offices - - - - -		67,817 8 5
D	Locomotive Stock - - - - -		67,559 16 10
E	Merchandise Car Stock - - - - -		56,787 15 8
F	Passenger ditto - - - - -		16,435 2 10
G	Miscellaneous Stock - - - - -		264 9 1
H	Electric Telegraph - - - - -		1,808 0 5
I	General Expenses - - - - -		21,869 14 1
	Stratford and London Survey Account Amount allowed Canadian Contractors as compensation - - - - -		2,056 19 5
		
PORTLAND DIVISION—			
Atlantic & St. Lawrence Railroad, leased by the Company - - - - - 149			
A	Engineering - - - - -		1,080 18 11
B	Works and Permanent Way - - - - -		23,969 16 9
C	Stations, Buildings, and Offices - - - - -		82,810 8 8
D	Locomotive Stock - - - - -		3,084 12 9
E	Merchandise Car Stock - - - - -		8,481 0 10
F	Passenger ditto - - - - -		1,430 19 7
G	Miscellaneous Stock - - - - -		815 4 5
H	Electric Telegraph - - - - -		1,889 0 8
I	General Expenses - - - - -		4,724 18 2
	Lands - - - - -		1,575 7 2
	Lease of Atlantic & St. Lawrence Railroad - - - - -		213,362 8 7
	Victoria Bridge - - - - -		497,807 13 9
	Steam Ferry Boats - - - - -		20,861 4 0
	London Office Expenses - - - - -		.. ..
TOTAL		849	£7,895,577 14 8

An extract from the Grand Trunk annual report for 1856, showing expenses up to the end of that year. The railway had cost so far 7,895,577 pounds, 14 shillings, 8 pence sterling. This is about \$38,425,150, equivalent to almost two billion dollars in today's currency. CRHA Archives.

completed to Riviere du Loup, but it never did reach Trois Pistoles, until the Intercolonial Railway built its line in the 1870s. Early in November 1859 the line finally reached Sarnia, and the official opening took place on November 20. There was now only one gap remaining in the system, and it was only a month before that gap was closed as well, for on December 17, 1859 the first regular train crossed Victoria Bridge. Although there was a considerable ceremony for this event, the official celebration did not take place until August 25, 1860, when the Prince of Wales (later Edward VII) officiated at the dedication of the bridge named after his mother. Of course the bridge had been in use for eight months by then. The festivities at this time rivaled those of 1856.

As time went on, improvements were made as the system evolved. The first was the introduction of sleeping cars which occurred before the year 1859 was out. The *Ottawa Citizen* reported this on December 13 of that year:

SLEEPING CARS ON THE G.T. RAILWAY - The cars recently introduced on this railway for night travel are the most elegantly fitted up of any that we have yet seen; but at present lack one very important auxiliary to comfortable

repose, i.e. something to represent quilts and blankets. The entire absence of any covering, save one's own clothes, is not calculated to usher the way-worn traveler very suddenly into the soothing embrace of Morpheus; and the attempt to supply the necessary warmth by red hot stoves is anything but healthy or agreeable. We hope travelers shall not long be compelled to find grievous fault with what would, if properly appointed, be a palace in which the sleepy god would delight to dwell.

On November 10, 1859, the *Chicago Press and Tribune* published an editorial which, in the light of early 21st century events, was even more prescient than anyone realized at the time:

The Jesuit missionaries, who first penetrated the central portions of the American continent, were possessed of indomitable energy and magnificent conceptions. Deriving their ideas from the grandeur of the lakes and the rivers and the prairies which they were the first to explore, they established a cordon of military posts between Quebec and New Orleans, and for years cherished the sublime scheme of grasping the entire continent. The commencement of the year 1860 will witness Quebec and New Orleans connected by bands more powerful and enduring than were ever dreamed of by these old exploring heroes. In the comparison, military posts are but cobwebs, and for all time to come commerce will bind, as by hooks of steel, Quebec and New Orleans, by Chicago, the great central city of the continent. The magnificent conception of the old Jesuits will soon be more than realized.

Following Confederation, in 1867, there was more and more urging by the railways to get rid of the 5 foot 6 inch broad gauge and adopt the standard 4 feet 8½ inches. This was eventually accomplished in the 1870s, the Montreal-Toronto main line being converted to standard in November, 1873. How this was done in a very short time is a story in itself. At that time a number of locomotives were converted to standard gauge, but many of the early engines of the 1850s were scrapped as it was not economically feasible to

Montreal, 16th December, 1856.

TO THE SECRETARY OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

Sir,
 Enclosed please receive final certificate, Montreal and Toronto section, in favor of the contractors Messrs. Jackson, Peto, Brassey & Betts.
 The entire work and equipment are completed and provided, so as to justify my recommending the Company to take the Line off the hands of the contractors.
 And I am, Sir,
 Your obedient servt.,
 ALEXR. M. ROSS,
 Engineer.

FINAL CERTIFICATE.
 MONTREAL AND TORONTO SECTION.
 TO THE SECRETARY OF THE GRAND TRUNK RAILWAY COMPANY.
 15th December, 1856.

I certify that the sum of Ten thousand one hundred and ninety-five pounds sterling, is due to the contractors Messrs. Jackson, Peto, Brassey & Betts, for work done in completing the Works and Rolling Stock on the Montreal and Toronto section of the Grand Trunk Railway of Canada.
 ALEXR. M. ROSS,
 Engineer.

£10,195.

GRAND TRUNK RAILWAY OF CANADA.
 MONTREAL AND TORONTO SECTION.
 FINAL CERTIFICATE.
 15th December, 1856.

	£ s. d.	£ s. d.
Total contract.....		3,000,000 0 0
Less reserve for:		
Top ballast.....	3,000 0 0	
Proportion of Toronto passenger station.....	5,000 0 0	8,000 0 0
		2,992,000 0 0
Cr. By amount of previous certificates.....		2,981,805 0 0
Amount now due.....		10,195 0 0

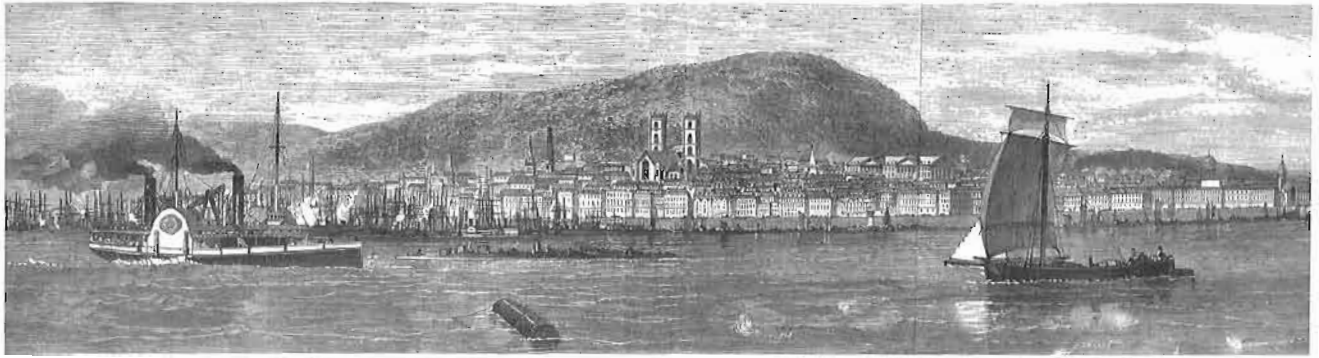
The Final Certificate for the construction of the Montreal-Toronto line was issued on December 15, 1856, and delivered to the contractors the next day. Upon payment of the last £10,195 sterling due to the contractors, the Grand Trunk officially took over full operation of the line. The great work was done!
Statements, Reports and Accounts, Grand Trunk Railway, 1857.

