

have been the first passenger railway in Scotland. The first in England was that from Darlington to Stockton opened for passenger traffic September 27th, 1825. But the railway era may be said to have been fairly ushered in by the construction of the Liverpool and Manchester road which was opened with imposing ceremonies on September 15th, 1830, in the presence of the Duke of Wellington, Sir Robert Peel, William Huskisson, secretary of State for the Colonies, and a vast concourse of people. While this line was in course of construction a prize of £500 had been offered for the best locomotive. In October, 1829, the contest took place with three competitors,—Robert Stephenson with the Rocket, Hackworth with his Sanspareil, and Braithwaite and Ericsson with the Novelty. All three were accounted marvels of mechanical ingenuity, but the prize was awarded to the Rocket. The opening ceremony was rendered memorable by a fatal accident to Mr. Huskisson who was removed from the scene of the disaster by the Rocket at the astonishing speed of thirty-six miles an hour. I remember travelling, in 1857, from Glasgow to Greenock in a third-class passenger carriage of the time. It was an open truck, without covering or seat of any kind. The passengers of course had no choice but to stand up, whence the facetious name given to the conveyance—"The Stanhope." It was a parsimonious concession to the popular demand for cheaper transportation and was resented with indignation as an insult to the community. To show their disapprobation of this shabby treatment, many of the better class, and even some of the nobility, abandoned the use of first-class coaches and patronized the Stanhope with the result that decent third-class carriages were instituted and now you travel from Land's end to John O'Groat's by third-class almost if not quite as comfortably as by the first-class.

The oldest locomotive in use in Canada is probably that which operates the short line of railway between Carillon and Grenville on the Ottawa which has done duty continuously and satisfactorily for nearly fifty years and is still in good repair, and the road it traverses is the only one in Canada retaining the original Grand Trunk gauge of five feet six inches.

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