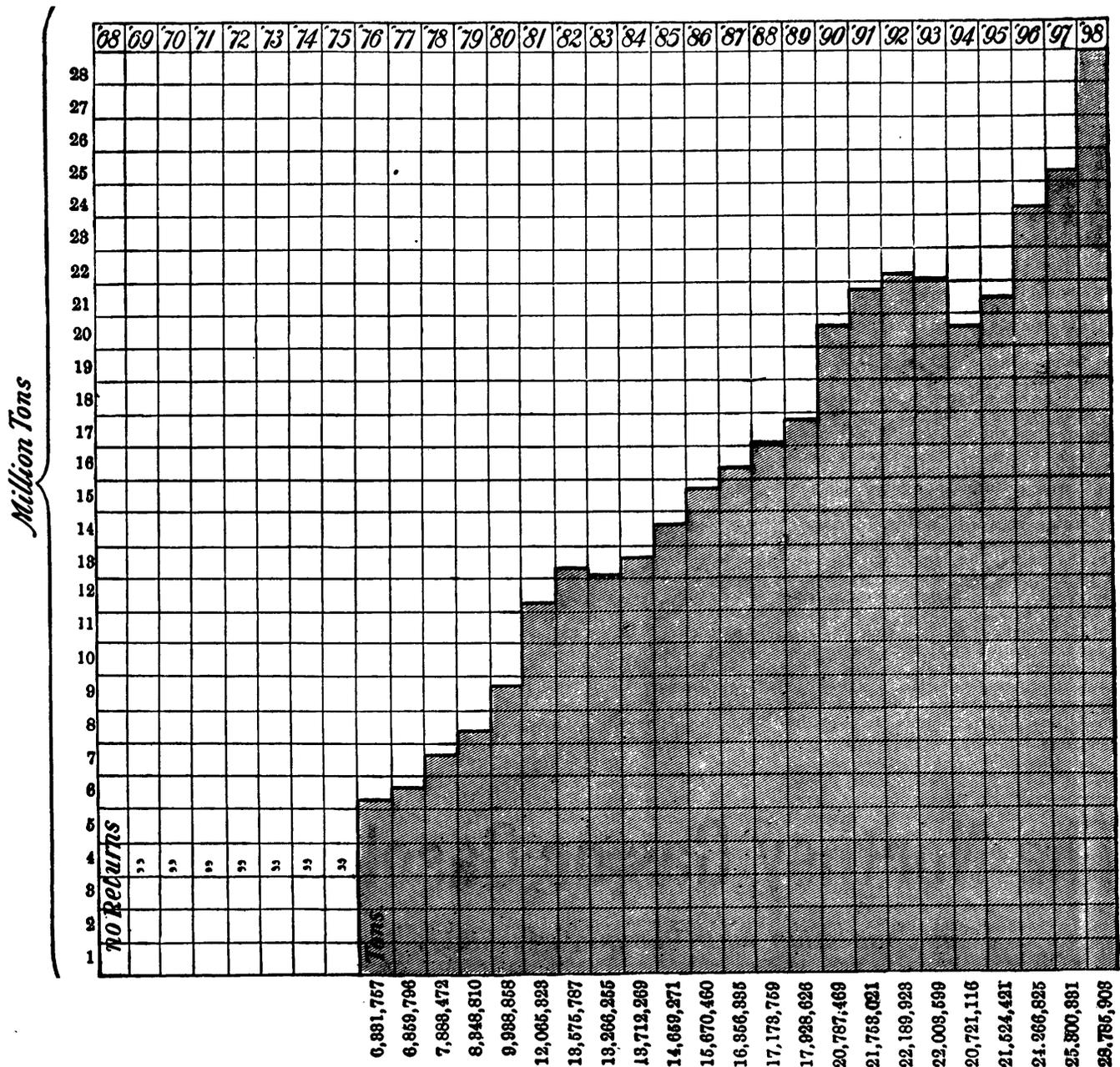


Tons of Freight Carried by Canadian Railways for the Fiscal Years Ended June 30.



of 18, ten of whom were to be resident in Canada & 5 in England. S. P. Bidder had been appointed General Manager of the Company in 1853, & remained in that position until Sep., 1857, when he was succeeded by T. E. Blackwell as Managing Director, Walter Shanly occupying the position of Chief Engineer & General Manager.

On June 28, 1858, the line from Goderich to Fort Erie was opened, & that from Stratford to St. Mary's on Sep. 27, while the Great Western line from Hamilton to Toronto, with that Co.'s Sarnia branch, were ready for traffic in Dec. of the same year. In Nov., 1859, a very important connecting link between the Canadian line & the U. S. roads centering in Detroit was completed from Port Huron to that city, & the Riviere-du-Loup line was almost finished. On Dec. 12, the Victoria bridge was opened for traffic, & on Dec. 17, the first passenger train passed through. So much has been recently written & said about this great undertaking that it would seem superfluous to refer to it here, more especially as it is, at the moment of writing, being reconstructed as an open lattice bridge, the tubular feature of the work being removed. Suffice

it to say that the workmen engaged in removing the stone walls at each of the entrances to the tube are assured beyond a doubt that the builders of the bridge did their work in the most solid & lasting manner.

At the end of the decade in 1859 the Co. had completed a large system of railways, extending literally throughout the whole Province of Canada, from the waters of Lake Huron to Riviere-du-Loup on the St. Lawrence, 125 miles below Quebec, & also to the Atlantic seaboard at Portland, Me., a total of 951 miles. Its authorized capital had increased to £11,462,846. Its receipts for 1859 were a little over £500,000, & expenses £453,000. About this time the Province of Canada postponed its claim to priority of interest on its advance of £3,111,500, thus lifting, for a time, the financial cloud which hung over the operations of the Co. It ought to be mentioned that the entire line was of the 5½ ft. gauge & land was, in all cases, provided for a double track, & in several of the large structures the foundations & the masonry of the abutments were put in for a double line. On May 25, 1860, the Prince of Wales officially opened the Victoria Bridge, & on July 2, the line from

Chaudiere Junction to Riviere-du-Loup was opened for business. The government agreed to waive the condition compelling the Co. to extend the Line from Riviere-du-Loup to Trois Pistoles.

The long-continued commercial depression extending over the U. S. & Canada put a stop to the further construction of railways from 1860 to 1870, & told heavily on the existing lines. When, therefore, Mr. Blackwell retired from the management & C. J. Brydges took charge of the G.T., in 1862, the directors found it necessary to re-arrange the Co.'s finances & staff organization. The legal domicile & seat of management was fixed in London & the number of directors reduced from 15 to 12, seven to reside in England, the 5 in Canada to constitute a committee of the board for local, financial & other purposes. A betterment of the postal service arrangements with the government was secured. An improvement in train service & the renewal & repair of the road were effected & were productive of marked & admitted results.

The Civil War in the U.S. had, at that time, presented features of magnitude forbidding all chance of early peace—a serious obstacle