THE SAINT LAWRENCE AND ATLANTIC RAILWAY DIARY

THE GRAND TRUNK IN QUEBEC.

C. H. RIFF

2013

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This Diary is produced to provide historians with details from newspaper accounts of activities and life along the railways of Canada. It is a continuing work. In most cases the events are the actual date of an event and not the date that the event was reported. There are still many unanswered questions. The actual newspaper photocopies have been deposited at the Local History Department of the Hamilton Library, Main Branch.

THE ST LAWRENCE AND ATLANTIC RAILROAD COMPANY

The Act incorporating the St Lawrence and Atlantic Rail-Road Company was passed March, 1845 which authorized the company to build a railway from the St Lawrence River, opposite the City of Montreal through St Hyacinthe and Sherbrooke, to the border with the United States so as to allow it to connect with the Atlantic and St Lawrence that had a charter to build north from Portland, Maine, to the international border to connect with the St Lawrence and Atlantic Railroad. The Company had the right also; to build two branch lines, one to the south side of the St Lawrence opposite the City of Quebec. The other branch line authorized, was to build from the company's mainline, towards the border again, but west to Stanstead, and to allow it to connect with any railroad that may be constructed in the State of Vermont.

In the spring of 1846 the Engineering Department of the Company was formed, and surveys commenced over several months. Extensive explorations were made and the Company chose the "Northerly" line passing through the village of St. Hyacinthe and the Townships of Upton, Acton and Durham, and reaching the St Francis Valley in the Township of Melbourne.

The first section the Montreal Division was agreed, and contracts were let in the fall of 1846. In the Spring of 1847, further surveys were made, so that by 1848 the line had been located as far as Lennoxville. The troublesome portion of the route, was the portion from Lennoxville, to the International Border, and the point of connection with the northward building, Atlantic and St Lawrence Railroad from Portland. Numerous surveys were made trying to determine the best route.

For the most part, eighty per cent of the railroad would be level, but the climb out of the St Francis River Valley, to the International boundary would have the maxium gradient of fifty feet to the mile.

Work on grading the first section proceed and rails were laid from Longueuil to St Hyacinthe and was opened for business on December 27th, 1848.

Report on the St Lawrence and Atlantic Railroad, A. C. Morton, Montreal, 1849

A locomotive engine, intended for the St Lawrence and Atlantic Railroad was hoisted out of the hold of the "Elizabeth Rose" , on July 12th, 1848, in which vessel it had come across the Atlantic from Glasgow. This and a sister engine had been purchased for the sum of 900 hundred pounds, one third of their prime cost, after very little wear, the company they were built for having decreased the gauge of their line. By August 24th, 1848, the Scottish locomotive was reported at work along the railway pulling railway iron. By October 10th the little engine had helped in the laying of ten miles of track.

November, 1848 the Portland Locomotive Company had delivered a second locomotive the "A. N. Morin". On Saturday, December 2nd, 1848 a trial trip was commenced from Longueuil terminal with the new engine. The board of Directors and a few invited guests, about forty people in all boarded the train and proceeded east. It was a very miserable day, the ground was covered with ice, from the preceding night's rain and sleet storm, and then it was raining all day but this did not stop the trial. The locomotive at first went slowly and then would stop for an examination, then on again. At milepost 16; the wood Richelieu River bridge was reached. Although the railway was not completely ballasted a trial was made at speed and the locomotive was reported to have attained a speed of thirty miles per hour. Six miles from the bridge, the train was stopped and the guests left the train to be entertained at the ancient Seigneurial Chateau of Major Campbell. While the run was over 22 miles, track had been laid a further seven miles making a total of 29 miles of track. The railway was only one mile away from St Hyacinthe, the company was just awaiting rails and timber to reach this village.

The railroad reported in it's February, 1849 Annual Report that a third locomotive from Messrs. Kinmonds Company of Dundee, had already been ordered and was awaiting only the opening of navigation

Montreal Transcript, July 12, 1848; La Minerve, August 24, 1848;
Montreal Gazette, October 10, 1848; Pilot, December 12, 1848

QUEBEC AND RICHMOND RAILWAY COMPANY

An Act to incorporate Peter Patterson, Esquire, and others under the name of "The Quebec and Richmond Rail-way Company" was given assent on August 10th, 1850, by the Legislative Council and the Legislative Assembly of the Province of Canada. It gave the Company the right to construct a railroad from the City of Quebec, or from a point on the South Shore fo the St Lawrence River, as nearly opposite the City of Quebec to the village of Richmond and there connect with the St Lawrence and Atlantic Rail-Road.

Surveys were made by Engineer A. C. Morton, the same Engineer that had laid out the route of the St Lawrence and Atlantic Railroad. The most difficult part of the route was the choice of the terminus on the narrow stretch of land along the St Lawrence River near Levis. The best route it was decided was from a point just west of Levis, at a point called Hadlow's Cove. It was only here, that there was a sufficient amount of land, that a railway and ferry terminal could be built on the narrow terrace along the St Lawrence River. The railway could run level along the river for a short way but then a very heavy grade would be required to lift the railway from the shore of the St Lawrence uphill quickly so that if would be able to bridge the wide Chaudiere River just before the deep Falls of the Chaudiere River. The two major bridges would be the Etchemin River and the Chaudiere River. After the crossing of the later, the route would be nearly level all the way to Richmond.

The contract was given to a Mr Rigney for grading and excavating the first seven miles from Hadlow Cove. The ceremony of breaking ground took place on January 7th, 1851

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Act to Incorporate the Quebec and Richmond Railway, 13 &14 Victoria, Toronto, 1850.
Annual Report of the Quebec and Richmond Railroad Company, Quebec 1852

THE ST LAWRENCE AND ATLANTIC RAILROAD OPENS TO RICHMOND

October 15, 1851

The President and Directors of the St Lawrence and Atlantic Railroad with a long list of two hundred influential guests celebrated the opening of the railway to Richmond, on the banks of the St Francis River, on Wednesday, October the 15th, 1851. On that morning they all took the ferry across the St Lawrence River, the guests boarded the special train at the company's Longueuil station. The locomotive the "St Lawrence", a Portland Locomotive Works product, built two months earlier, in August 1851, was assigned to the train. The passenger cars had been built by McLean and Wright.

