

# THE GRAND TRUNK RAILWAY

railway system of Canada. These views were shared by the projectors and owners of a fleet of vessels known later as the Montreal Ocean Steamship Company, and still later as the Allan Line, whose attention was early directed to the many advantages of Portland for serving Canada during the long winter season, when navigation was totally suspended on the St. Lawrence.

The late Sir A. T. Galt, at one time Minister of Finance of Canada, was closely identified with the promotion of the Montreal-Portland line, and there is a deep water wharf and a substantial row of warehouses alongside the docks in Portland which are still known as the Galt Wharf and the Galt Block respectively.

## BIG RAILWAY PERIOD 1853 TO 1856.

But the real period during which railway construction in Canada had its serious beginning was from 1853 to 1856—and it was during this period the parent stem of the Grand Trunk acquired definite existence and ultimately led to the building up of the present great system, which has become one of the most important carriers of commerce on the continent.

In the year 1851 an Act of the Province of Canada was passed, the general terms of which approved the idea of a main trunk line of railway throughout the length of the province, and also from the eastern frontier thereof through the provinces of New Brunswick and Nova Scotia to the city and port of Halifax. The next year another Act was passed recognizing the advantages to the province of such main trunk railway being under the management and control of one company, or of as small a number of companies as might be practicable. By this last-mentioned Act, provision was made for any two or more companies, formed or to be formed, which would become part of the main trunk line of railway, to unite together as one company, or for any one of them to purchase the property and rights of any one or more of such companies. The provisions of the Act applied also to the St. Lawrence and Atlantic Railroad.

In the year 1850 a charter was granted for the construction of a railway to be known as the Quebec and Richmond Railroad, from a point opposite the city of Quebec to Richmond on the St. Lawrence and Atlantic Railroad. This line, which was opened for traffic in 1854, became the means of substantially developing the city of Quebec, which had been without railway facilities of any kind. Quebec was a Mecca for tourists from the United States, but these had formerly to proceed to that city from Montreal, and return to the latter city by steamboat. The opening of the Quebec and Richmond enabled them to go by railway between Montreal and Quebec by day, and in five and a half hours, instead of the night steamboat journey of fourteen hours to which they had been accustomed previously. It is difficult to-day to imagine the isolation of the city of Quebec in the winter months previous to the advent of this railway.

## SEVERAL OTHER CHARTERS.

In the period previous to 1852 charters were obtained for the construction of several other railways, known respectively as the Grand Trunk Railway of Canada East, the Montreal and Kingston, the Kingston and Toronto, and the Toronto and Guelph—the latter having power of extension to Sarnia. These several projects were entered into with the ultimate object of union, and as they were to become part of the main trunk line of railway already referred to, they were amalgamated by Act of Parliament, dated December 18, 1854, under the name of the Grand Trunk Railway of Canada. They were opened for traffic in various sections between 1854 and 1860, the act of incorporation of the Grand Trunk Railway Company of Canada having been passed on November 10, 1852. The section from Montreal to