

A PRIMITIVE TRAIN

Still running on the Carillon and Grenville Railway. This engine was built about fifty years ago.

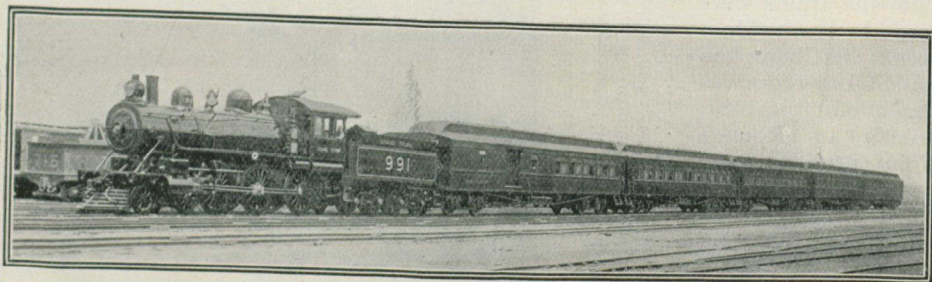
the ice. Part of the old ferry wharf is still to be seen on the St. Lambert shore. The locomotive whistle was first heard in Ontario on June 13th, 1853, when the Northern Railway was opened from Toronto to Bradford. Yet by 1860, over three hundred locomotives were thundering and screeching through the country between the Ottawa river and Lake Huron. About a dozen railway charters were granted by the two provinces between 1832 and 1845, and thirty by 1856. Those were halcyon days for the railway promoter, and there was no R. L. Richardson then to advocate nationalization of the iron highways.

As to the Grand Trunk, it is sufficient here to say that it was open from

Chaudiere Junction, and also the province line, through Montreal to Stratford in 1856, and the year the Canadian Pacific was to have been completed, 1890, a train bearing the first mail for London from China and Japan thundered into Windsor depot ahead of time.

These were the humble beginnings of our great and wide-spreading system of railways.

It is not, however, the purpose of this article to give the history of Canadian railways. The average citizen thinks more of the comfort, and luxury even, which a railway carriage provides him in travelling, than he does of the history of railway construction in his country, or even of the mechanism of the giant engine which carries him along at the rate of sixty miles per hour, so smoothly that he may loll back on soft, springy cushions, and read with as much comfort almost as if ensconced in his own library chair. To him it is a mere matter of course, no source of wonder whatever—such is the force of custom—that he may step aboard a train at night, say, in Montreal, enjoy a smoke or a chat with friends, then stretch his limbs between



A MODERN TRAIN

The Grand Trunk International Limited from Portland to Chicago via Montreal and Toronto.