The train left Longueuil at 9:10 A.M. and started east, passing:

St Hilaire	17 miles	9:40 A.M.
St Hyacinthe	30 miles	10:27
Upton Water Tank	40 miles	11:00
Upton Station	42 miles	11:05
Acton Wood Station	45 miles	11:20
Acton Station	49 miles	11:22
Durham Station	57 miles	12:00 P.M.
Durham Tank	54 miles	12:22
St Francis Bridge	68 miles	12:45
Richmond	71 miles	12:55

Within three miles of the beautiful village of St. Hyacinthe, the railroad dove into very thick woods and for the next thirty-five miles there was not the sign of a clearing or a single dwelling along the track. Near the Upton Station the line crosses first the Black River and then the White River on very solid bridges. There were three more small streams, then there was the large and substantial wooden covered bridge over the St Francis River. The bridge was sixty feet above the river. On this day there were triumphal evergreens decorating each end of the bridge. The train left

the dense woods and swept around a curve into hilly country, the Eastern Townships. A great crowd awaited the special train as it arrived at the temporary Richmond station near the Melbourne bridge.

At the station a small piece of artillery had been provided by the inhabitants , to make honour on the arrival of the first train. The canon was fired once, and then on being charged a second time, obviously too quickly, for it had not been cooled down enough, exploded when the second charge was being rammed down. A nasty premature explosion ensued, striking down the men at the cannon with burns about the face and eyes.

The guests dined in the station house, then the Champagne bottles were opened and a number of toasts were made to the Queen, The Royal Family, the Governor-General, followed by the railway, and then a great number more; saluting the honoured guests. The celebration came to an end, and the "St Lawrence" pulled the train back to Longueuil.

On Sunday, July 25th, 1852 the Montreal Gazette reported that the largest run by a single engine, was drawn over the St Lawrence and Atlantic Railroad from St Hyacinthe to Longueuil and back. The party consisted of upwards of 1700 people from St Hyacinthe and its adjoining parishes. The locomotive that pulled the train was the "Magog", a brand new 4-4-0, built July 1852 by Hinckley and Drury, of the Boston Locomotive Company,. She was reported to have run very easily up the steep grade at Longueuil with the long train, which consisted of eight covered cars and eight flat-cars.

On August 6th, 1852 the St Lawrence and Atlantic assembled a special train to convey three passengers completely filled with sportmen going to the horse races at St Hyacinthe. The Montreal Gazette reported that the railroad was in good condition and that the train whirled along at the rate of nearly forty miles per hour very smoothly. The trip took one hour and one minute, including stops.

Thursday, August 12th, 1852 the Montreal Gazette reported that an interesting experiment was made at testing the stability of the bridge over the St Francis River at Brompton Falls which is seven and a half miles from Sherbrooke. The bridge constructed on a plan known as a Howe's Patent Truss, constructed of a combination of wood and iron., with improvements made by the Chief Engineer C. S. Gzowski. The span over the St Francis was one hundred and eighty-four feet long; and at that time, it was believed to be the longest span of that type in the world. The first trial was made by sending over the engine and loaded cars with a weight of two hundred tons, at a velocity of from 6 to 8 miles per hour. The second trial, was made by allowing the same train to remain completely stationary on the entire length of the bridge; filled by the train. The third and final test, was to send the locomotive, and twelve fully loaded cars, at a speed of twenty-five miles per hour over the bridge. In each of these tests the momentary deflection never exceeded two inches, while the

permanent deflection was only one eight of an inch, and at no time was there any lateral motion perceptible. The trials were a success.

By mid August the cross ties had been laid to within a mile of Sherbrooke; and by August 26th the last rails were being laid into Sherbrooke and in a day or two , a freight train arrived.

July 29, 1852

The Quebec Morning Chronicle reported on July 29th, 1852 that a special celebration was made of the "first" cars to travel over the Quebec and Richmond Railway. A group of officials and shareholders of the Company crossed the river by boat to the south shore to a point called New Liverpool, the point where the Chaudiere River empties into the St Lawrence River. The guests then either boarded- horse carriages, or walked on foot eastward, through a gaily decorated New Liverpool, back along the St Lawrence. In short time the guests were brought to the railway works at the River Etchemin, where Contractor Rigney received them with what was described by the newspaper as a hearty welcome, a salute from a hundred tree stumps; which he had drilled out and charged with blasting powder, giving what can only be described as a hundred tree stump explosive salute. Besides a welcome, it served the double purpose of splitting the tree stumps from the railway right of way.

With the reception over, two working cars were pushed to the reception on tram rails then drawn by horses nicely harnessed and decked out with flags and ribbons. President Rhodes explained that these horse pulled tramcars were the first carriages that would ever run on rails in this portion of Quebec. It was to be the first ride on the Quebec and Richmond Railway. This all took place in a cutting about twelve feet deep. The tramline was only 1000 feet long. President Rhodes and other officials started to dig and then just as they filled one of work cars and it was off, the ladies boarded into the second car and were pulled along by a horse on their first ride over the Quebec and Richmond line. Contractor Rigney had about 400 men at work on different sections of the contract. Work was just starting on the Etchemin River bridge.

Mr Rigney invited the guests to his home at Etchemin where the party indulged in speeches and collations. The party was then over and the guests left to cross the river at either New Liverpool or Pointe Levis.

Things had turned very sour between the Quebec and Richmond Company and Contractor Rigney by the summer of 1852. The railway company gave him what was described as a trifling amount of money all during the summer. The Company was having trouble raising money. The Contractor had to give notice to stop three different heavy portions of work, on which a large number of men were employed.

Mr Jackson of the English firm of Messrs. Jackson, Brassey and Company stepped in to make arrangements to pay Mr Rigney for the work that he had done on the Etchemin Section. 11-3-1852

A meeting took place between Mr Jackson of Jackson, Brassey and Company and the Directors of the Quebec and Richmond Railway on Friday October 20th, 1852. It was decided that Jackson, Brassey, Peto and Betts Company would take over the whole contract, under new term, and that Mr Rigney would be excluded but paid money for the work that he had completed.

The terms of the new contract gave Jackson and Company the privilege of tendering a new contract to do all the work on the entire line, including Rigney's Etchemin contract. Mr Jackson on October 7th offered to undertake the construction and equipping the entire railway for the sum of 6,500 Pounds per mile.

The Directors accepted Mr Jackson's offer and with the sanction and approval of the Provincial Government a new contract was signed on October 20th, 1852

OPENNING OF THE ST LAWRENCE AND ATLANTIC RAILROAD TO SHERBROOKE

SATURDAY, SEPTEMBER 11, 1852

Saturday, September 11th 1852 , about six hundred Montrealer's, including the Mayor and the Corporation, Judges, and members of the Bar, Railway Directors and members of the press, with nearly every shareholder boarded the ferry Ste. Helene, at the Montreal wharf. Meanwhile Governor-General Lord Elgin, some Cabinet Ministers, and members of both Houses of Parliament, arrived from Quebec City on board the steamboat, the " John Munn". In a few minutes the St Lawrence River was crossed and the entire entourage left the ferry's and climbed aboard the long, fourteen car train standing at the Longueuil station.

