

to the development of trade & traffic, & involving complications, commercial & political, which hampered the operations of the Co. until 1865. At the beginning of 1864 they purchased the Montreal & Champlain lines, running from Montreal in the direction of the New York State line. On June 29 in that year the Co. had its first sad experience in the matter of accidents. An immigrant train passing over the bridge at Belœil, Que., went through an open draw & down into the Richelieu River, causing great loss of life amongst the Polish & German immigrants on board. On Aug. 1, 1864, the line known as the Buffalo & Lake Huron Ry. became part of the G.T. system. This brought it to Fort Erie, opposite Buffalo, N.Y., & the work of building the international bridge between the two places was soon after put in hand. The Co. suffered severely during these years from the loss on U.S. currency, not less than \$2,000,000 being charged off on that account during the 7 years ending Dec. 31, 1868. In 1866 alone, the amount lost in this way was \$380,000, or nearly enough to pay the full year's interest on the 2nd & 3rd preference stocks.

No sooner had the war ended than the Co.'s operations were disturbed at frontier points by Fenian raids, & the abrogation of the Reciprocity Treaty between Canada & the U.S., which totally demoralized the international traffic of the road. The Hon. John Ross resigned the Presidency of the Co. in 1862, & was succeeded by Mr., afterwards Sir, Edward Watkin, who for many years ranked amongst the prominent railway men of England. Sir Edward did good work for the Co. during his term of office, & effected many important improvements. He resigned in 1868, & was succeeded by R. Potter, who had been on the Board for some time. In 1870 the construction of the Intercolonial line to a con-

nection with the G.T. at Riviere-du-Loup was being pushed forward with vigor, & Mr. Brydges was one of the three Commissioners appointed by the Government to control that work. In that year also the sleeping car arrangements were placed in charge of the Pullman Palace Car Co., & have so remained to the present time. The question of a change of gauge from the then existing  $5\frac{1}{2}$  ft. width to that of the standard, 4 ft. 8 ins., of the U. S. was raised, & the Board decided to fall into line with the other roads without delay. The G.T. cannot be said to have been exceptional in the matter of gauge, for at that time the Erie Ry. was of a 6 ft. gauge.

On November 18, 1872, the tracks of the G.T. Co. between Sarnia & Fort Erie were narrowed, & on Oct. 4, 1873, the 2nd section between Stratford & Montreal was changed. Some misunderstanding having arisen between the Board & the Managing Director, Mr. Brydges, regarding the estimates for this work, he retired in April, 1874, & was succeeded by the late Sir Jos. Hickson, then Secretary-Treasurer of the Co. in Canada. His first act was to complete the change of gauge, & the 3rd and last section—that between Montreal, Portland & Riviere-du-Loup—was successfully narrowed between Sept. 26 & 28, 1874. The line from Port Huron to Detroit was originally constructed on the standard, or 4 ft. 8½ in. gauge, & the operation just recorded brought the G. T. road into uninterrupted connection with the U.S. lines east & west of the system. Additional cars & locomotives were purchased, & the International bridge at Fort Erie was opened in the summer of 1874.

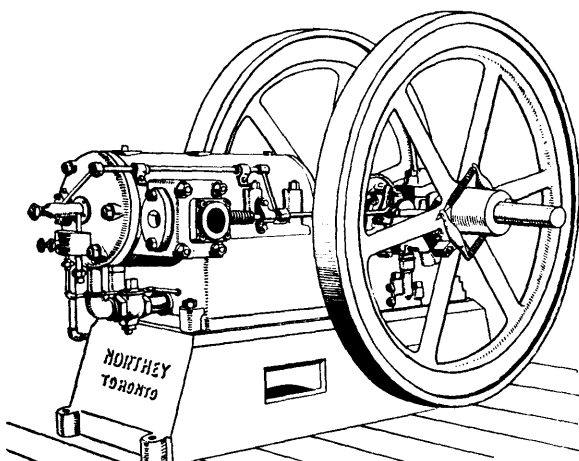
All these advantages secured placed the Co. in a strong position to compete for through all-rail business, & the Michigan Central, then an independent Co., handled all the G. T. traffic between Detroit & Chicago. This,

however, aroused the jealousy of rival U.S. interests, & in 1878, the M.C. was secured by W. H. Vanderbilt. It was at once determined to secure a route to Chicago owned by the G.T., & the first step in that direction was the sale of the branch from Chaudiere Jct. to Riviere-du-Loup, to the Dominion Government, with the proceeds of which several pieces of railway already constructed between Port Huron & Chicago were purchased. After great delay, caused by harassing litigation, as well as by physical obstructions, the line now known as the Chicago & G.T. was opened from Port Huron to Chicago on April 8, 1880, when the first through passenger train in regular service passed over it. The task of securing an entrance into large cities for new lines is one of the difficult problems which railway managers occasionally have to solve, but the solution is not made easier by the additional fact of having to construct or secure over 300 miles of road preparatory to the entrance. The legislative & municipal enactments, decrees, charters, deeds, etc., in this connection fill several volumes in the Co.'s records.

In Jan., 1881, the G.T. commenced the operation of the line running from Lenox to Pontiac, & ultimately extended to Jackson, Mich., with a view of doing business with Toledo, Ohio. During the year it also strengthened its position in the district between Montreal & the New York State Line. In April, 1882, the Midland Co.'s system in central Ontario became incorporated in that of the G.T., & the Great Western Ry. Co. amalgamated with the latter on Aug. 12 following. Both of these amalgamations were considered desirable in view of the fact that the C.P.R. Co., not then long in existence, had determined to depart from its original intention of confining its operations to a line between Eastern Canada & Vancouver, & to en-

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