

DAWN OF THE RAILROAD ERA

on horseback, and very naturally created a mild sensation in the towns and villages through which they passed. They were met and entertained in many of the larger places they visited, and more or less criticised in all.

Opposition to Mr. Hincks and his ministry was at that time getting to a pretty white heat. The Opposition press saw in the new railway, or at least thought they saw, an adroit move of the Premier to prolong his lease of power, and their caustic references to the expense of £150 for conveyances, £25 per day for expenses, and the impropriety of Sunday travelling, must have slightly detracted from what, considering the good roads, charming weather and lovely foliage of our Canadian summer, should have been a delightful and exhilarating trip.

However this may have been, the arrangements of the Government with the British and Canadian capitalists were speedily completed, and by the summer of 1853 the Grand Trunk Railway, including the world-renowned Victoria Bridge over the St. Lawrence, which made Stephenson famous, were in rapid course of construction, augmenting still more the spirit of enterprise and hopefulness which had so quickly overspread the land.

Then in 1854 the Crimean War broke out. The famous manifesto of Napoleon III. of France to the Russian Emperor Nicholas appeared in March, and war speedily followed. The Turks won the first victory, at Silistria, before British and French armies could reach the scene of operations, and the bloody