The train left and shortly arrived at St Hilaire where it made a short stop, and then off again, and shortly the train reached St Hyacinthe. The town was bedecked, Civic artillery thundered a salute on the arrival of the train. Near the depot; there was an evergreen arch over the track, with the word Welcome at the top. Banners and streamers decorated the station. When the train stopped, Mayor Dessaulles addressed the Governor-General, to which His Lordship made a reply in French.

The train was off again as it dashed through the thick dense forests east of St Hyacinthe when it started to rain, and it continued to rain for the rest of the day. Upon the train's arrival at Richmond, the town was almost deserted, the explanation was the most of the townspeople had boarded an earlier celebration train for Sherbrooke . the train now travelled along the banks of the St Francis River, and then in a moment, after crossing the Magog River, the large train steamed into the Sherbrooke station, a large imposing brick covered station.

September 11, 1852

Close by the station there was a large open wooden building where a throne had been assembled. Here Lord Elgin was welcomed by the Mayor of Sherbrooke. Principal and Professors of Bishop's College made addresses of welcome, and the officials were given a tour of Sherbrooke. A grand luncheon was presented as rain showers forced everybody inside from out of doors. Nine hundred guests were seated at the dinner. Then after dinner, the President of the Railroad, called for "bumpers", a toast first to Her Majesty The Queen, and then the royal Family, then another toast, and then another toast. lord Elgin made the first speech; followed by both the Canadian and American Presidents of the Railroad., and then Mr Galt. Shortly afterwards the party broke up. The guests returned to the railroad station where two steam locomotives were sitting with the long train, The lead locomotive was named "The Queen", a brand new. one month old Portland Locomotive Company 4-4-0 type. The second locomotive was attached at the rear of and pushed the train. They all came merrily back to Longueuil; as the Gazette quipped led by "The Queen".

Sadly that first locomotive, "The Queen", that brought the first railroad train, into Sherbrooke, was renamed the "Lancaster" GTR No. 140, and while working south of the border, on April 7th ,1869 its boiler exploded at Danville Junction, Maine.

THE QUEBEC AND RICHMOND RAILROAD

ANNUAL REPORT JANUARY 1853

During the start of 1852 two field parties were sent out to make the survey for the location of the railway between Quebec-Levis and a connection with the St Lawrence and Atlantic Railroad at Richmond, Canada East.

The first contract was awarded for the first section from Pointe Levis-Hadlow six miles to the Chaudiere River. Work on the bridge over the Etchmin River stated in August 1853. The abutments were nearly completed before the onset of winter. The Etchmin bridge was to be a155 feet long tubular bridge forty feet above the bed of the river. The contract to build the railroad was given to Messrs. Jackson, Brassey, Peto and Betts.

The whole line was cleared of bush and trees at a width of one hundred feet. Grading had started on several sections during 1852. The two large bridges over the Etchmin and Chaudiere Rivers were to be of wrought iron tubes. The tracks were to be laid on top of the tubes. The smaller type of bridges were to be arched stone bridges.

The rail and chairs are to be of an approved pattern, the rail of the ordinary T pattern and weighing 63 pounds per yard. The chairs, to hold the rails, were to be wrought iron weighting twelve pounds each.

The railroad route started at Hadlow Cove adjacent to Levis on the St Lawrence River.. After a level stretch of one mile at the Etchmin tubular bridge, the line started up a grade of 35 feet per mile. The top of grade was Chaudiere, now the town of Charny where the railway then crossed the Chaudiere River, just a short way above the grand Chaudiere Falls. The Chaudiere Tubular Bridge, crossed the river on an iron bridge, composed of tubular girders made of wrought iron. This grand bridge was one thousand feet long, a very imposing structure for the time. The railway after crossing the river climbed on moderate grades upwards through St. Nicholas and St. Giles reaching its first summit at St Croix (St. Flavien) at an elevation of

five hundred feet at only twenty-four miles from Hadlow. The line then descended for eleven miles to a crossing of the Becancour River. The route then rose again to Somerset Township then on through the village of Stanhope. In the fifty-four mile there were only two slight curves, for the most part the railroad was as straight as an arrow. At Stanhope the railroad turned to the south, passing through St. Christophe and Arthabaska, nearly parallel with the Arthabaska Road. Two wrought iron bridges, one 120 feet long and the other 100 feet long spanned the Wolf River and the Nicolet Rivers respectively. The railway then climbed again to a summit near Warwick then descended into the village of Danville. At Danville the railway crossed the South Nicolet River on a wrought iron bridge of three spans of one hundred feet each, forty feet above the river. The railway crossed a rather large embankment then rises to the watershed between the Nicolet and St Francis Rivers. The railway then descended into the St Francis River at Richmond.

The original station location of the St Lawrence and Atlantic was at point known for years as the "Woodyard" close to the Melbourne bridge. This was an unacceptable location for the junction of the two railways, because of a very severe grade, limited available flat land for railway yards, but more, that the trains would be facing south, towards Sherbrooke, rather than arriving at Richmond, pointing towards Montreal. The gothic station was moved west about a mile, and the Quebec and Richmond twisted down and into the new Richmond station. about a mile to the northwest.

AMALGATION 1853

At a general meeting of the stockholders of the St Lawrence and Atlantic Railroad held in Montreal it was decided to adopt the proposition of amalgamating with the Grand Trunk Line June it was reported by the Quebec Morning Chronicle on June the third, 1853.

The Grand Trunk Railway Company of Canada placed a public notice in Canada's newspapers on June 16th, 1853 that a meeting of the shareholders was to be held on Monday, the eleventh day of July, 1853 at the offices of the company so that a report could be presented to consider an Agreement for the Amalgamation of the Grand Trunk Railway Company of Canada with the St Lawrence and Atlantic Company, and with the Toronto and Guelph Railway Company,, the Grand Junction Railway Company and the Quebec and Richmond Railway Company..

Friday, August 5th, 1853 a lease was signed by President Little at Portland, Maine, whereby the Atlantic and St Lawrence Railroad was leased to the great Grand Trunk Railway Company of Canada.

