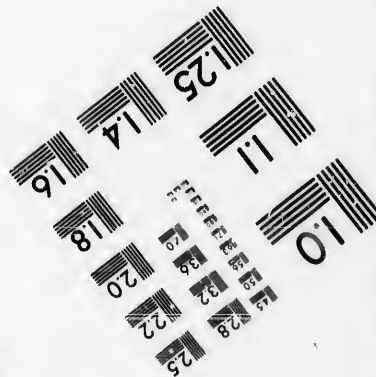
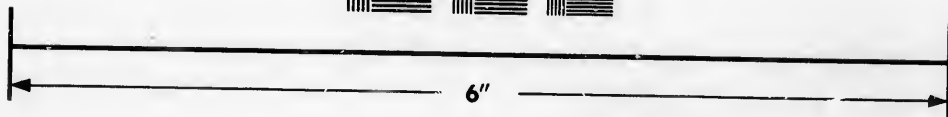
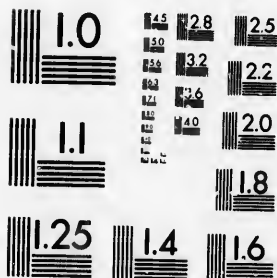


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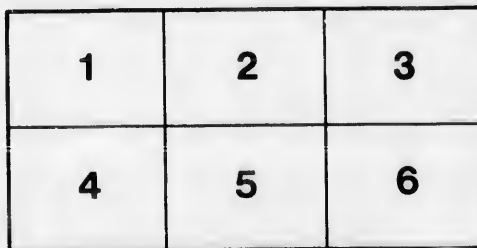
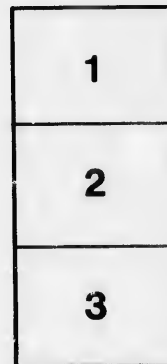
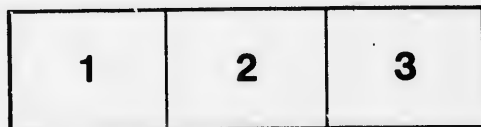
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RAILWAYS AND OTHER WAYS

