

GRAND TRUNK PASSENGER LOCOMOTIVE, 1859.

ment which has peopled the territories of the Dominion was cradled by the Grand Trunk which supplied the first means of reaching by rail the North-West from Quebec, Montreal and other Eastern points. In order to make emigration to Canada as attractive as possible arrangements were made in 1857 for the giant steamship "Great Eastern" to sail to Portland in connection with the through booking arrangements of the railway. The building of the road stimulated trade of all descriptions, large expenditures of capital being made and thousands of men employed. New towns were

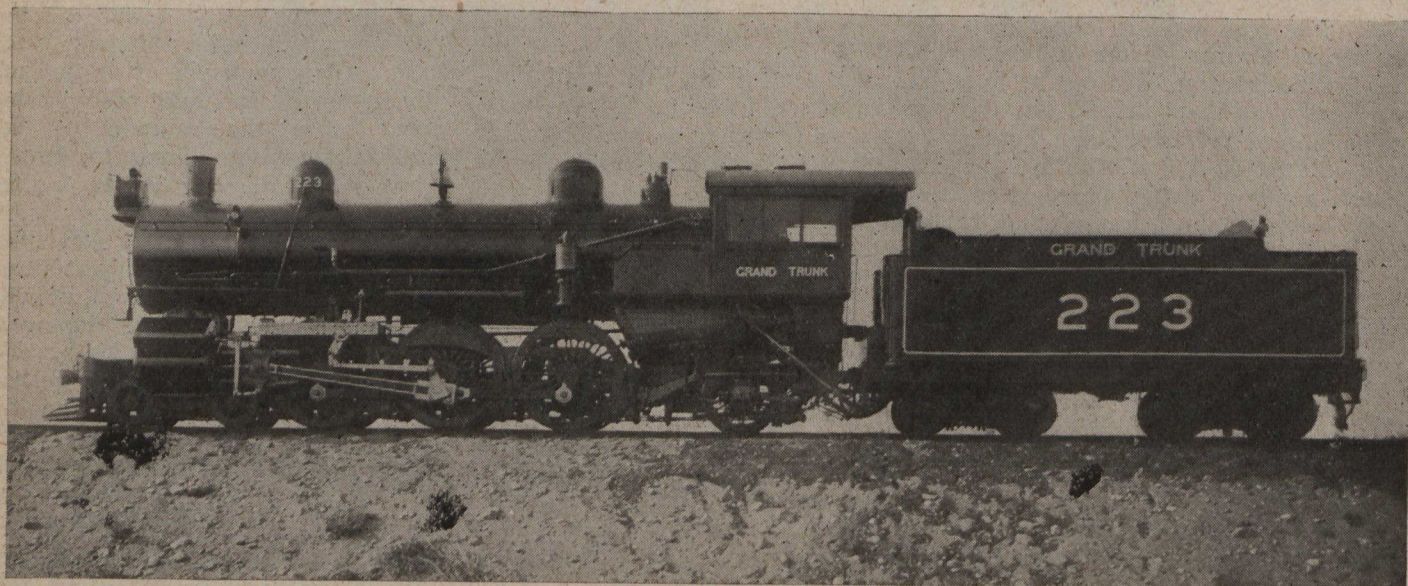
established where hitherto there had been only forests.

In the matter of the defence of Canada the Grand Trunk also proved of great value. It is of interest to recall that in the year before Confederation the Grand Trunk was transporting rapidly and safely the troops necessary to overcome the Fenian invaders. Every man on the System was enrolled for service and the readiness with which the invasion was dealt with was in a very great measure due to the existence of the railway as a means of communication. The people of Canada were unanim-

ous in testifying to the military value of the line. "The Grand Trunk Railway", said one of these public tributes, "has been of the utmost service in this emergency, and the promptitude and efficiency with which that service was performed deserves great credit. The iron horses were ready at all hours, and whenever let loose thundered away with long trains of cars, filled with troops, in whatever direction they were required".

A good many people have blamed the Grand Trunk for having made Portland its winter port. Why, they have asked, were the British owners of the line so un-British as to go there? Why, did not they go to St. John, Halifax or some other all red terminal? The fact is, of course, that in those days, Confederation being still far away, there was no organic connection between the Province of Canada and the Seaboard Provinces. They were four separate political entities divided by tariff walls as well as by long distances not yet bridged by the Intercolonial. The Grand Trunk had, however, to find a winter port somewhere and, as under the circumstances it could not possibly go to Halifax or St. John, it took the shortest commercial route to the Atlantic and went to Portland. If the Grand Trunk had not built or leased its way to Portland the export and import trade of the two Canadas would have been carried by American roads to Boston or New York.

The various sections of the Grand Trunk were opened as follows: —



GRAND TRUNK PASSENGER LOCOMOTIVE, 1920.