FIRST THROUGH TRAIN AT SHERBROOKE

The Montreal Gazette of July 21st, 1853, reported that major excursion trains were run by the Grand Trunk from Portland to Montreal; and from Montreal to Portland, over the completion of the Grand Trunk from Montreal to Portland.

On July 18th, it was reported from Sherbrooke that the first train had arrived from Portland; and that when it arrived from the south; at the Sherbrooke station, the locomotive displayed both the "Union Jack" and the "Stars and Stripes" flags on its front end.

October 10, 1853

On Monday, October 10th, 1853 just at dusk, the gravel train ran into some cattle that were wandering on the track one mile from Sherbrooke. The train was thrown from the track, killing one man and injuring another man. The train was damaged.

August 20, 1853 The engine the "Coaticook" was approaching the Upton station at ten o'clock in the morning on its way from Portland to Montreal. The train was a heavy one of lumber and fire-wood. The locomotive exploded in a brief second throwing iron fragments into the air and the engine fifteen feet up onto the side of an embankment. Engineer William Seeley and the fireman Mr Beech were terribly wounded. Engineer Seeley died a few days later.

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JANUARY 7th, 1854

When the railroads were first talked of in Canada many wise-acres said the snows in the northern region would prevent their use in the winter season; but experience has shown that snow storms in Canada are not so obstructive to railroads as they are in New England, and particularly on the Atlantic Coast. The storm of last week, which was of no moment in Canada, blocked up all the railroads and stage roads in New England, the snow drifts lying in many places, from seven to ten feet deep, and the trains were in many instances twenty-four hours behind time. The train from Portland was a day behind in reaching Sherbrooke. We believe the trains between Sherbrooke and Montreal have never been obstructed by snow, except for one occasion last winter, for more than a few hours.

The telegraph line on the St Lawrence and Atlantic Railroad was completed from Portland to Longueuil on January 31st 1854. The first message over the telegraph line was the following:

" Yesterday, about twenty minutes past ten o'clock, as the mail car was going north, when about six miles south of Richmond, the engine ran off the track, very nearly into a deep culvert. No one hurt. The accident detained both north and south trains about four hours. It was caused by ice and snow not being shovelled from the rails."

Sherbrooke Gazette

MAY 29, 1854 The first engine made at the Canada Works, Birkenhead, England, was subjected to a trial on Monday, May 29th (1854), prior to shipment for the Grand Trunk Railway. The engine, which is the first locomotive engine made in Birkenhead, was built as No. 1, and each successive engine will be numbered onward. It was named after Lady Elgin. The second will be called Lord Elgin, and both will be despatched by the steamship "Ottawa." QMC 6-19-1854

JULY 14, 1854 The Montreal Pilot reported July 14th, 1854 that work was progressing on the Quebec and Richmond Railway. Forty miles of the line had been graded from the Quebec side and about thirty miles had been graded from Richmond. The bridges at the Etchmin and Chaudiere Rivers were crossed by a locomotive weighing more than thirty tons the week earlier that week drawing a train of twenty cars laden with four hundred tons of iron rails. Locomotives were starting daily hauling trains of plate-layers so that work was being pushed at both ends. Even a few miles of work had progressed on the St Thomas line. Delays were caused by the receiving of materials from England. QMC

AUGUST 19, 1854 Toronto newspapers reported that thirty-five flat cars built at the works of Mssrs. McLean and Wright were shipped on the schooner "Northumberland" for the Grand Trunk at Montreal. Also a splendid and very powerful locomotive from the manufactory of Mr Good, also of Toronto, was shipped on board the same vessel which sailed on Saturday for Montreal. QMC

CHAUDIERE BRIDGE AUGUST 22, 1854

August, 1854, the work on the Tubular bridge over the Etchmin River was complete and put into its place. The rivetting of the large Chaudiere River bridge was progressing and was expected to be completed in a few weeks. Temporary staging trestles were built abound these major bridges to allow construction trains to pass. Work was progressing, and construction trains and rail trains of many tons were running. On Tuesday, August 22nd, 1854 at five o'clock in the afternoon a locomotive ran over a section of the Chaudiere wood trestle and the temporary bridge gave way and collapsed under the weight of the locomotive. The large locomotive was thrown down into the Chaudiere River. The bridge is down, an engine in the river but no one it appears was injured. The next day the locomotive was pulled from the river and the wood trestle was rebuilt and construction trains were rolling. QMC.

SEPTEMBER 19, 1854 The Quebec Morning Chronicle reported that the railway to Richmond was nearly completed and would soon be in operation. The newspaper stated that the benefits to Quebec City would be many; that flour would not have laid in storage for the winter, but could be obtained, as circumstances demanded. The railway passed through forests and ample supplies of cordwood or firewood would be available. Quantities of sawn lumber from the mills around Quebec City, now had new trade routes to the interior of Canada and the Eastern United States. QMC

SEPTEMBER 19, 1854 The completion of the Richmond Railroad was announced the next day in the Quebec Morning Chronicle, after Sir Cusac P. Rooney and other gentlemen and officers of the Grand Trunk Company arrived at Point Levis from Longueuil by special train. in only eight hours. of Canada, QMC

SEPTEMBER 30, 1854 An important event in the History of Canada took place on the 28th of September, 1854, which ought not be passed over as any common everyday occurrence. The Governor General of the British North American Provinces proceeded with his suite across the St Lawrence from the ancient Capital, and in little more than six hours reached the City of Montreal. The Chronicle went on to tell how in the days before the fastest route was the steamship "John Munn" that left Montreal at seven o'clock in the evening and would arrive at Quebec at four or five o'clock the next morning. QMC

NOVEMBER 27, 1854 The first train conveying the mails from Quebec to Montreal left the Levis terminal at nine o'clock in the morning and arrived at Montreal at 4:30 P.M. This was the first regular train service over the Richmond Railway. QMC

THE GRAND TRUNK OPENS TO ST THOMAS

Only a year after the opening of the Quebec and Richmond Railroad; the Grand Trunk celebrated in the opening of two more segments, in its large scheme, first there was the opening of the section from Montreal to Brockville, and then two weeks later, November 30th, 1855, the GTR opened a forty mile section from Chaudiere, the present town of Charny, to St Thomas. east along the south shore of the St Lawrence River.

The work had been done by Messrs. Jackson, Peto and Company. On that November day a official train of two cars left Levis Station at noon. the train ran up to the junction at the Chaudiere, where it was joined by another train from Montreal.

