

as the Erie and Ontario Railway. The first move westward from Montreal was made in 1847, when the Montreal and New York Railway was built to Lachine, a distance of eight miles. The remainder of the road from Caughnawaga, opposite Lachine, to the American line, about thirty miles, thus making connection with the American roads, was not completed until 1852. The trains were transported across the river on a powerful steamer, with a track on its deck, and an old chronicle remarks:—"It is the only steam ferry in the province of Quebec which is open every day in the year." The St. Lawrence and Atlantic, which was chartered in 1845, connected at the boundary with the Atlantic and St. Lawrence, and subsequently became the Grand Trunk's Portland line. Its terminus was at Longueuil at first, but later the trains were ferried across to Montreal. The Champlain and St. Lawrence was extended from St. John's to Rouse's Point in 1852, and a branch was built to St. Lambert, from which point a ferry also carried the trains across to Montreal, but in winter time they crossed over on

This interesting old lithograph was copyrighted in Canada and the United States in 1865. It is said to have been executed in 1832 on black paper with a pair of scissors by a Mr. Brown, of Pennsylvania. The original of the picture is in the possession of the Connecticut Historical Society. The locomotive was named "John Bull," and had been brought from Liverpool. It was valued at \$3,763.32; or with duties, freight and extra wheels cost \$5,855.03. The Mohawk and Hudson R. R. was the first part of the N. Y. Central.

THE FIRST AMERICAN RAILWAY TRAIN—THE DEWITT-CLINTON AND COACHES