THROUGH BOOKING BETWEEN EUROPE AND AMERICA

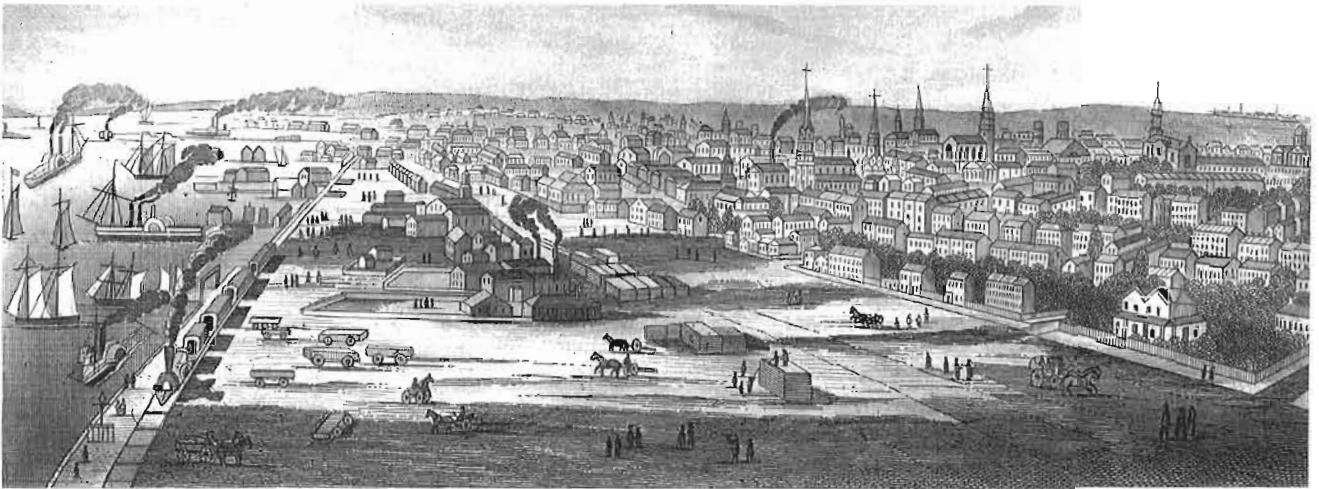
Mr. S.P. Bidder, general manager of the Grand Trunk Railway, has arrived in England, with the view of making arrangements for his through ticket system from every shipping port of importance in Europe to any port in North America. Agreements have already been made by Mr. Bidder with all the leading railways of the United States, by which passengers, whether emigrants or otherwise, will be passed to any part of Northern or Western America upon tickets issued to them in Europe. Thus passengers who purchase through tickets from the agents of the Grand Trunk Railway at Havre, Antwerp, Rotterdam, Bremen, and Hamburg, as well as at Liverpool, Hull, Glasgow, Aberdeen, Belfast, Dublin, Cork, Galway, or any other port which trades with Boston, Portland, Quebec, or Montreal, will be conveyed to any point in Canada to which the railway runs, or to any place in the United States where a leading railway has a station, without the trouble of making even an enquiry, or the delay of a single unnecessary moment. Each passenger will be supplied with a ticket (authenticated by the signature of a duly authorized chief officer of the Grand Trunk Company), a map of his route, and even a time-table, which, while he will be secured against all imposition, vexations, and delays, after he lands, will tell him almost the very hour at which he will arrive at his destination. If this system be thoroughly carried out, it will tend to revolutionise the whole passenger traffic between Europe and America, as well as in America itself. *Canadian News, January 7, 1857.*

convert them. In 1891, the opening of the St. Clair Tunnel provided an all-rail route to Michigan and on to Chicago. Towards the end of the nineteenth century there was a large project to double-track the main line (which had been envisioned since the early 1850s), and this was completed by the early twentieth century. About this time, and on many occasions since, the Montreal-Toronto line has been upgraded and relocated, as curves were straightened out and grades reduced. Probably barely half of the present-day line still runs on its original roadbed of 1856.

In the second decade of the twentieth century the Grand Trunk fell on extremely hard financial times, due to many reasons. One was the huge expense of the Grand Trunk Pacific line to Prince Rupert, and another was the great rise of prices caused by the First World War. As a result of this, the Grand Trunk was taken over by Canadian National Railways in 1923. The old name continued in use on the company's lines in the United States until recent



MONTREAL FROM THE ST. LAWRENCE, SHOWING MONT ROYAL



CITY OF TORONTO, FROM A CLEARED SPACE ON THE ESPLANADE, NEAR THE DON RIVER.

The two termini of the Montreal-Toronto main line as they appeared in 1860. Victoria Bridge in Montreal has been completed, and the railway has been built along the esplanade in Toronto.

times, Grand Trunk in New England, and Grand Trunk Western in Michigan and on to Chicago. The latter railway has used the slogan "The Good Track Railroad" on many of its freight cars. In the last few years, however, the term CN System is being more and more used for the entire network, and the historic old name Grand Trunk is disappearing.

The upgrading and rebuilding of the main line has continued to the present time, and it has always maintained its status as a vital link carrying very large volumes of freight and passengers. At the end of the twentieth century, Canadian National took over the Illinois Central, reaching New Orleans, and thereby realizing the dream predicted by the *Chicago Press and Tribune* in 1859. Now it was possible to go from Quebec to New Orleans on a single railway under one management throughout. Despite all the vicissitudes encountered over the last century and a half, the hopes of the pioneers of 1856 have been more than fully realized.

Today, one can board a train in downtown Montreal and be in downtown Toronto in barely four hours, only a small fraction of the time taken in 1856. However one can still see some links with the past, most notably the old stone stations, some still in use, that date back to the very beginning. One can also stand beside one of these stations and watch 160-car freight trains, hauled by four or more locomotives, go by at 60 miles an hour, carrying goods from all over the world.

To end this article, let us use a little imagination. Imagine it is late one night, perhaps October 27, or even October 31, when ghosts are said to be about. We are near the tracks of the Montreal-Toronto main line, by one of the old boarded-up stations where the trains no longer stop. The last LRC passenger train of the day has just gone by at 85 miles an hour. Suddenly the distant roar of highway 401 vanishes, and it is now completely quiet. We notice something very strange; the boards have disappeared from the windows of the old station and there are lights inside. Then in the distance we hear, faintly but unmistakably, a shrill whistle, followed by the sound of a steam engine, and the rumble of railway wheels. Then out of the darkness appears a clean and polished vermilion coloured Birkenhead hauling a train of bright yellow passenger cars! For a very short time it is 1856 again, and, by the light of the oil lamps in the cars, we see the passengers, in Victorian costume, looking out the windows. Perhaps they have returned for a brief visit to see how their railway is running after 150 years. Soon the train from six generations ago disappears in the distance, the sound of its whistle fades away, and once again we are in the year 2006. Then we realize that our ancestors were like ourselves; they had much the same troubles and pleasures as they built the Canada that we have inherited. No one knows what the next 150 years will bring, but we can be sure that Canada's railways will keep up with the latest technology and continue to move forward.

The Grand Trunk Standard Stations of 1856 and their architect, Francis Thompson

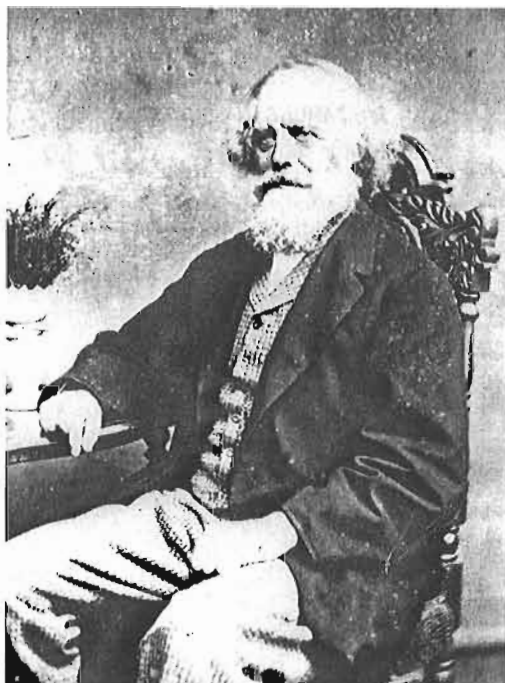
by David L Jeanes

Abstract: In 1856 the Grand Trunk Railway from Toronto to Montreal, (and its 1859 Detroit extension), included a large number of standardized stone or brick wayside stations. Many of the 150-year old stations survive as designated stations, national historic sites or museums. Francis Thompson, a prolific pioneer of British railway architecture, created the first Italianate stations, the first roundhouses, major bridges (with Robert Stephenson), railway hotels, railway worker housing, and the first known book on railway station architecture. Thompson's formative years had also included important work in 1830's Montreal.