The work on this section had started in February 1854. From Chaudiere Junction to St Thomas the railway runs along a low flat land. There are only a few cuts and one curve, seven miles from the Junction the railroad crossed the Etchmin River at St Henri on an iron tubular bridge. The iron bridge was about seven hundred feet long. Seven stone piers, one hundred feet apart carried the railroad forty feet above the river.

The line ran straight for nearly the next thirty miles. Near St Charles station was the Boyer Bridge, this was also an iron tubular bridge on stone piers, four spans, two spans of eighty feet and two of fifty feet.

There were six stations on this segment, Chaudiere Curve, (the junction), St Henri, St Charles, St Michel, St Francois or Berthier, and finally the stone depot at St Thomas. With the exception of the St Thomas station all the stations were of wood construction, built by Mr David Johnston. At Chaudiere, there was a six stall engine house and a one stall enginehouse at St Thomas.

The soil was rich and productive, particularly with various grains. Nearly the whole of the land was cleared and under cultivation, with very little timber left. The population at this time was about 16,000 people.

Crowds lined the railway as the special train passed. At St Thomas several hundred people greeted the train. The normal speeches were made by politicians and officials at a banquet held in the station. The evening was concluded, and the train returned the Quebec guests to Levis at eleven o'clock where they boarded canoes for the crossing of the St Lawrence.

September 15, 1855 The Grand Trunk Annual Report stated that the work on the railway from Quebec to Trois Pistoles was going ahead very well, but the iron work of the Etchemin River, six spans of one hundred feet each, would be the last part to be completed. The ship carrying the bridge iron from England to Quebec in the spring of 1855 was lost at sea. The company would have to wait for the replacement bridge iron to arrive in the fall of 1855 to complete the railway to St Thomas..

November 18, 1855. The Sherbrooke Gazette carried a letter from a concerned citizen of Lennoxville stating that the Grand Trunk Railway was in a most dangerous state in the manner in which it was "fenced". There had not been, or never had been a fence, about the GTR Lennoxville station and the railroad crossing on the Eaton Road, at the east end of the village. The writer stated that he believed there was not one mile of good and sufficient fence upon the whole railway line from Longueuil to Island Pond. Every few days the GTR were killing cattle, and a short time ago the night freight killed a pair of oxen and a cow of Mr D. Ball; and that only last week killed a fine steer of Mr Elliott of Lennoxville was hit, and that the company refused to pay for the damage. The GTR instead, had put up notices, that it would not pay for cattle killed by its locomotives. The concern of the citizen was that if a train laden with passengers was derailed by cattle and overturned; there would be a serious loss of life, just because the railway company refused to fence it's right of way.

LONGUEUIL STATION

Construction of the St Lawrence and Atlantic started from the Longueuil shore, opposite Montreal. A station was built to serve the railway patrons. A ferry boat brought travellers in the summer, and during the winter sleighs carried travellers over an ice road on top of the river. The station-master was a Henry Jackson. Now a mystery wash drawing of the Longueuil station has been preserved, and along with a locomotive has been the center of much controversy over the years. It was known to exist as early as 1900 when it appeared in an article in the (Canadian) Railway and Shipping World. While railway historians have debated the age and artist of this small piece of work, the Longueuil station house may have been at the intersection of Canadian art.

The famous Canadian artist Cornelius Krieghoff friend was St. L&A station-master Henry Jackson friend. Kreighoff lived in Longueuil in the 1840's and 1850's. J. Russel Harper in his history of Krieghoff not only mentions Mr Jackson's name but also that Jackson introduced him to the local wealthy society, government officials and Grand Trunk officials. Station-master Jackson even owned several Kreighoff paintings, including "The Ice Bridge", that remained in the Jackson Family for many years. He moved to Quebec City, but in 1858 returned to Montreal to paint pictures on commission for sale to the engineers constructing the Victoria Bridge.

Now, the famous Group of Seven Artist, A.Y. Jackson in his autobiography, "A Painter's Country" in his first page mentions that his Grandfather was employed by the St Lawrence and Atlantic Railway and believed that there was some connection between Kreighoff and A.Y. Jackson's grandfather, and the GTR officials.

A mysterious painting and the Canadian art world's elite.

GRAND TRUNK FERRY No. 3 JUNE 9, 1856

Grand Trunk Railway in 1856 started its railroad on the south bank of the St Lawrence at the village of Longueuil. The GTR owned a number of steamship ferry's that made the crossing of the river, crossing the river to their ferry terminal and station house at Longueuil. Grand Trunk Ferry No. 3 was only weeks old in June 1856.

Just after one o'clock on the afternoon of Tuesday June 9th, 1856, the train from Portland had arrived at the station, the passengers had disembarked from the train, and went up the platform to board the ferry. About sixty other people, local residents were also on board. Nearly one hundred people were on board the ferry. While many had gone into the saloon, at the after part of the steamer; but the largest part were standing in the area of the engines, and the forward part of the boat. The last of the baggage had just been put aboard. The captain was standing at the bell, just about to ring it. There was suddenly, without warning a terrible explosion!. The explosion was massive, it cleared the deck. The boiler had exploded. Hot scalding steam drenched the aft deck. In a moment people were either scalded or thrown head first into the St Lawrence River. The floor of the forward part of the boat was blown into chips. The outer shell of the boiler was carried up into the air and landed on the wharf about forty yards from the vessel The boiler was spread out like a piece of paper. All over the wharf were scattered pieces of the boiler. Just behind this laid the steam drum which weighed two tons was shattered. One mass of iron thrown through the air crashed through the roof of the freight shed. The starboard boiler was lifted up and fell into the hull of the boat and made a hole through it and sunk. Frantic efforts were made to pull many passengers out of the river.

The next day an inquest was convened by Coroner Jones, the number of dead were listed at twenty-seven people. The causes of death ranged from head concussions, scalding and drowning. A Charles Denigler gave evidence at the inquiry that he had inspected the engine on several occasions and had noticed that one of the guage's was acting improperly, and had mentioned it to GTR officials.

The first week of June 1858 heavy rains struck the Eastern Townships. Starting on Thursday June the eleventh extreme flooding was reported along the Quebec and Richmond line. On the Nicolet River the log booms at Harrison's Saw Mill gave way and swept away between 15,000 to 20,000 spruce logs. Water swept over the terrain, as culverts and bridges were plugged by timber and debris. A mile west of Danville the bridge gave way. Five miles above Warwick station the entire railway embankment was washed away. The railway quickly built temporary wood trestles that could allow regular service to resume.

