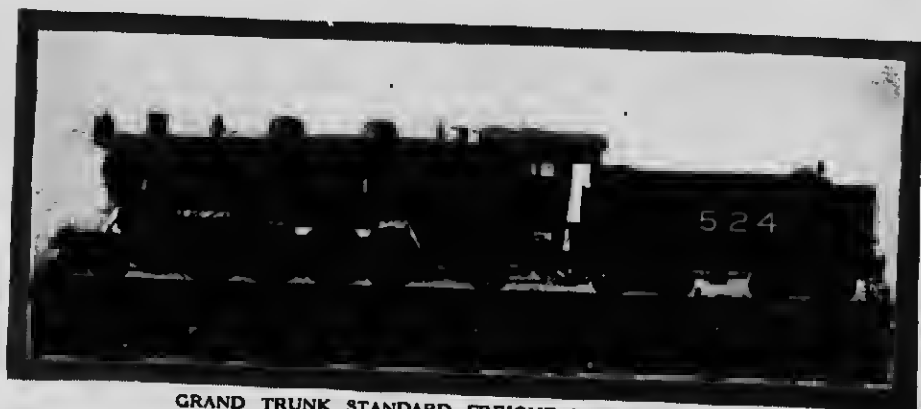


## SIXTY-SIXTH ANNIVERSARY



GRAND TRUNK STANDARD FREIGHT LOCOMOTIVE 1917

miles, 993 miles are in the States of Michigan, Indiana and Illinois. Part of this mileage accrued to it with the amalgamation of the Great Western,—that company having had control of the Detroit, Grand Haven and Milwaukee Ry., extending from Detroit, Mich., to Grand Haven, Mich., as well as of a line of car ferry steamers which carried the trains of freight cars across Lake Michigan between the latter point and Milwaukee, Wisconsin. In 1877 the Grand Trunk purchased the stock of the Michigan Air Line, which then extended from Lenox to Romeo, a distance of only 14 miles, and under a contract extended it to Jackson, Mich., in 1884. The whole of this branch, embracing 105½ miles, is under lease to the Grand Trunk.

### INTERESTING HISTORY.

The principal line of the Grand Trunk in the western states is that corporation known as the Grand Trunk Western Railway, extending from Port Huron, Mich., to Chicago, Ill., a distance of 334 miles. This line has an interesting history. Previous to the acquisition by lease of certain existing roads and the construction of new ones, which lines were eventually used to form the Chicago and Grand Trunk Railway (the immediate predecessor in name of the Grand Trunk Western) the Grand Trunk's main connection to Chicago was by way of the Michigan Central Railroad from Detroit. It is safe to say that if the last-mentioned railroad had not been controlled by the Vanderbilt interests, the Chicago and Grand Trunk Railway would never have been built. The Grand Trunk was quite satisfied with the Michigan Central as its Chicago connection when it was an independent company, but after the Vanderbilt interests acquired control of it, the Grand Trunk was kept in a state of disastrous competition in these western states, with low rates, and had actually no security of access to Chicago. It was therefore obliged to devise an entirely independent line.

There were several individual railways in the chain which was ultimately acquired, some complete and some incomplete, as well as some links not then built, but they were eventually all forged together under a well-thought out plan devised, negotiated and arranged by the late Sir Joseph Hickson, and became a harmonious whole under the name of the Chicago and Grand Trunk Railway, and later under the name of the Grand Trunk Western Railway.

In the year 1879 the section of the Grand Trunk from Point Levi to Riviere du Loup, 124½ miles, was sold to the Government of Canada, with reservation of running rights between Chaudiere and Point Levi, for the sum of \$1,500,000, in order to make it part of the Intercolonial Railway and thus give the latter access to