The Grand Trunk Railway of Canada was established in 1852 to link the Atlantic to the Great Lakes, and on 27 October 1856 it joined Montreal with Toronto. The contractors for this segment were the leading British railway builders Thomas Brassey, Samuel Morton Peto, Edward Ladd Betts, and their associate William Mather Jackson. The Grand Trunk continued west of Toronto to Sarnia and then in Michigan from Port Huron to Detroit, built by the leading Canadian railway engineering brothers, Walter and Francis Shanly, for contractor Sir Casimir Gzowski. Francis Shanly also built the Grand Trunk Toronto station and shops, as well as work for other railways.

The stations, bridges, and engine houses, however, were built to standard patterns by both contractors, and their designs were largely the responsibility of the noted British railway architect Francis Thompson and the civil engineer Alexander Mackenzie Ross. Both came to Canada in 1854 and stayed with the Grand Trunk until the completion of the great Victoria Bridge in 1859, designed by Thompson and Ross in collaboration with the famed railway engineer Robert Stephenson. Thompson and Ross then both disappeared from the scene, Thompson returning to England and Ross dying from exhaustion. Neither has a published biography, yet Thompson's architecture survives in many important heritage stations along the Grand Trunk's Ontario and Michigan route.

The wayside or 2nd class stations on the Grand Trunk were possibly the first large-scale pattern stations. They provided a large column-free interior under a low-pitched Italianate-style roof with broad eaves to shelter the platforms. All had an arcaded front and back of round-arched full-height doors and windows, with a regular 9-foot spacing. This permitted great flexibility in configuring the interiors to meet local needs. The stations came in three sizes: Type A with seven arches, Type B with six, and Type C, the most



Francis Thompson as he appeared about 1873. J.W. Thomas; Canadian Centre for Architecture

common, with five. The building depth was the same for all, except for a smaller version used in Michigan. Initially none of the stations had projecting bay windows. Kingston, unlike the others, had an attic storey with five dormer windows on each side of a Gambrel roof.

The building materials for the stations varied along the line. Most were of locally quarried stone, and the treatment of the stone around the arches and the quoins at the building corners varied. Some were built entirely of brick, but with brick detailing of arches and quoins similar to the stone stations. Only one of the standard pattern stations is known to have been built of wood, and remarkably it survives, in Port Huron MI, together with thirteen brick or stone stations along the line. The walls were all massively built with great thickness to support the wooden clear span roof trusses. Over

the years most of the full-height arches were changed to windows with sills, operator bays were added, and new roofs or other alterations were made to a few of the stations.

Accounts vary of the actual number of these stations, but there seem to have been as many as 35 brick and stone stations between Toronto and Montreal, at least 5 west of Toronto, and 7 in Michigan. There are two National Historic Sites, (Prescott and Belleville), 7 designated heritage railway stations. (Prescott, Kingston, Ernestown, Belleville, Port Hope, Georgetown, and St. Mary's Jct.), and five museums, (Brighton, Port Huron MI, Mt. Clemens MI, New Haven MI, and Smiths Creek, relocated to Dearborn MI).

The 7-bay Type A stations were built only at the most important towns along the line, Prescott (the junction for Ottawa), Cornwall, Kingston, and Port Huron. Only Cornwall has been demolished, Prescott is to be leased to the Glengarry Historic Society, and Kingston is derelict and under threat. 6-bay Type B stations were used at junctions: Belleville, Cobourg, Port Hope, and St. Mary's (for London). The 5-bay Type C buildings served most other stations from

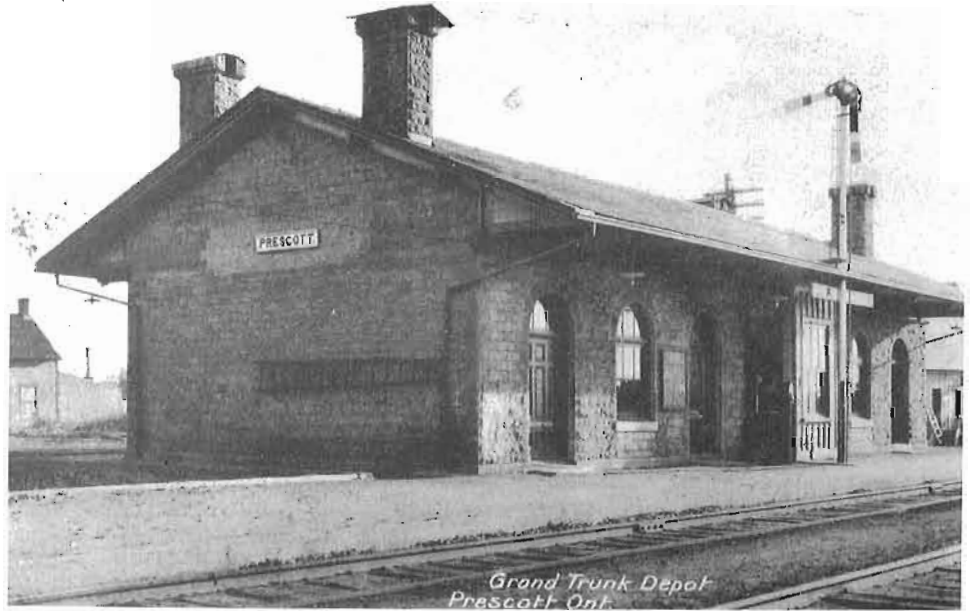
the Ontario/Quebec border to Detroit, but three in Michigan were narrower than the standard, (at Smiths Creek, New Haven, and Fraser).

There were standard outbuildings at the stations: a raised wooden platform typically 200 or 300 feet long, a stone or brick 2-story water tank building, a wood frame men's privy, and one or more long woodsheds. Numerous stations had engine sheds, which were also to a standard design with rectangular or cruciform shape, indoor turntable, and from three to twenty tracks radiating into the wings. The engine sheds were stone or brick with column-free interiors and regular arcades of round-arched windows along the side walls. At least one, at Brockville, survived for over 100 years, but none are still standing. The largest in Ontario were 12-track sheds at Brockville, Kingston, and Toronto. Point St. Charles in Montreal had two cruciform engine houses, later extended to 20 tracks each.



The Midland Hotel in Derby, built in 1841 and still a first-class hotel today. Queen Victoria stayed there in the 1840s. David Jeanes

The architect to the Grand Trunk from 1854 to 1859 was Francis Thompson (1808-1895). He was born in Woodbridge, Suffolk, England where his father George Thompson and uncle Mark Graystoke Thompson were both architects, with several churches to their credit. After initial training as an architect and possible contact with the leading exponents of Italianate style, Sir Charles Barry and Charles Cockerell, Thompson moved to Montreal where he partnered with another East Anglia architect, John Wells. In 1832 they designed a large Italianate style arcaded building for St. Anne's market in Place d'Youville. Its upper storeys were adapted in 1845 for the two chambers and library of Canada's



Prescott station is a fine example of a type "A" (7 bay) station. This photo was likely taken in the early 20th century, after the operator's bay window was added. There is no sign of the usual circular attic window.