DANVILLE OCTOBER 7, 1858

The train on the Quebec and Richmond section of the Grand Trunk Railroad, which had left Quebec at eight o'clock the morning of October 7th, 1858, when it was about two miles west of Danville, at a road crossing and switch. Track labourers were working on the right of way. The engineer saw them ahead and blew the whistle several times, He shut off the steam and reversed his locomotive as soon as he saw that the switch was not set for his train. The train ran off the track, only two yards from a deep valley, the engine, tender and a baggage car were thrown off the track, and the remaining coaches smashed over the ties. then their wheels were buried in sand of the road crossing. This accident was blamed on the negligence of the railroad company for not having an designated employee in charge of the switch at that point, but instead it had left the job in the hands of track labourers. The train crew were somewhat injured as were a few of the passengers.

BOUNDARY AUGUST 7, 1859

Sunday night, August 7th, 1859 the north bound mixed train that had left Island Pond at ten o'clock was only a few miles south of the International Boundary near Norton Mills. The engineer came around a curve and saw a small light in the distance. Fearful of danger immediately shut off steam and reversed his locomotive then whistled for brakes. He managed to stop his train within about thirty feet of the light. The light, was a forty foot bridge fully engulfed in flames.

November 20, 1858 The Canadian born Hero of Kars (during the Crimea War), Sir William Fenwick Williams had paid a visit to Canada in 1858, but was desirous of reaching Portland that Saturday night. He had travelled by the slow regular train during the day, leaving Quebec in the morning he had travelled through Richmond and Sherbrooke, reaching Island Pond at four o'clock in the afternoon. The Grand Trunk Railway instructed its Superintendent, S. T. Corser to make available an express train to rush the General to Portland.

Engineer, Mr Warren Noves, of Island Pond, took charge of the engine "Berlin" and pulled out of Island Pond at 4:31 P.M. with the extra train. and pushed on to Gorham fifty-eight miles in a trifle over one hour. The night was dark and tempestuous, the rain was falling in torrents all the way. At Gorham, the engine "Eliphalet Greeley" with engine driver Mr Grant in the locomotive cab then took the fast train over the railway, the train stopped at South Paris and Danville Junction, and twice near Danville where bridges were undergoing repairs, finally reaching Portland at 7:53 P.M. Sir Williams was so pleased with his express that he presented both Noves and Grant with a sovereign, as a token of his regard for their sense of duty. The 150 miles was made in three hours and twenty-two minutes. The train had travelled at the then outstanding feat of fifty miles per hour, considered a record, for the time, that the story was printed in numerous newspapers.

SHERBROOKE DECEMBER 6, 1858

In the cold morning of Monday, December 6th 1858, the snow and sleet that had fallen during the previous day prompted the Grand Trunk officials to order out a snow-plow train. The plow train was ordered to clear the tracks shortly before the regular passenger train left Sherbrooke. Two engines were chosen in the large circular, enclosed and domed Sherbrooke roundhouse . The engine crews were selected John Finn the engine driver and two others Harry Hughes and Alexander Cordaire swung on board the cab of the first engine, while John Hibbard was the assigned engine driver, of the second locomotive, with his fireman Kingston. John Griffith, the Sherbrooke Locomotive Foreman swung up into the cab of the second engine. A snow-plow was attached, the switches set and the snow plow extra left Sherbrooke passing through the enclosed train shed station crossed King Street and the engineers gave their engines steam and they traveled only several thousand yards at a slow ten miles per hour and up ahead was the two span covered wooden bridge over the Magog River. The lead locomotive had just passed a few feet past the stone pier in the center when Finn heard the timber of the bridge cracking and felt the bridge starting to give way. Finn, with what was described as great presence of mind let out all the steam on his engine as the second span started to fall out from under him. The extra steam gave his engine enough impetus to climb up the incline of the falling bridge. His quick jerk at the throttle parted the double header and Finn's locomotive and tender did manage to arrive on the northern bank safely but just then the tender separated and fireman Hughes who had been standing on the tender steps was thrown under the wheels of the careening tender. The second locomotive with driver Hibbard nearly made it to safety, when the bridge fell into the river taking the locomotive as well, into a fall of twenty feet into the cold Magog River.

Finn who had stayed with his locomotive as it plowed into the sand embankment was safe, Cordaire had a cut over his eye, but it was poor Hughes that was found mangled and dead under the locomotive tender.

The second locomotive while down in the river was oddly very little damaged because it landed on all the bridge timbers. Hibbard, Kingston and Griffith came out of the debris uninjured.

The forward engine had suffered the most damage. The Sherbrooke Gazette reported that there was no shock to the bridge , like at first a derailment, as was the case in the infamous Desjardin's Canal disaster. The bridge it arrears just plain broke, simply from the weight of the two engines and tenders, and snow-plow on the north span of the bridge . The cause was clearly seen to be dry rot that bridge timbers just crumbled in the hand. The bridge had been built around 1852 but had been left exposed until it was "covered" around 1856. A recent Government Inspector had examined the bridge.

An inquest was held days later under Mayor Robertson and Doctor Worthington. The Inquest Jury agreed upon a verdict December 10th that Hughes came to his death through the negligence of the Government Inspector of Railroad Bridges his deputy and those officers and employees of the Grand Trunk whose special duty it was to examine the bridges, they having failed to discharge that duty-that the bridge fell from the rotten state of the timber.

Montreal Pilot, December 7, 1858

Sherbrooke Gazette, December 11, 1858

Inquest

The Montreal Pilot reported the results of the inquest into the Magog River wreck on December17th, 1858. It stated that Henry Hughes came to his death under the tender of locomotive No. 40 when the engine and tender became disconnected when the north span of the bridge over the Magog River collapsed. The jury stated that the Grand Trunk Railway were at fault as the timbers were decayed to a frightful, so much so, that it was a surprise to the Jury that long before the accident that the bridge had not broken under a loaded train.

Locomotive No. 40 had been built by Amoskeag Company, in January, 1855, and was an Outside -Connected 4-4-0 and was repaired and remained on the Grand Trunk roster.

FIRST TRIP TO RIVIERE DU LOUP OCTOBER 17, 1859

The St Lawrence River freezes over with ice completely, from shore to shore in the winter. Navigation halts to Canada in the fall and the Port of Quebec opens at times in May. Below the City of Quebec there were still ice floes that are immense, and a major impediment to navigation. . The area was known as "the dangers of The St Lawrence" A safe harbour at Riviere du Loup would allow ships to berth throughout most of the year, where the Grand Trunk could install store depots for import and export of goods and the landing of passengers. A full day of sailing could be saved over the American ports.

