

SIXTY-SIXTH ANNIVERSARY



TYPE OF GRAND TRUNK LOCOMOTIVE IN USE 1853

About ten years subsequent to the opening of the Champlain and St. Lawrence certain railway projects began to take practical shape in the western part of what was then known as Upper Canada, part of the present Province of Ontario.

In 1845 the St. Lawrence and Atlantic Railroad Company was chartered to construct a railway from a point opposite Montreal (Longueuil) to the boundary line between Canada and the State of Vermont. In the charter mention is made that the road is to connect at the boundary line with the Atlantic and St. Lawrence Railroad, to be constructed from Portland in the State of Maine. The Legislature of the State of Maine had, during the session of 1845, previously passed an Act similar in its provisions for a railroad from Portland towards that boundary. By the two Acts, the entire line between the St. Lawrence and the seaboard came under the control of these two corporations. The requisite stock was subscribed, and in the spring of 1846 a committee of directors from both companies met and entered into an agreement on the part of their respective corporations with reference to the execution of the surveys, determination of the point of junction of the two roads, and uniformity in the general plans of construction. The surveys and location commenced almost simultaneously at both ends of the joint line. The necessary legislation for the line was subsequently passed by the Legislatures of the States of New Hampshire and Vermont respectively.

GREAT UNDERTAKING APPRECIATED.

These features are mentioned with a purpose. The fact that the legislatures of the province and of the various states through which the joint roads were to pass granted the charters and privileges practically as a unit is proof that they took an enlightened and comprehensive view of the importance of the great undertaking. Friends of the enterprise availed themselves of these privileges by subscribing liberally to the stock, and arriving at an understanding regarding construction and management of such a character as to render the two railways identical in interest and virtually one railroad.

These undertakings were entered into in order to give Montreal and the West direct communication by rail with the seaboard, and to give Portland and other eastern points a direct route to the west by way of Canada. The superior harbor advantages of Portland were recognized even at that early period, and it was then expected that they would render that port one of great importance to the future