National Archives of Canada, photo No. PA-112557.

first parliament. Unfortunately it was gutted by fire during the infamous riots in 1849. However, it may well have been the model for Thompson's later railway stations in England and North America.

Also with John Wells, Thompson designed houses, a Presbyterian church, a synagogue, and a jail, all in the Italianate style. He then returned to Britain about 1835. John Wells continued as one of Montreal's leading Italianate architects, designing the grand classical porticoed head office of the Bank of Montreal in Place d'Armes. In Britain, Thompson joined railway builders George and Robert Stephenson as their preferred architect. Thompson's first commission was for the entire railway centre of the North Midland Railway in Derby. It included the enormous one-sided Trijunct station, shared with the Midland Counties and Birmingham & Derby railways. He designed Britain's oldest surviving railway hotel, the first locomotive roundhouse, recently restored worker housing, and a pub for railway employees.

Other North Midland work for Thompson included 24 wayside stations, city stations in Leeds and Sheffield, another roundhouse in Leeds, and tunnel portals along the railway. He turned this work to advantage by publishing his station designs in the first known book on railway station architecture. He also adapted these designs for cottages in the 1853 edition of Loudon's monumental "Encyclopedia of Cottage, Farm and Villa Architecture". Thompson was listed as an illustrator on the first edition, published in 1833. It included a groundbreaking chapter on English Italianate architecture, with contributions from Sir Charles Barry, who was bringing the style to London's clubland. Barry sketched

an Italianate circular stable and carriage house, which has a strong resemblance to Thompson's later full-circle railway roundhouses. The encyclopedia was widely used, also in the United States and Canada, and Thompson's designs are linked to the first American Italianate railway stations. Grand Trunk contractor Sir Casimir Gzowski owned a copy, which he donated to the Institute of Civil Engineers in Canada.

After Thompson's Derby work ended in 1842, Robert Stephenson selected him for the new workshops of the London and Birmingham Railway in London, including the now famous Chalk Farm



Thompson's roundhouse at Derby as it appears today. David Jeanes

a dozen more enclosed circular roundhouses that appeared on various railways connected with the Stephensons or with Peto and Betts. Thompson may also have worked on Stephenson overseas projects including the tubular bridges over the river Nile, a grand Italianate railway station in Alexandria, Egypt, and stations in Italy.



Cambridge station, designed by Thompson. The multiple arches foreshadowed his later design used for the Grand Trunk. David Jeanes

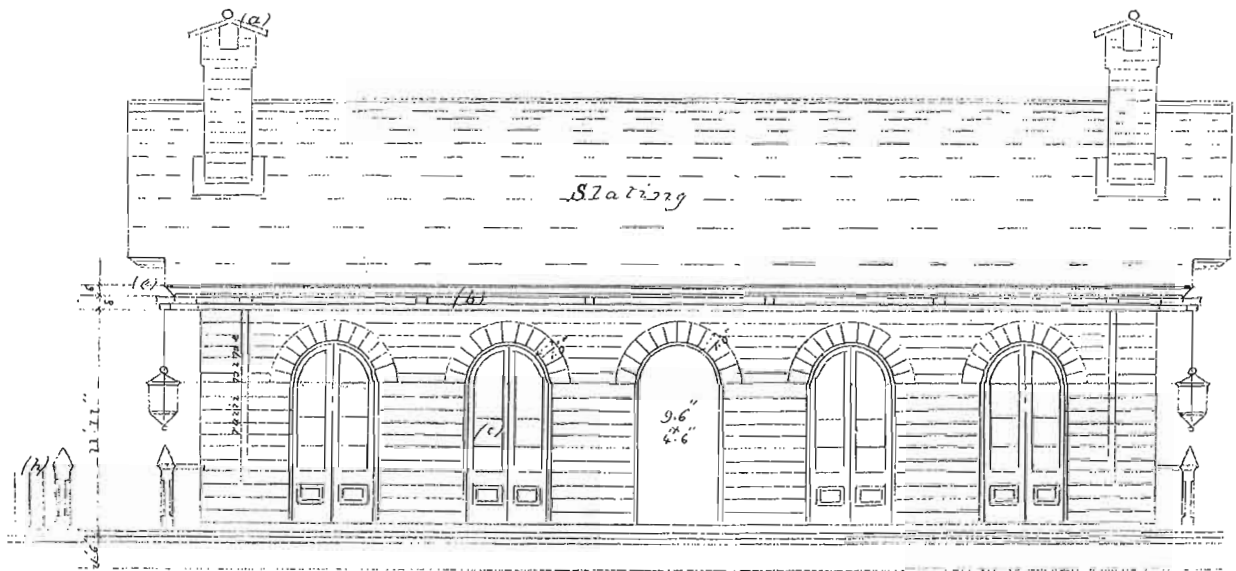
roundhouse, very similar to his Derby roundhouse. It later became the scene of famous rock music concerts and has now been redeveloped as a theatre. Thompson then was Stephenson's architect for his major bridge projects: the High-Level Bridge at Newcastle, Royal Border Bridge at Berwick, and the Conway and Britannia tubular bridges in North Wales. On these projects he would have worked with Stephenson's assistant engineer, Alexander Mackenzie Ross. Francis Thompson returned to Montreal in 1854 at the same time as Ross, who became chief engineer of the Grand Trunk. Both of them had leading roles in designing the great Victoria Bridge at Montreal.

In the meantime Thompson had also worked for the leading contractors Samuel Morton Peto, for whom he designed Italianate stations in east Anglia including Audley End and Cambridge's long single-sided arcaded station. In North Wales he designed the stations along the Chester to Holyhead railway, for which Edward Ladd Betts was a contractor. In Chester, he designed his masterpiece Italianate city station, built by the greatest of railway contractors, Thomas Brassey. A decade later, all these contractors were to play a major part in the construction of the Grand Trunk. It is likely that before 1854 Thompson designed up to about

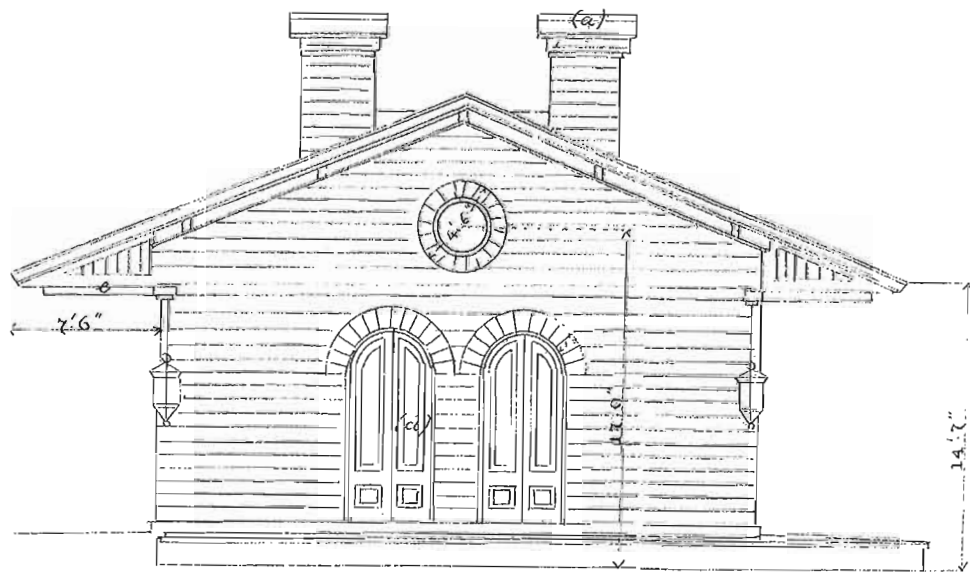
In Montreal, Thompson's St. Anne's Market had been destroyed five years before, but rebuilt by another architect. He reprised its arcaded Italianate style all along the Grand Trunk Railway, remaining architect to the railway until 1859. His largest station was one of the first, in 1854 at Portland Maine. His trademark single-sided station had a long 19-bay two-storey arcaded headhouse under the overall trainshed roof. It has been called the largest U.S. station of its day, designed to handle the many passengers disembarking from Brunel's ill-fated (economically) steamship *Great Eastern*. But this traffic never materialized. A very similar station was designed in 1855 for the Esplanade in Toronto, almost certainly by Thompson. Though never built, it was clearly the inspiration for the 1873 high Italianate Toronto Union Station, with its three added towers.