On Monday, the 17th of October, 1859, Mr Blackwell, Vice-President of the Grand Trunk Railway, was accompanied by the Honourable Sir Etienne Tache; Mr Hodges, the agent for the contractor, and Messrs. Buchannan, Reekie, Forsyth and Colonel Rhodes, and a host of Engineers for the first excursion over the new railway between Quebec and the lower St Lawrence village of Riviere du Loup. The special train left Levis at six o'clock that morning travelled up to Chaudiere; and then turned and headed east. At every station there were large crowds, who cheered heartily, and showed their enthusiasm with a display of flags, and boughs of trees showing the local welcome to the iron horse. Between St Rochs and St Thomas the train travelled at forty-two miles per hour. The stations, it was noted were substantial structures built of fire brick. Iron bridges spanned the rivers at St. Ann and Riviere Ouelle. The last ten miles into Riviere du Loup was accomplished over newly laid rails; and that the ballast had not been yet put down. It was for this reason that this section would not be put into use for months to come until the ballast was laid.

The talk of the day, was that soon, a railway line would be pushed directly south to the St John River, through Woodstock, to St John and St Andrews on the Atlantic coast with the help of the St Andrew's and Quebec Railroad.

THE VICTORIA BRIDGE

During the eighteen-fifties, Montreal had seen a railroad first strike east hundreds of miles to the Atlantic Ocean at Portland, Maine, then to turn to the west to link Kingston Toronto and finally Sarnia, on the door-step of the American mid-west. It was the Grand Trunk Railroad. But there was a break, it was the St Lawrence River. The St Lawrence and Atlantic Railroad sat on the south shore of this river at its Longueuil terminal. The railway had its ferry steamers ready at hand to carry passengers across the river. Freight was transported in barges and during the winter, sleighs were used to convey both passengers and freight over the frozen St Lawrence River. The rapid river is two miles wide in the summer and ice from three to seven feet deep in winter. The river is twenty-two feet deep and the current runs at seven miles per hour. Roaring rapids in the summer and ice of from 15 to 20 square miles weighing millions of tons to push on piers. At least twice a year in the fall and spring the river was impassable as the railway waited for either the river to freeze or the thaw to clean out the ice. A great and grand North American railway was stopped by a very dangerous crossing at Montreal.

In 1852 while the St Lawrence and Atlantic was still under construction, engineers Robert Stephenson and Alexander Ross came to Canada and conferred with the management of the Grand Trunk Railway. These engineers had been connected with large railways and public works in Europe. It was suggested that the St Lawrence River be crossed by a iron tubular bridge. Mr Ross returned to England carrying plans and soundings as designed and located by him.

The first stone for the first pier of the bridge was laid July 22nd, 1854 by Sir Cusack Roney at a small celebration. The bridge was to be nearly two miles long standing on twenty-four, massive ice breaking stone piers. Before work on one pier could be made, piles first were put into the river to secure moorings for the boats involved in construction. Then work would start on a cofferdam to secure a dry foundation to construct each stone pier. One winter a large number of men were employed cutting holes in the ice and putting down wooden cribs which were weighed with heavy

blocks of stone. It was thought that this would save time in the spring, but instead, the massive ice shove came and cleared away all the cribs and littered the area with the huge stones. The winter's work was wasted and much more work was needed in the spring to remove each stone individually.

The tubular form of the bridge, a style already in use for a railway bridge over the Menai Straits in Wales was adopted. The tubes were constructed of boiler iron and were in sections measuring 16 feet by 20 feet. There would be a simple plate floor and roof. The bridge was 9,144 feet long using 6,592 feet of ironwork. The ironwork weighed 9,044 tons. The stone piers were eighteen feet wide except the two at the center channel span of the bridge at twenty-eight feet. There were twenty-five spans, each span measured between 242 and 247 feet. The contractors were Messrs. Jackson, Brassey, Peto and Betts.

This was a very long single track iron tunnel and not only restricted one train on the bridge at a time but also trains would have to wait for the tubular bridge to be ventilated before another train could enter the bridge.

On November 24th, 1859, G.T.R. Vice-President Blackwell, the Honourable George E. Cartier, Engineer Alexander Ross, W. Shanley and others were the first to cross the Victoria Bridge. Mr Blackwell was on his way to England to attend the Grand Trunk annual meeting and he wanted to report to the Board that he came by way of the Victoria Bridge.

On August 25th, 1860, His Royal Highness Edward the Prince of Wales officially opened the Victoria Bridge when he drove the last "gold" rivet into the bridge. A grand banquet followed. Longueuil was abandoned as the railway terminal, and now trains from the Quebec City, the Eastern Townships, and Maine, terminated their runs on Montreal Island, at the Grand Trunk's Montreal Boneventure station; and the freight trains terminated their runs at Pointe St Charles. The same terminal for Grand Trunk's western trains.

Canadian Railway and Shipping World, 1898 to 1900

PRINCE OF WALES

The late summer of 1860 was a monumental time for the Canada's. His Royal Highness, Albert Edward, the Prince of Wales conducted the first Royal Visit to North America. It would be the social highlight of decades to come. While staying at Montreal, it was decided that an excursion be made over the Grand Trunk Railway to Sainte Hyacinthe and Sherbrooke. On the morning of August 30th, 1860, the polished Royal Train was prepared, and then off went the Prince of Wales for an excursion through the Eastern Townships.

Sherbrooke was decorated for the occasion. Precisely at two o'clock, the booming of cannon announced the arrival of the Royal Train at the Sherbrooke station. The prince boarded a splendid carriage at the station, drawn by six iron grey horses. The Prince was then carried to a pavilion opposite the City Hall. The Royal Party consisted of not only the Prince of Wales but other British and Canadian notables including the Governor-General, the Honourable A. T. Galt, John A. MacDonald and George Cartier.

The keynote speech was made by the Mayor of Sherbrooke, H.G. Robertson, and in later years the President of the Quebec Central Railway. The prince then presented an address to his loyal Sherbrooke subjects. He was then was again back again in the horse carriage; and with a guard of honour, formed from the Cookshire Cavalry was then driven to a levee at the home of the Honourable |A. T. Galt. After one and a half an hour, it was time to leave Sherbrooke . The Royal Train left Sherbrooke at 3:30 P.M. to return back to Montreal. The train stopped at Sainte Hyacinthe for another visit. The Prince visited the local College there for one hour tour then it was back to the train for the return to Montreal.

