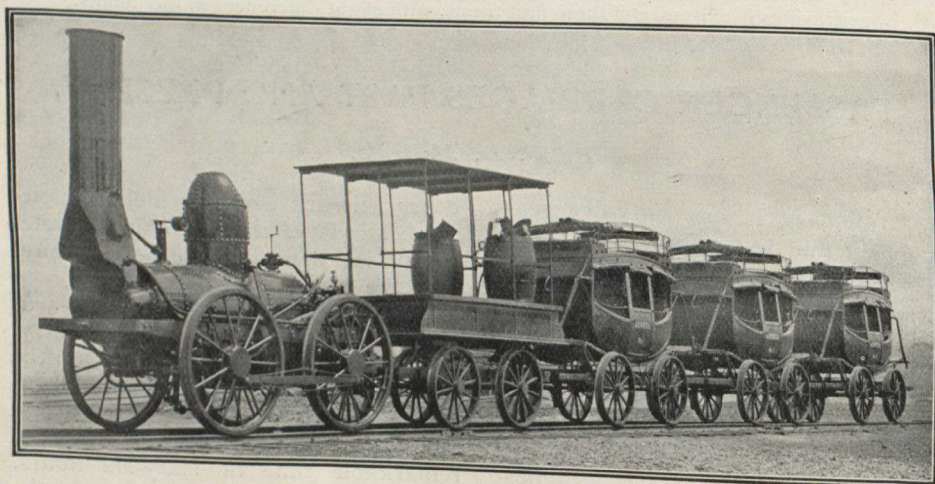


Accommodation, was built by the late John Molson, and was the second to be constructed in America, the first being Fulton's little steamer, which navigated the Hudson. The *Quebec Mercury*, in giving the news of the *Accommodation's* arrival in Quebec, remarks: "This is the first vessel of the kind that ever appeared in this harbour. She is continually crowded with visitants. . . . She has, at present, berths for twenty passengers, which, next year, will be considerably augmented. No wind or tide can stop her. She has seventy-five feet keel and eighty feet on deck."

£50,000. It is worthy of being noted that, neither in adopting steam navigation nor railroads, was Canada very far behind the rest of the world. It was not until the year 1830, when Stephenson's locomotive, "Rocket," successfully underwent a test of thirty miles per hour on the London and Manchester Railroad, that the success of the locomotive was generally admitted. In the year following the "Dewitt-Clinton" gave a similar demonstration of the capacity of steam traction on what is now a part of the New York Central Railway, and in this year the initial steps were taken to-



THE DEWITT-CLINTON AND COACHES

Being the first train run on the New York Central in 1831. Steam engines for locomotive purposes were introduced in New York State six years before their introduction into Canada. This train has been preserved and was on exhibition at Buffalo last year.

Place this vessel alongside the Allan's magnificent steamship *Tunisian*, or even the lake palace steamer *Toronto*, and one has an illustration of the contrast between the first train which ran in Canada and any of our modern express trains.

Canada's first railroad was known as the Champlain and St. Lawrence Railroad, and ran from Laprairie, almost opposite Montreal, to St. John's, on the Richelieu river, the navigable outlet of the waters of Lake Champlain. The distance was sixteen miles, and the capital of the company was

ward the construction of the Champlain and St. Lawrence Railroad, which was completed five years later, and opened, as before stated, by steam power in 1837. In the meantime railway schemes were being promoted in Upper Canada. A charter was granted for a railway from Cobourg to a point on Rice Lake, in 1834, and in the same year one was given to the London and Gore Railway, the legislative beginning of the Great Western road. In 1839, a railway was opened from Queenston to Chippewa, the motive power being horses, which was known