Chester station, on the Chester & Holyhead Railway, was also designed by Thompson. The multiple arches are also very prominent in this structure. This is the oldest surviving Italianate-style station in Britain. David Jeanes



RAILWAY ELEVATION

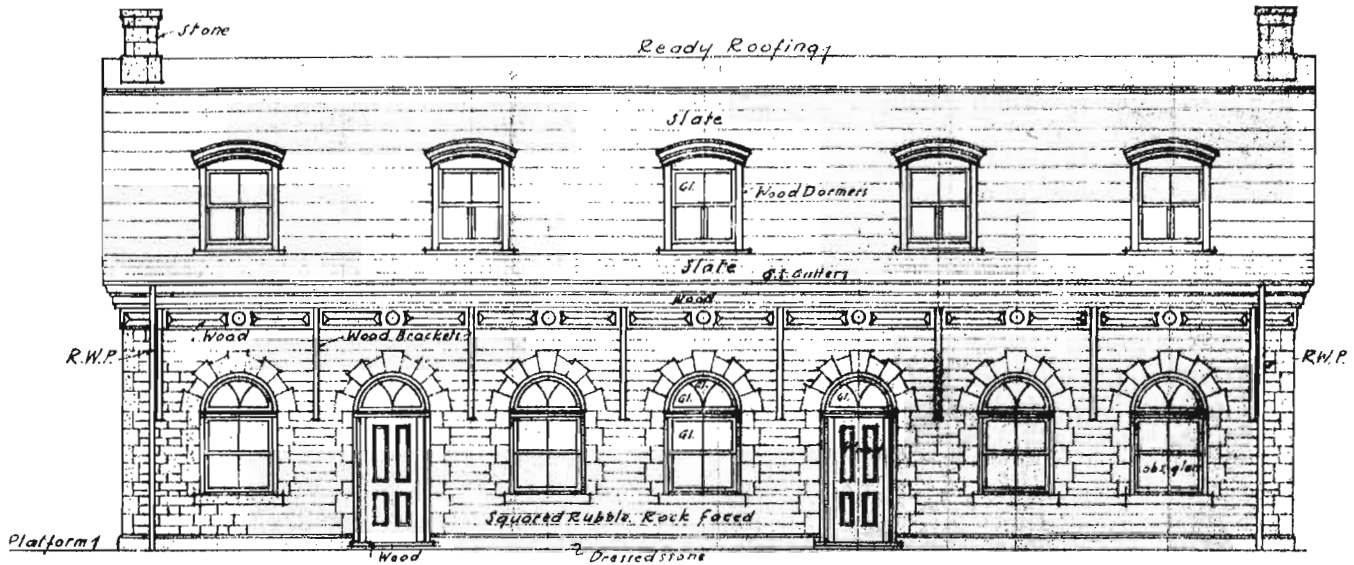


END ELEVATION



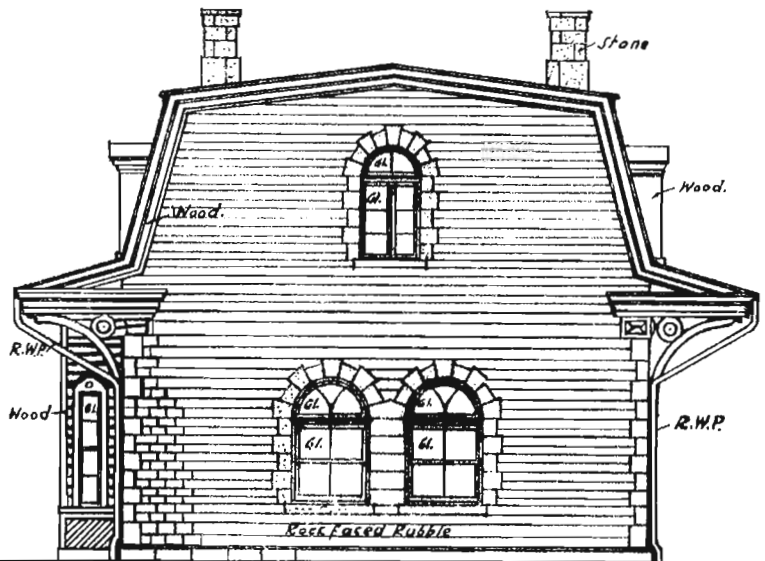
ABOVE: Grand Trunk plans of the 1850s, showing the basic dimensions of a standard five-bay station as built in 1856. National Map Collection, Library and Archives Canada

LEFT: Ernestown station is a rare surviving example of a five-bay station that never had an operator's bay window added. No longer used by the railway, it is here shown as it is in 2006. David Jeanes



SOUTH ELEVATION.

The wayside stations were built west from Montreal, though all the known stations as far as the Canada West (Ontario) border were wood frame. Once across the border the stone stations started at Lancaster and continued every few miles to Brockville. The central section of the line was commenced at Kingston, where the resident engineer for the contractors, Frederick James Rowan built the 7-bay Type A wayside station with an attic and five dormer windows each side under a gambrel roof. Census records and a Canadian National 1925 drawing show that it was living accommodation, probably originally for the female staff of the restaurant. Kingston also still has a row of stone workers' terrace houses (see page 239), designed by Thompson and similar to his 1839 Derby terrace houses. There once was a large 12-stall cruciform engine house north of the station. East and west from Kingston, the stations were built from the same Kingston limestone, except at Brighton and Colborne where locally manufactured brick was substituted.



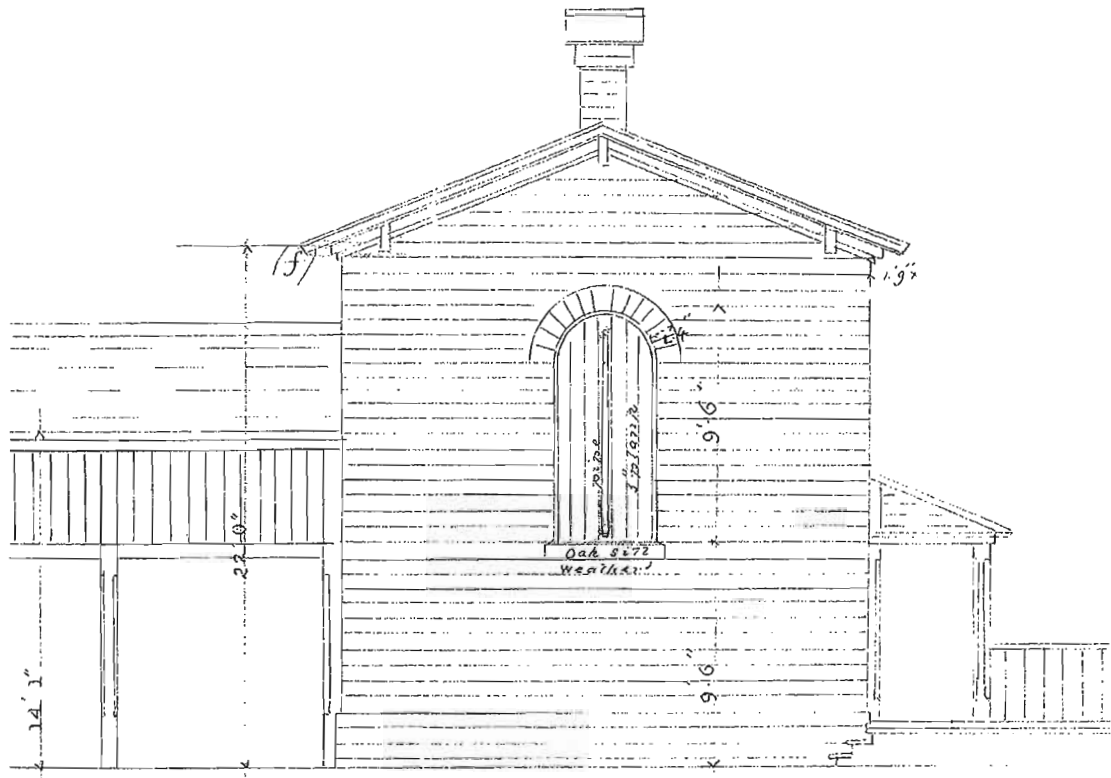
EAST ELEVATION.

