



A MONSTER ENGINE

Latest type of the Grand Trunk. Built in Montreal.

should explode. I have not ascertained whether in making this statement he was as truthful or as humorous as railway men proverbially are. In any case it is a cheerful reminiscence of the dangers of railway travel in "the good old days." The passenger coaches were of the English type, and were, no doubt, in interior appearance and appointment not unlike the old one-horse cars which used to run on Toronto's streets, except that the seats ran crosswise of the car. To this day a Canadian viewing a train of English passenger coaches, for the first time, is irresistibly reminded of the old horse street cars. With all his inventiveness, man finds it difficult, well-nigh impossible in fact, to conceive a new type of any of the things that he makes. He can only evolve it by degrees. It is not to be wondered at, therefore, that in general contour these railway carriages bear a striking resemblance to the old stage coaches. The English style of railroad carriage was not, however, used for long on the Canadian railways. In this respect Canada was influenced by the example of the United States, and the American car was adopted as well as the standard gauge, though nearly all our early railways at first used the English carriages and the

broad gauge. The latter still survives on one railway, and was used on the Great Western until a comparatively recent date. There are still one or two narrow gauge roads. The rails at first used on the Champlain and St. Lawrence Railway were what is known as strap rails, and the trucks of the cars, it will be observed, are very light and flimsy compared with those now in use. The train in the centre of the picture is a "goods train," and presents a striking contrast to the modern freight trains of fifty or more cars, which one sees passing over our railroads.

Interesting as is this picture in illustrating the wonderful development of railway car construction, it is, perhaps, more so as throwing light on the fiscal conditions in those days. Money was scarce, and by its charter, which was granted in 1831, the Champlain & St. Lawrence Railroad was given power to issue scrip. This was used in paying the employees and discharging other liabilities. Nowadays sevenpence ha'penny would seem a ridiculously small sum for which to issue a note. The scrip, a photograph of which is given in this article, is in the possession of Mr. Alexander Manson, of Lachine. It will be noticed that it is unsigned, and, therefore, had not come into circulation.

If there be persons who remember the opening of Canada's first railway, I have not been able to ascertain their whereabouts. In any case it is most probable that their recollection would be vague, misty and unreliable. However, one can realize to-day for oneself what a railway train was like forty or more years ago by making the journey from Carillon to Grenville, on the Carillon and Grenville Railway. In order to do this it is necessary to take a trip on the Ottawa River Navigation Company's steamers,