

THE RAILWAY & SHIPPING WORLD.

With which is incorporated
The Western World. Established 1890.

AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM AND
ELECTRIC RAILWAY, SHIPPING, EXPRESS, TELEGRAPH
& TELEPHONE INTERESTS.

The Official Organ of
The Canadian Freight Association,
The Canadian Roadmasters Association.

THE RAILWAY & SHIPPING WORLD CO., PUBLISHERS,
33 MELINDA STREET, TORONTO, CANADA.
Bell Telephone, 8201.

SUBSCRIPTION PRICE, postage prepaid, to Canada &
the United States, \$1 a year; to Great Britain & other
countries in the Postal Union, \$1.25 (5 shillings sterling).
The best & safest way to remit is by express or post office
money order payable at Toronto.

ADVERTISING RATES furnished on application to the
publishers.

TORONTO, CANADA, JULY, 1899.

TO ADVERTISERS.

The steam & electric railways, the steam-
ship, express, telegraph & telephone com-
panies in Canada are large buyers.

Their purchasing agents and other offi-
cials throughout the Dominion, from the
Atlantic to the Pacific, are on THE RAIL-
WAY & SHIPPING WORLD'S subscription
list.

It is the only one paper that reaches
them all.

If you want to do business with any of
the companies mentioned above, an adver-
tisement in these columns will prove a good
investment.

Canadian Freight Association.

PRESIDENT, J. W. Loud, Montreal; 1st VICE-PRES.,
W. B. Bulling, Jr., Montreal; 2nd VICE-PRES., W.
Macmillan, Buffalo, N.Y.; SEC.-TREAS., J. Earls, To-
ronto.

CLASSIFICATION COMMITTEE.—E. Tiffin, J. H. Hanna,
W. MacMillan, G. A. Browne, W. B. Bulling, Jr., F. J.
Watson, J. Hardwell, W. P. Hinton, W. Woollett; J.
Earls, Chairman.

INSPECTION COMMITTEE.—J. E. Dalrymple, G. Collins,
G. Cassidy, F. Conway, J. N. Sutherland, F. F. Backus,
J. Hardwell, C. A. Jaques; J. Earls, Chairman.

CAR SERVICE COMMITTEE.—J. B. Morford, J. H.
Walsh, M. C. Sturtevant, G. S. Cantlie, W. S. Hinton,
J. J. Mossman, E. Fisher, W. Woollett; J. Earls,
Manager.

EXECUTIVE COMMITTEE.—G. M. Bosworth, J. W. Loud,
C. J. Smith.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

Canadian Roadmasters' Association.

PRESIDENT, W. Shanks, Carleton Jct., Ont.; VICE-
PRESIDENT, J. Leslie, Ottawa, Ont.; SECRETARY-TREAS-
URER, J. Drinkwater, Winchester, Ont.

EXECUTIVE COMMITTEE.—The above & J. Shanks,
Montreal; W. Wallace, Ottawa; M. Keefe, Ottawa; J.
R. Brennan, Ottawa.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

NEXT ANNUAL MEETING at Toronto, Sep. 20, 1899.

Canadian Ticket Agents' Association.

PRESIDENT, W. E. Rispin, Chatham, Ont.; 1st VICE-
PRESIDENT, S. O. Perry, St. Thomas, Ont.; 2nd VICE-
PRESIDENT, G. Duncan, Quebec; 3rd VICE-PRESIDENT,
W. H. C. McKay, St. John, N.B.; SEC.-TREAS., E. de la
Hooke, London, Ont.; AUDITOR, S. H. Palmer, St.
Thomas, Ont.

EXECUTIVE COMMITTEE, J. A. Macdonald, Arnprior,
Ont.; W. H. Harper, Chatham, Ont.; C. E. Morgan,
Hamilton, Ont.; T. Long, Port Hope, Ont.; A. Calder,
Winnipeg.

NEXT ANNUAL MEETING at Winnipeg, Oct. 13, 1899.

Canadian Marine Engineers' Association.

HONORARY PRESIDENT, O. P. St. John, Toronto;
PRES., H. Parker, Toronto; 1st VICE-PRES., A. J. Wood-
ward, Toronto; 2nd VICE-PRES., D. F. Campbell, To-
ronto.

COUNCIL, T. W. Good, W. Harwood, R. Binch, To-
ronto; P. J. Carr, Port Dalhousie; J. E. Kane, King-
ston.

TREASURER, H. Brownley, Toronto; SECRETARY, S.
A. Mills, Toronto; GUARD, H. Bowler, Toronto; AUDI-
TORS, D. L. Foley, Toronto; E. J. O'Dell, Owen Sound.

vince. He considered the fact that these
companies have refused to interchange traffic
except upon onerous terms, & in some cases
have refused to interchange traffic at all, is a
strong argument in favor of Government con-
trol & for the establishment of a railway com-
mission. The policy of the Government
would be to aid in railway construction when
substantial concessions could be secured
thereby. Next to securing facilities for the
marketing of grain, the question of rates to
the lake was the most important of those
affecting the farmer.

Historical Sketch of the G.T.R.

(Continued from last issue.)

It will be seen from this that the scheme was
for a trunk line running from Sarnia to Halifax
on British territory. New Brunswick, how-
ever, insisted on a branch being built to Port-
land, Maine, but the Imperial authorities were
not disposed to view this with favor & abso-
lutely refused to give any guarantee if a
foreign connection was in any way included
in the proposals, or if the main line through
New Brunswick was constructed on any other
survey than that made by Major Robinson in
1848. At that period the Intercolonial Rail-
way as a grand highway to a winter seaport
in British waters was a constant theme of
discussion among the people of the three
provinces of Canada, New Brunswick &
Nova Scotia, &, of course, gave much scope
for serious consideration to their respective
governments. A line from Montreal to Port-
land was already under construction. Hence,
it was with much disappointment, if not chag-
rin, that the great majority of the people saw
their hopes blighted for a time at least. There
were innumerable conferences between Pro-
vincial premiers, several missions to London
& negotiations of a most intricate character,
which it would be impossible to refer to here,
even if desirable.