Kingston station in a 1925 plan, made by Canadian National Railways two years after they took over the Grand Trunk. C. Robert Craig Memorial Library, Ottawa, Ontario

Thompson probably assisted Alexander Ross with the design of the tubular bridge at St. Anne de Bellevue with which Stephenson was not involved, as well as stonework for the various tubular deck bridges along the route, including the very tall stone piers at Kingston Mills. All the bridges were assembled from prefabricated and pre-drilled cast iron segments from Peto, Brassey and Betts' Canada Works, in Birkenhead, England. In 1855 Alexander Ross directed that construction west of Toronto should meet the same standard for bridges and stations. Gzowski's chief engineer, Walter Shanly, was summoned to Point St. Charles where he was very impressed by the station and workshops with their "new style" roofs. In July 1855, station drawings approved by Alexander Ross were received by the resident engineer, Frank Shanly, in Toronto.

Thompson's standard wayside stations then appeared in rapid succession at Brampton (brick), Georgetown, Guelph, Berlin (Kitchener, also brick), perhaps

Stratford, and St. Mary's Junction. Tubular iron deck bridges manufactured at Birkenhead also appeared west of Toronto at Georgetown and Guelph. Standard engine houses, approved by Ross, were built along the line, including a 3-stall version at Guelph and later a larger one at Point Edward (Sarnia). Walter Shanly was certainly impressed with the Grand Trunk's station and engine house architecture, according to letters to his brother Frank, after visiting Point St. Charles and Prescott. Frank reused elements of these designs, particularly the engine houses and the water tank buildings, on projects that he undertook in 1858 and 1859 as contractor for the Grand Trunk along Toronto's Esplanade and the Northern Railway from Toronto to Allandale, and possibly the Welland Railway for which he was chief engineer from 1856.



A drawing of one of Thompson's outbuildings of the 1850s on the Grand Trunk. These would include an enclosed water tank, a woodshed and a privy. None of these structures has survived. National Map Collection, Library and Archives Canada

Thompson's full-circle domed roundhouses also appeared in Portland, Sherbrooke, and in 1860 in Toronto. Similar ones appear in early views of Brantford, Detroit, and even Brockville's waterfront, and may have been influenced by him. The enclosed circular design ceased to be used in Britain about the time that Thomson left for Canada. The most extensive use on American Railways was by Benjamin

Latrobe Jr. on the Baltimore & Ohio, where one post-civil war rebuild survives at Martinsburg WV (the other was destroyed by vandalism in the 1990s). Latrobe had worked in England and was closely associated with Frank Shanly, who built the Toronto domed roundhouse, probably to Thompson's design.

But the masterpiece in Canada was the Victoria Bridge. It was built between 1854 and 1859 by Peto, Brassey and Betts' chief engineer, James Hodges, with whom Thompson had previously worked on railway projects in East Anglia. Though Hodges' account of the bridge does not mention Thompson, who was not on his staff, a book by Hodges' assistant engineer Charles Legge, "A Glance at the Victoria Bridge and the Men who Built It", lists "Francis Thompson, Esquire, Architect" together with "Robert Stephenson, Alexander M. Ross, Esquires, Associated Chief Engineers of the Victoria Bridge" separately from Peto, Brassey and Betts' employees and subcontractors. The tubular bridge stonework included 24 massive piers and two partially enclosed abutments. It was the longest bridge in the world when completed, at 9184 feet long (over 2.8 km) with 3 million cubic feet (nearly 90,000 cubic meters) of masonry.



A view of the original Kingston station as it appears today, fire-ravaged and deteriorated, but still standing. Here, on October 27, 1856, occurred the first meet between the Montreal-Toronto passenger trains. Fred Angus

THE BUILDER.

[Oct. 20, 1860.

CONSTRUCTION OF THE GREAT VICTORIA BRIDGE, IN CANADA.

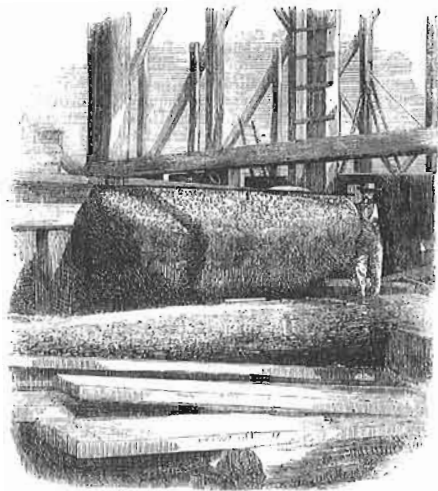


FIG. 2. A Boulder in the ung.

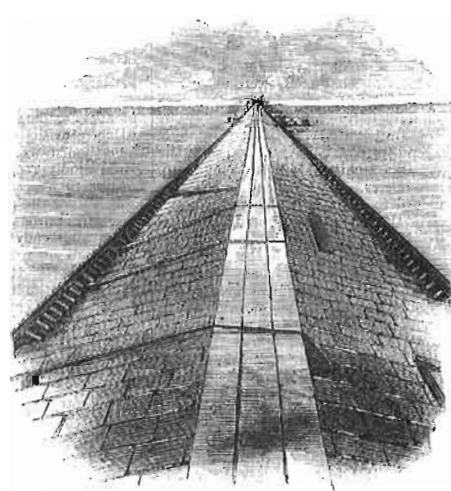


FIG. 3. Roof of Tube.

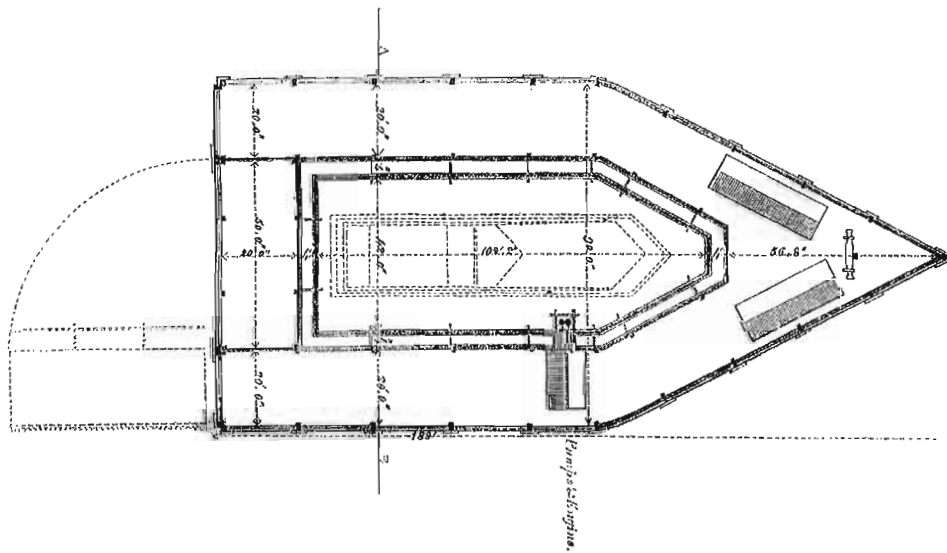


FIG. 1. Floating Dam, or Caisson, for Piers.

