

construction of the Victoria tubular bridge, which was built at the enormous expense of \$7,000,000, & which, at the time of its opening, 1860, was considered a marvel of engineering achievement, & among the wonders of the world.

The construction of the present piers of the Victoria Bridge was an undertaking that was beset with many serious difficulties. The contractors had to contend with a roaring rapids 2 miles wide, intense "shoves" of ice, sometimes several feet thick, with a pressure of millions of tons, & without any of the modern means now used in sinking piers. The total weight of the piers is given as about 222,000 tons of blue limestone, & reaching a height of 60 ft. above the water line.

On Aug. 25, 1860, the laying of the last stone & the driving of the last spike by the Prince of Wales was accomplished & the celebration was an event long remembered. Since then, in addition to its large & ever-increasing Canadian business, its through traffic between the Atlantic seaboard & Western points has developed to such an extent as to necessitate the re-construction of this bridge, & in its place a magnificent open work steel bridge is being erected, with double tracks, & on each side of the immense structure will be carriage ways & walks for foot passengers.

From the time when the line between Portland & Montreal was completed, the Co. has extended its rails to vast proportions, from a mileage of 292 miles in 1853, to a total of 4,186 miles at the present day, tapping all the principal centres of the States of Maine, New Hampshire & Vermont, & the provinces of Quebec & Ontario, & the States of Michigan, Indiana & Illinois & rightly claiming for itself the "Commercial Highway" from the Atlantic Ocean to the West. In the early days of the road's history the Co. had almost insurmountable difficulties to beset them, especially during winter, & at a time when the modern ideas of railway management were unknown. Rail communication with Montreal was, however, made during the first winter of the completion of the road, & after the close of navigation in 1853, screw steamers ran between Liverpool & Portland with passengers & goods, thus opening up for the first time an entire winter route for Canada; & notwithstanding the deficiency of engine power & the defective state of the new line, the traffic of these vessels was conveyed with a dispatch that gave general satisfaction.

The traffic receipts of the early days compared with 1897 are interesting, & illustrate the growth of the Grand Trunk:—1854, traf-

fic receipts, \$835,577, mileage, 388; 1897, traffic receipts, \$23,624,191, mileage, 4,186. The rolling stock & equipment has increased in like proportion, as the following figures demonstrate:

	1854.	1897.
Locomotives.....	64	1,019
Passenger Cars.....	66	885
Freight Cars.....	935	22,075
Snow Plows.....	14	72
	1,079	24,701

During 1856 the total number of passengers transported amounted to 686,924, while for 1897 the figures roll up to over 8,000,000. Likewise the increase in freight tonnage has been something enormous, comparing the figures of 1854, which amounted to 619,990 tons, with those of 1897, which totalled 11,769,657 tons.

The branch line from Richmond to Quebec was completed in 1854, the main line from Montreal to Toronto in 1856, & the Sarnia Division in 1858. In the extension of the G.T. System to the westward, the importance of through international connections was considered, & with this end in view, the Co. in 1875 acquired the Chicago & Lake Huron Ry., thus gaining a direct connection with Chicago. The large through business between Chicago & Portland & the Atlantic seaboard controlled by the G.T.R. has amply justified the wisdom of the extension. The Co. later added to its mileage & business by acquiring numerous other lines; & on Aug. 12, 1882, the original G.T.R. was consolidated with the Great Western Ry., & with the company thus formed was united on Jan. 24, 1888, the Northern Ry. Co. of Canada, & its leased line, the Hamilton & North Western Ry., the amalgamated system taking the present style of the G. T. Ry. Co. of Canada. Several other railways having been acquired, the G.T. division, embracing 2,174 miles, with the Great Western division (including the Hamilton & North Western), embracing 1,338 miles, brought the mileage of this system up to 3,512 miles, exclusive of the Chicago & Grand Trunk, the Detroit, Grand Haven & Milwaukee, & the Toledo, Saginaw, & Muskegan railways controlled by the Co., & the Cincinnati, Saginaw & Mackinaw Railroad operated by it, all of these lines now being operated under the title of the G.T.R. System, with an aggregate, as stated, of 4,186 miles. The G.T.R. System is laid, throughout its entire length, with heavy steel rails, while with its steel bridges, solid masonry & most improved modern structures, it is in no particular behind the great trunk lines of the United States.

## RAILWAY APPOINTMENTS, &c.

**Canadian Government Rys.**—The position of General Traffic Manager at Montreal held by A. H. Harris having been abolished, the offices in the Board of Trade Building were closed on July 19, when the services of the following were dispensed with by General-Manager Pottinger: T. H. Underwood, Chief Clerk; T. R. O'Dell, Secretary; T. E. Dodd, clerk; J. A. Ryan, Messenger.

The staff which remains in Montreal is as follows: J. Hardwell, Divisional Freight Agent; F. H. Thompson, Chief Clerk; R. E. Perry, clerk; A. McKinnon, Jr., S. A. McQuestin, City Canvasser; J. B. Lambkin, Divisional Passenger Agent; T. H. Blair, City Ticket Agent; P. DesLauriers, clerk, N. McAlpine, office boy.

T. H. Blair, the present Ticket Agent, will be transferred elsewhere in the service, & H. J. Sriver, formerly Agent of the G.T.R. at Hemmingford, Que., & son of J. Sriver, M.P. for Huntingdon, will take his position.

The published rumors of changes in the divisional superintendents & promotion of other officials are said to be without warrant. The only changes in the Train Despatcher's office are the transfer of J. E. Rhind from the New Glasgow office to Truro; of A. Dunn, from Truro to Moncton, & of B. Ward from Moncton to be Chief Train Despatcher at New Glasgow.

**Canadian Pacific.**—The C.P.R. lines west of Toronto on the Ontario & Quebec Divisions, which since the removal of W. K. Thompson to the Atlantic Division have been under one Superintendent, T. Williams, with headquarters at Toronto, have again been divided. Mr. Williams will again have his office in London, & will have under his jurisdiction all the lines west of Toronto except the Owen Sound, Orangeville & Teeswater branches, which will be in charge of A. Price, at present Chief Despatcher & Car Distributor at Toronto, who has been promoted to a superintendency. J. G. Willson, Chief Clerk in General Superintendent Leonard's office, will probably succeed Mr. Price as Car Distributor.

**Grand Trunk.**—A. B. Atwater, Superintendent of the Western Division, having resigned to become Assistant General Superintendent of the Michigan Central, the following changes & appointments took effect July 12:

W. Cotter, Superintendent of Eastern Division, at Montreal, to be Superintendent of the

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