Suffice it to say that whilst in London, on
one of these missions early in 1852, the late
Sir Francis Hincks, at that time holding the
position of Inspector-General—an office anal-
ogous to that of Finance Minister—learned
that satisfactory financial arrangements for
the building of that part of the line between
Montreal & Toronto could be made with the
firm of Betts & Brassey, railway contractors.
They had just completed extensive works in
France, and having a large quantity of un-
employed plant, were ready to engage in con-
structing all the railways required in Canada.
English capital to any amount that might
be needed would be supplied, provided the
works were entrusted to contractors who
were known to and in the confidence of En-
glish capitalists. On the return of Sir Francis
to Canada, he consulted his colleagues in the
cabinet, & the proposals of the contractors,
after being somewhat enlarged, were accept-
ed by the Ministry. The lines to be construct-
ed were those from Montreal to Hamilton, it
having always been contemplated by the Gov-
ernment that the Great Western Ry., whose
terminus was then at Hamilton, should be a
portion of the Grand Trunk line, to which
the public aid was limited. When these pro-
posals were embodied in a bill incorporating
the G.T.R. Co., & introduced in Parliament
during the session held in the autumn of 1852,
they met with considerable opposition from
the supporters of the Montreal & Kingston Ry.
Co., but finally carried on a division vote after
being amended in some important respects.

The Provincial Government guarantee, in-
stead of being for one-half the cost of the
road, was limited to £3,000 sterling per mile,
& the contractors, instead of requiring a Can-
adian subscription of one-tenth of the capital,
undertook to obtain the whole in England.
Later in the session a bill was passed authoriz-

ing the amalgamation of the G.T.R. Co. with
the St. Lawrence & Atlantic, the Toronto &
Guelph, the G.T.R. Co. of Canada East, &
the Quebec & Richmond Ry. Co. On Nov. 10,
1852, it received the Royal assent. It may
be mentioned that the Toronto & Guelph Co.
had power to continue its line to Sarnia. By
a supplementary agreement between the vari-
ous companies, dated April 12, 1853, the de-
tails of the amalgamation were completed, a
contract with Peto, Brassey, & Betts for build-
ing the Victoria Bridge was made, & the At-
lantic & St. Lawrence Ry. from Portland,
Me., to the Canadian boundary line was leased
for 999 years. The amalgamated lines form-
ed 964 miles of railway. The capital was
placed at £9,500,000, & the shares were for
£25 each. Eighteen directors were appoint-
ed, 9 of whom were nominated by the Govern-
ment in consideration of the provincial guaran-
tee, & with a view of protecting the public in-
terests, 4 of these Government directors were
cabinet ministers, 4 were independent gentle-
men of considerable influence, & the 9th was
the Hon. John Ross, Solicitor-General, who
was appointed President in Canada. Six of
the 18 directors were resident in London,
England, & T. Baring, M.P., acted for sev-
eral years as Chairman of the London board.
The 12 directors resident on this side of the
Atlantic composed the Canadian board, &
thus equipped & constituted the G.T.R. start-
ed upon its career.

With the promises & the probabilities in the
matter of dividends, set forth in the pro-
spectus issued by the Co. in 1853, it would be
manifestly unfair at this late date to deal in a
critical spirit, & whatever truth there may have
been in the remark made in 1864 by the late
T. Sturrow Brown, so well remembered as a
stubborn opponent of the Co., to the effect
that "he who would play the part of prophet
before the fact stands in slippery places, for
coincidences & contingencies in the world's
affairs, of which the most far-seeing could
never dream, often laugh to naught the wisest
estimates of studious calculations," there
appears but little reason or sense in the
statements sometimes made upon this sub-
ject. The men of 1852 were engaged in
the task of constructing the longest rail-
way in the world through a sparsely set-
tled country, with wages & material much
higher than they are to-day. They were,
to a great extent, working in the dark,
& none but the most cautious or critical
at this date, the experiences of 40 years hav-
ing taught us all many valuable lessons, will
wonder that the period of construction of the
G.T. line, say from 1853 to 1860, was one of
great anxiety & financial difficulty to all con-
cerned.

On July 22, 1853, no. 1 pier of the Victoria
Bridge was commenced, & in the same month
the road from Longueuil, opposite Montreal,
to Portland, Me., was opened. Early in Jan.,
1854, the main line of the Great Western Ry.
from Hamilton to Sandwich, commenced
working as a separate concern, & remained
independent until Aug. 12, 1882. On Nov.
27, 1854, traffic was started over the line
from Richmond to Point Levis, opposite Que-
bec. Early in 1855 the Northern Ry. Co.
commenced operating its line between To-
ronto & Collingwood. On Nov. 19 following
the G.T. began traffic operations between
Montreal & Brockville, & two weeks after
that date business began on the piece of line
from Chaudiere Junction, practically Quebec
City, to St. Thomas, Que. The next import-
ant addition to the mileage took place on Oct.
27, 1856, when the first passenger train ran
through from Montreal to Toronto, & in 3
weeks from that date the road was opened
through to Stratford. In 1857 it was deemed
expedient to dispense with Government direct-
ors, & that step was authorized by Act of Par-
liament. The Board was then re-organized,
& the number of directors fixed at 15, instead