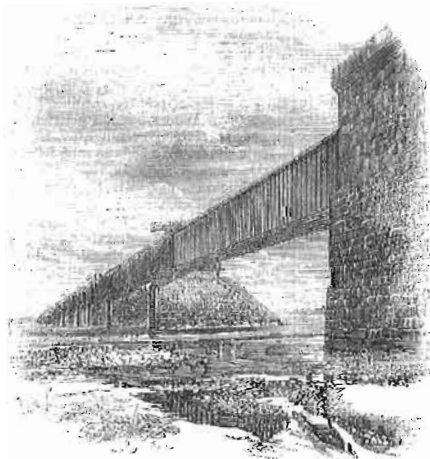


FIG. 4. External View.

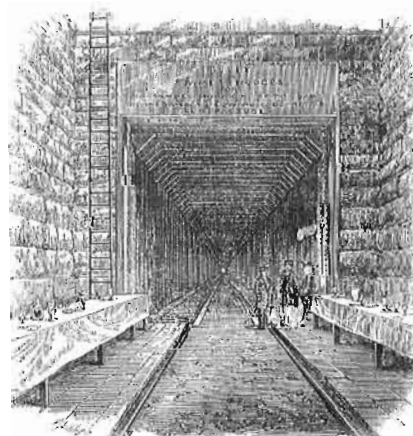
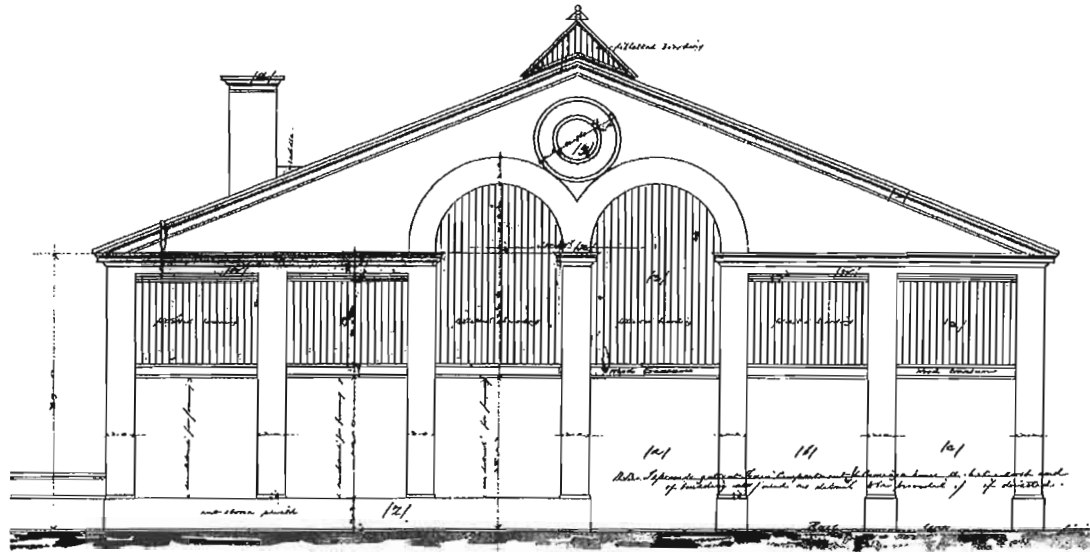


FIG. 5. View down the Tube.

In 1860, the English magazine *The Builder* published these five illustrations of aspects of the construction of Victoria Bridge. Note the dinner tables set up in the abutment - either for the 1859 or 1860 celebration. Collection of Fred Angus



Side elevation (1/8" = 1'-0" scale)

Francis Thompson's 1855 plan for the large station at Toronto. This structure was never built. From the left, the first two openings are for the head house and waiting room, the next (large arch) is for the platform, and the next (also a large arch) is where the trains would have entered. The remaining two openings are "stabling tracks" where extra equipment was kept. Only one track would have run entirely through the building. National Map Collection, Library and Archives Canada



A lively scene at Mount Clemens Michigan about 1860. The station is a brick type "C" structure with five bays. This station is still standing. National Archives of Canada, photo PA-138693.



Another surviving brick station is Brighton, now a railway museum. David Jeanes

The Grand Trunk between Toronto and Montreal had opened on 27 October 1856, with all its stations, and had already been completed west of Toronto, for example to Berlin (Kitchener) by 1 July. The Victoria Bridge and the extension beyond the train ferry at Point Edward (Sarnia) to Detroit would not be completed until 1859. But then the work was done for the railway builders who had come from England in 1854. James Hodges and Francis Thompson both returned to England where Thompson had retired by 1881 to his birthplace, where he died in 1895. Alexander M Ross retired and died of exhaustion in 1862, but James Hodges returned to Canada to try to establish a locomotive peat fuel business

Some recent photos of the 1856 station at Port Hope, still in use by VIA today.

RIGHT: Exterior view. David Jeanes

BELOW: Interior view. The wood-work likely does not date back to 1856, but it is certainly very old. Fred Angus

BELOW RIGHT: A 19th century light fixture, now electrified, still performing its original function. Fred Angus

BOTTOM: Looking west from Port Hope. Near here the locomotive started on its first run across the Albert Viaduct, completing the track from Montreal to Toronto on October 13, 1856. Around the curve begins the downgrade to Port Britain, three miles away, where locomotives and supplies were landed during construction. Note the brick bay window; a later addition. Fred Angus



with Walter Shanly and other former Grand Trunk associates. He went to Peru to build seaport facilities in 1874 before retiring to England.

Francis Thompson's legacy survives in many Grand Trunk wayside stations built from 1854 to 1859. Belleville (with an added Mansard roof), and Port Hope are still active VIA Rail stations. Georgetown, heavily altered, serves VIA Rail and GO Transit. Napanee has its original waiting room at one end, though it is owned by the town. Prescott, Kingston (outer station), Ernestown, and St. Mary's are still in CN ownership with some doubt about their futures, though Prescott will be





Historical society to lease train station

By Derek Abma

PRESCOTT — A new use for the old Prescott train station is just down the track. Town council has approved a deal to lease the station building on Railway Avenue to the Grenville County Historical Society for \$1 a year for 50 years. However, the town still has to wait for Canadian National (CN) Railway to officially turn over ownership of the station to the municipality, as promised. Various authorities need to sign off on the donated-land transfer, such as the federal and provincial governments, said Robert Haller, Prescott's chief administrative officer. He said it will likely be another three months before everything is finalized. The historical society is looking to turn the old station into its resource centre. The current one is located on Edward Street. It's a place where people can access records to research things like genealogy and the history of the area. Valerie Schulz, vice-president of the historical society, said the train station will serve the same function as the current resource centre and more. "I think it will be an attraction just on its own, just to have the train station opened to the public," she said. "Hopefully, we'll be able to show some of our artifacts, which we're not able to do (at the Edward Street location)." Schulz added that the owner of the Edward Street building, the Knights of Columbus, is looking to sell the property. She said the society would not be able to afford the heating costs at that site, known as the Crane Building. The train station was built in 1855. It ceased functioning as a full-service train station in the 1970s though passengers were still picked up and dropped off there until 2001.

Schulz said the historical society hopes to move its operations to the train station by May or June. In the meantime, there's much work to do. She said the priority is to fix the roof. More works needs to be done on the inside ceilings and walls and one of the two washrooms there is to be converted into storage space. Schulz added that the exterior of the building will be turned back to its original green, though this work might be ongoing after it opens as the historical society's new resource centre. Haller said the town is working with CN to allow the historical society access to the building before the ownership change so that work can begin on fixing the roof. Schulz said it would be desirable for the roof work to be done before winter. She would not disclose the anticipated cost of the renovations planned for the train station, but she did say some fundraising would be taking place for it.