BEING REMINISCENCES OF CANAL AND RAILWAY LIFE DURING A
PERIOD OF SIXTY-FIVE YEARS

BY

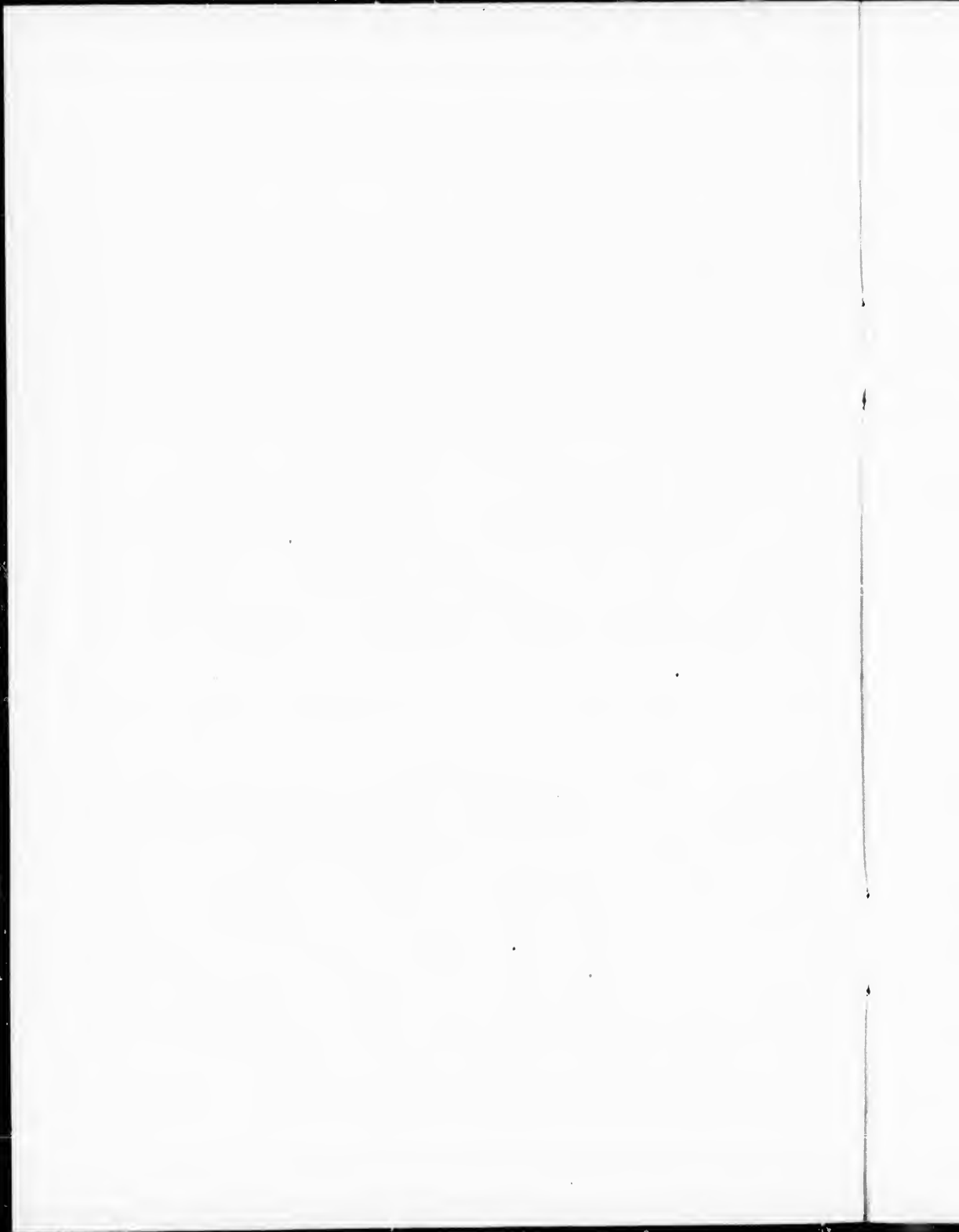
MYLES PENNINGTON

*The Oldest Railway Officer Living, still in Active Service, and first Goods Manager of
the Preston and Wyre and North Staffordshire Railways of England, and
first General Freight Agent of the Grand Trunk Railway
of Canada.*

ILLUSTRATED WITH PORTRAITS OF SOME EARLY RAILWAY MANAGERS OF
ENGLAND AND CANADA.

DEDICATED (BY PERMISSION) TO SIR JOSEPH HICKSON,
Late General Manager of the Grand Trunk Railway.

TORONTO :
WILLIAMSON BOOK COMPANY
1893.



PREFACE.

“In Canada and the United States the railroad is of greater value even than in England ; it is there regarded as the pioneer of colonization, and as instrumental in opening up new and fertile territories of vast extent—the food-grounds of future nations.”—*Samuel Smiles' Life of George Stephenson.*

AS a reason for bringing out the present work, it may be mentioned that, about five years ago, the author wrote some old-time memories of the early days of the Grand Trunk Railway, which appeared in the *Toronto Globe*. These were well received, and the author was asked by his friends to issue them in a more permanent form. The author now complies with the above request, and has added much additional matter, illustrative of the pioneer Canadian Railways ; he has also gone back to the time, some sixty-five years ago, when the stage-coach, stage-waggon, and canal boat, were the main channels through which the traffic of the country (freight and passengers) was conveyed from place to place. An account is given of the early Tram Roads and Railroads in England, with sketches of some of the leading railway managers.

Stories of the railway mania of 1845—the English Railway Clearing House—Telegraphy and the Atlantic Cable—an account of the first Steamboats, Ocean Steamships, etc., which it is hoped

will be found interesting, as well as many incidents and anecdotes, humorous and otherwise, bearing upon these great undertakings.

The last six or seven decades have been fraught with wonderful inventions and discoveries, coming so thick and fast upon each other that the human mind is almost bewildered when it meditates upon them. It is safe to say, however, that nothing has done so much to bring nations together, and to advance the interests of their inhabitants, as those of the Locomotive and the Steamship.

The author has watched the rise of these mighty pioneers of civilization from their infancy to their present gigantic growth; and, from his long experience of the carrying industries in both England and Canada, has ventured to make some remarks connected with the management of them, more particularly as regards the movements of freight and freight rates, questions which are frequently being discussed by Governments and the public in all countries.

The author's long and intimate connection with the two Canadian railways, the Grand Trunk and Great Western (now forming one system), since their opening forty years ago, must be stated as a reason for his giving more than ordinary prominence to the sketches and memoirs of the men who have had the management of these railways, and of those who are still the active workers on that of the Grand Trunk, who in most cases have grown from youth to mature age in its service. It makes it the more desirable, perhaps, that the reminiscences of the early Grand Trunk Railway should be recorded, from the fact that many of the documents connected with its early history were destroyed by the burning of the general offices at Point St. Charles, Montreal, many years ago.

The subjoined synopsis of the book, "Railways and Other Ways," will give a fair idea of the character of the work.

THE AUTHOR.

Toronto, June, 1893.

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Manager—Wm. Wainwright, Assistant General Manager—Edmund
Wragge, Local Manager, Toronto—Major James Stephenson,* General
Superintendent—J. Fred Walker† and the Audit Office—W. J. Spicer,
General Manager—E. P. Hannaford, Chief Engineer—Joseph Hobson,
Chief Engineer—Samuel R. Callaway, now President of Toledo, St.
Louis and Kansas City Railroad—The Late Wm. Edgar, General
Passenger Agent—Nicholas J. Power, General Passenger Agent.

GENERAL FREIGHT AGENTS.

M. Pennington—F. C. Stratton—P. S. Stevenson—John Porteous, now
General Manager of the National Despatch Freight Line—The Late
Thos. Tandy—John Burton, the present G.F.A.—John Earls, Western
District Freight Agent—Arthur White, Central District Freight Agent
—The Late Major Wiley, Freight Agent, Montreal—Major R.
L. Nelles, Freight Agent, Toronto—Geo. S. Spence, Accountant
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* Mr. Stephenson, as well as the Author, are natives of the ancient town of
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†Mr. Walker died May 21st, 1893.

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