

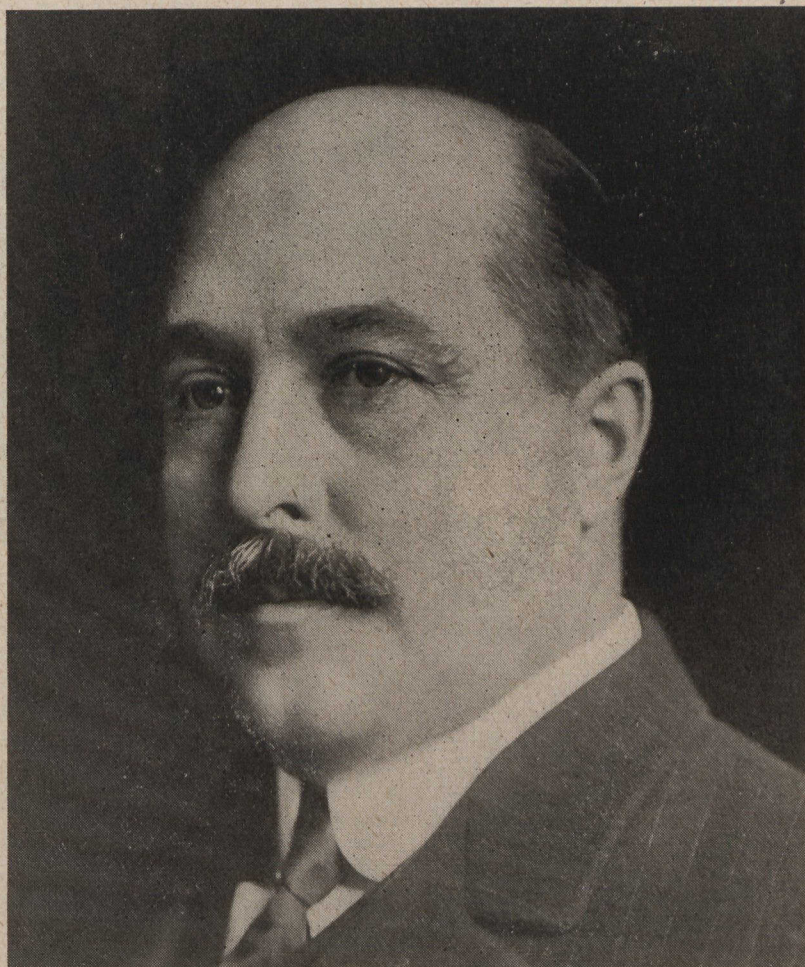
From Portland to Montreal in 1853; from Richmond to Quebec in 1854; from Montreal to Toronto in 1856; from Toronto to Sarnia in 1858. The original system was completed in 1859 when the Victoria tubular bridge over the St. Lawrence was opened for traffic. The line from Detroit to Port Huron was leased in 1859, the Champlain lines in 1863, and the Buffalo and Port Huron in 1867.

A turning point in the railway's history came in 1867 when Sir Henry Tyler visited Canada, and under instructions from the Board of Directors made a special inspection and report regarding existing conditions and future prospects. Report urged the extension of the railway through to Chicago — then the growing emporium of the Great West. The new line to Chicago was completed and opened for traffic in December 1881, being re-organized in 1900 under the name of the Grand Trunk Western Railway Company.

After severe competition between the two roads the Grand Trunk and Great Western Railway of Canada amalgamated in 1882. The Great Western controlled lines from the Niagara River to Detroit and Sarnia as well as the line of the Detroit, Grand Haven and Milwaukee Railway Company which was built across the State of Michigan. The mileage of the Great Western at the time was eight hundred and thirty-eight miles and that of the Detroit, Grand Haven and Milwaukee one hundred and eighty miles, a total of one thousand and twenty-seven miles being thereby added to the Grand Trunk Railway System. During the immediately succeeding years the following roads were acquired:—

	Miles.
Midland Railway of Canada	472.50
Northern & North Western Railway	482.50
Michigan Air Line	105.60
Toledo, Saginaw	116.41
Beauharnois Junction	19.00
Jacques Cartier Union.	6.54
G. T. Georgian Bay and Lake Erie	208.29
Cobourg, Blairton & Marmora.	14.50
Waterloo Junction	11.73
Total	1,437.07

The Board of Directors of the Grand Trunk Railway located in London, England (to which city the directorate had been transferred from Canada in 1862) was re-organized in



HOWARD G. KELLEY, President Grand Trunk Railway Systems.

June, 1895, with Sir Charles Rivers-Wilson as its head. On January 1, 1896, Charles M. Hays (then vice-president and general manager of the Wabash Railway, St. Louis, Mo.) was appointed general manager, with headquarters at Montreal being the chief executive official in Canada. After the new organization had assumed control, the Central Vermont Railway with mileage of 513 miles was acquired. In 1902 the Grand Trunk Western Railway acquired jointly with the Toledo, St. Louis and Western Railway the entire capital stock of the Detroit and Toledo Shore Line RR. extending between Detroit and Toledo.

The next important addition to the present Grand Trunk System was the purchase of the capital stock of the Canada Atlantic Railway Company with lines of railway extending from Depot Harbor (on Georgian Bay) to Alburg Junction, Vt. In 1905 modern car ferry lines were established across Lake Michigan and across Lake Ontario, and among other important im-

provements added to the system should be mentioned the grain elevator facilities located at various tide-water and lake terminals, and the magnificent hotels such as the Chateau Laurier at Ottawa. In 1910 Sir Alfred W. Smithers, M.P., was elected to be the first "Chairman of the Board", in succession to Sir Charles Rivers-Wilson. Since the present board took office in 1895 every bridge on the system has been rebuilt including the Victoria Jubilee over the St. Lawrence. The new single arch double track bridge has also been built over the Niagara River to replace the old Suspension Bridge. The International Bridge at Buffalo has also been rebuilt. One thousand one hundred miles of line have been double tracked, heavier rails have been put down, engines of ever increasing power have been built and new and larger passenger and freight cars have been continually provided.

Following the death of Mr. Hays in 1911, Edson J. Chamberlain, who had built the Canada Atlantic Rail-