Brockville Recorder & Times, September 20, 2006.

ABOVE LEFT: Prescott station as it appears in October 2006. Fred Angus

ABOVE: An example of first rate masonry work is this arch in Prescott station, still true after more than 150 years. Fred Angus

Note: The only substantial account of the work of Francis Thompson appeared in Oliver Carter, "Francis Thompson 1808-95 - an architectural mystery solved", *Backtrack Magazine*, Volume 9, Number 4, April 1995, pp 213-216. Carter had intended to publish a biography, but it never materialized. The article mentions but does not focus on the Canadian buildings. There is no comprehensive published list of Thompson's buildings.

David L. Jeanes, a professional engineer, recently retired from 31 years in high-tech and telecommunications research. He is now president of Transport 2000 Canada, a volunteer advocacy group

leased to the Glengarry Historical Society. Brighton's station is now privately owned as an indoor and outdoor museum of railway memorabilia. Known as Memories Junction, it is well worth a visit, but its long-term future is also in doubt.

In Michigan, the surviving Thompson-designed stations are in much better health. One is a fine museum in the wooden 7-bay station under the Blue Water bridge at Port Huron. Mount Clemens Station is also a museum, and Smiths Creek station has been relocated to Greenfield Village museum at Dearborn MI. New Haven's station has also been beautifully restored with the hope of creating a transit museum. The largest station on Michigan's original Grand Trunk line was at West Detroit and was 10 bays long, but no pictures seem to have survived.



In stark contrast to the Thompson stations in Canada West, the GTR station at Riviere du Loup, here seen about 1860, is of a completely different design, as were all those in Canada East. It was part of the 1858 contract, and was designed by Pierre Gauvreau. The engine house in the background is typical of those in both Canada East and Canada West. National Archives of Canada, photo PA-164654.



Another Thompson-designed structure, still in very good condition, is the "Grand Trunk Terrace" in Kingston. Located near the old station, these houses were built about 1854 to accommodate railway employees at this important point. The houses are much like those designed by Francis Thompson for Derby in 1839. During construction they were probably used by the contractors. To the right is the structure as it appears today, and above is the historical plaque affixed to the building. Photos by Fred Angus



for public transport, and vice-president of Heritage Ottawa, dedicated to preserving built heritage. He is also a member of several model railway and railway history associations. With his son Andrew, who is studying railway station heritage, he presented the history and architecture of Ottawa's former Union Station at NMRA Capital Express in 2001 and Maple Leaf in 2003, and at CRHA/CARM in 2004, and this work at CRHA/CARM in 2006, plus other talks on bridges, trainsheds, and grand railway stations. He has

organized and led Doors Open tours of Ottawa's 1912 and 1966 stations, and has assisted with tours of Toronto Union Station for which he sits on the City of Toronto Public Advisory Group.

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Editor's Valedictory

This is the last issue of Canadian Rail that I will produce as editor. I have held this position for 26½ years, ever since the spring of 1980, in the days of the small-format magazine. There are several reasons why I have decided to step down at this time. The primary reason is, of course, my medical condition. In the early summer of 2005 I was diagnosed with colo-rectal cancer, which had metastasized to the liver, and is incurable. On July 5, 2005, I underwent a serious operation, which removed the primary tumour, and subsequently I have undergone numerous sessions of chemotherapy. This has had a very positive effect, and at present I am able to carry on as always, just the same as before I was taken sick. Right now, however, it appears that the end result will be terminal, although no one can really predict future events, or set a timetable.

During the last year I have been editor more in name than in actual fact. Ever since 1990, when Canadian Rail began to be produced by computer, my job has been not only to assemble the articles for publication (and occasionally write an article myself), but also to set up the layout in its final format. This is no longer the case. Because of my sickness, and also the new organizational structure set up in 2005, the

layout has been done by another person, and so the final product sometimes differs from what the editor had in mind. In the long run this will be good, as it divides the work, but it is not the way with which I am comfortable, as I consider article and layout to be an integral whole. For this last issue, however, I am doing all the editing, and layout, in the old way, and the final result fits the text and illustrations together as planned. The subject is worth the effort, being the 150th anniversary of one of Canada's most important railway lines. This will be the largest issue of Canadian Rail ever produced (68 pages) and will contain the longest article (26,800 words) ever to appear in this magazine.

In 1858, the first Atlantic cable failed after less than one month of use. Before it failed, the last word it transmitted was "forward". This provided inspiration to continue the effort, which was eventually successful. Accordingly, the last word of my last feature article as editor is also "forward". I am sure that whoever continues on with Canadian Rail (and I still hope to be a member of the team) will carry on the tradition of quality that I have tried to maintain for more than a quarter of a century.

Fred Angus, October 12, 2006.


BACK COVER: Two rare pieces of memorabilia from the 1856 celebration commemorating the opening of the Montreal-Toronto main line. The dance program is from the collection of Warren Baker, whilst the picture of Victoria Bridge is from the collection of Fred Angus. Note that the latter item is from a piece of sheet music entitled "Grand Trunk Waltzes". It is dedicated to Samuel P. Bidder, Manager of the GTR from 1854 to 1858, thus it is from the 1856 celebration, and not that of 1860.

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<h3>Order of Dances.</h3> <ol style="list-style-type: none"> 1—Quadrille..... La Reine de Navarre. 2—Polka..... Sultan's. 3—Quadrille..... Sebastopol. 4—Galop..... Express. 5—Quadrille..... Omar Pacha. 6—Cotillon 7—Waltz..... Rosalinda. 8—Quadrille..... Edinburgh. 9—Polka..... King Phippen. 10—Reel 11—Galop..... Etta. 12—Quadrille..... Palermo. 13—Cotillon 14—Waltz..... Cornette. 15—Polka..... Invitation. 16—Quadrille..... Little Bo-Boop. 17—Galop..... Schomberg. 18—Waltz..... Labelle Suisse. 19—Cotillon 20—Polka..... Sardinian. 21—Quadrille..... England. 22—Galop..... Target. 23—Reel..... 24—Sir Roger de Coverly..... 	<h3>Stewards.</h3> <table style="width: 100%; border: none;"> <tr> <td>Messrs. David Kinnear.</td> <td>Messrs. Thos. S. Brown.</td> </tr> <tr> <td>Henry Starnes.</td> <td>Thomas Cramp.</td> </tr> <tr> <td>L. H. Holton.</td> <td>T. W. Jones.</td> </tr> <tr> <td>Charles Garth.</td> <td>C. J. Coursol.</td> </tr> <tr> <td>A. A. Dorion.</td> <td>B. Chamberlin.</td> </tr> <tr> <td>Henry Lyman.</td> <td>Thomas Wily.</td> </tr> <tr> <td>Henry Bulmer.</td> <td>Alfred Perry.</td> </tr> <tr> <td>W. Wockman.</td> <td>W. Rolden.</td> </tr> <tr> <td>John Leeming.</td> <td>J. G. Dinuing.</td> </tr> <tr> <td>Augustus Heward.</td> <td>Thomas Morland.</td> </tr> </table>	Messrs. David Kinnear.	Messrs. Thos. S. Brown.	Henry Starnes.	Thomas Cramp.	L. H. Holton.	T. W. Jones.	Charles Garth.	C. J. Coursol.	A. A. Dorion.	B. Chamberlin.	Henry Lyman.	Thomas Wily.	Henry Bulmer.	Alfred Perry.	W. Wockman.	W. Rolden.	John Leeming.	J. G. Dinuing.	Augustus Heward.	Thomas Morland.	<h3>RAILWAY CELEBRATION</h3>  <h3>BALL</h3> <p style="text-align: center;">ON</p> <p style="text-align: center;">Thursday Evening, 13th November, 1856.</p>
Messrs. David Kinnear.	Messrs. Thos. S. Brown.																					
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GRAND TRUNK WALTZES



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Chas. D'Albert.

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