THE MONTREAL TERMINAL 1859

POINT ST CHARLES STATION

On Saturday December 17th, 1859 the Victoria Bridge was opened to railway traffic and on Monday December 19th,the passenger and freight offices of the Grand Trunk Railway were moved from the Longueuil terminal to the Point St Charles on the Island of Montreal. That morning the first regular train was the first to leave Point St Charles at nine o'clock in the morning for Quebec City. At 11:45 A.M. the first train arrived from Portland and Sherbrooke. At four o'clock that after noon the international train left for Sherbrooke and Portland. Seven-thirty that winter night the Quebec express arrived at Montreal.

The Point St Charles station had been built in November 1855. At the same time, that construction had started on the Victoria Bridge, the Grand Trunk Railway had also started the construction of its railway to Toronto. The station was located at the Wellington Street intersection with the GTR, very near the northern or western end of the Victoria Bridge construction. The depot was next to the GTR shops and yards. On November 19th, 1855 saw the grand opening of the GTR's Montreal to Brockville section; and by October 1856, Point St Charles station, was the Montreal terminal of the Montreal to Toronto section of the Grand Trunk railway of Canada.

The rails from a point called Carron's to the St Lawrence and Atlantic Railway's depot at Longueuil were shortly removed.

July 3, 1860 The Grand Trunk purchased two brand new sleeping cars and ran them on a trial trip from Portland to Danville Junction. These cars were built by Osgood Bradley of Worchester, Massachusetts. They cost $3,500.00 each and could seat fifty-six passengers

LENNOXVILLE JANUARY 2, 1860

As a freight train from Montreal to Portland was crossing the Massawippi River bridge at the east end of Lennoxville, the bridge structure gave way and the entire train consisting of seven cars, was thrown into the river. The engine and it's tender had just cleared the wooden bridge and did not fall into the river. There were no injuries to any of the train crew. The bridge was a wooden one, of a span of one hundred and twenty feet, and was somewhat new, having been renewed only a year and a half before the wreck.

The Boston Aquarial Gardens were established in Boston in 1859-1860 by James Ambrose Cutting and Henry D. Butler. The "conservatories were filled with rare marine animals imported and collected just for this public aquarium. It was first located on Bromfield Street but the following year was moved to a new location on Central Court and was renamed the Boston Aquarial and Zoological Gardens. The Gardens opened to the public on October 5th, 1860. The following year the Gardens added it's show-piece, a very live twelve foot long beluga whale to its collection.

The outstanding whale was caught in the spring of 1861 in the St Lawrence River, Lower Canada between Riviere Orelle and Riviere du Loup. Its capture was made by using weirs, a sort of trap made of wooden stakes, enclosing an area of several miles of water that converged to a point that trapped the whale in a small area. the whale was nabbed at this point. having been secured the whale was placed in a huge box for transportation. The box was lined with sea weed, and was partially covered at the top with slats. The cargo was carried over seven difficult and rough miles to the Grand Trunk Railway line built only a few years earlier from Quebec (Chaudiere Curve) to St Thomas (Riviere du Loup). May 1861 a live whale was shipped over the Grand Trunk from its point of capture along the St Lawrence, through Chaudiere, Richmond, Sherbrooke, south over the GTR to Portland then along the Boston and Maine Railroad to Boston.

John Davis sites the Oxford Democrat that reported May 24th, 1861 that a live whale passed down over the Grand Trunk on Tuesday night, May 21st, 1861. A tank filled with salt water, gave him comfortable quarters. The whale is going to the Aquarial Gardens, Boston. A week later the paper reported that the whale that passed down over the railroad belongs to the species called the Gray, Beluga, according to Professor Louis Aggassiz, a small species rarely exceeding twenty feet. Mr Davis found that the same newspaper reported on August 16th, 1861, that two more whales

passed down the railroad last Thursday, on August 8th, destined for the Aquarial Gardens in Boston, where they are now sporting. They are were transported in large tanks, upon flat-cars, and were transported without difficulty. Several persons obtained a sight of the monsters, as they were supplied with fresh (salted) water at South Paris, Maine.

At each station the whale was well watered, as if it had been a locomotive. The aqueous attentions were quite necessary during the sixty hour journey. All along the route the whale was the object of great curiosity. It reached the huge tank at the Aquarial Gardens where it swam at once.

In 1862 the Boston Aquarial and Zoological Gardens were purchased by P. T. Barnum. During this time the "whale attraction" was pulling a girl in a boat, in the big tank. The whale was fastened with reins and a collar to pull the little boat. The whale had died in 1869 and its skeleton was donated to The Louis Agassiz Museum of Comparative Zoology on the grounds of Harvard University in Cambridge. It appears that it is still there to this day.

There is never mention about the other whales that travelled over the Grand Trunk Route from the St Lawrence to Portland in August 1861.

THE MONTREAL TERMINAL 1861

BONAVENTURE STATION

Starting in November 1855 Grand Trunk trains from Toronto had terminated at the Point St Charles station, and on December 19th, 1859 trains from both Quebec City and Portland Maine were also using the Point St Charles station. Point St Charles was not near, either the city or the harbour of the City of Montreal. It was south of the Lachine Canal. The City and the railway started looking at a proper station inside the core of the City. The GTR had persuaded the City in 1860 to secure the necessary powers from the Legislature of Upper Canada to expropriate a railway right of way and station site in the centre of the city. To this end, the city started looking at locating a central station around McGill Street. While the city was looking at putting up a $50,000.00 bonus for this purpose. A company was even chartered, May 18th, 1861, called the Montreal Railway Terminus Company. In soon became realized that this City Station was going to become a very costly affair for the Grand Trunk. The GTR stated that the construction of a railway in to the older part of the city was impossible, due to the avariciousness of the property owners and the fact that expensive viaducts would be required to bridge many of the streets. The Grand Trunk decided to ignore the city and went looking for a new and cheaper friend, the Montreal and Champlain, nee the Montreal and Lachine, that could give them an entrance into Montreal.

The Montreal and Lachine Rail Road had opened its small railway in November 1847. It ran from Chaboilliz Square, at St James and Bonaventure Streets, west to the suburban town of Lachine. Its purpose when built was that passengers could avoid on the St Lawrence River, the turbulent "Lachine Rapids", and board steamships at Lachine for Toronto and the west. It had amalgamated twice, with two railroads south of the St Lawrence in 1852 and 1857 to become the Montreal and Champlain Railway.

While the railway and the city were still in discussions about an elegant yet expensive City of Montreal terminal, the Grand trunk started talking to the Montreal and Champlain Railway. The M&C had a station, the Bonaventure Street Station at a very good location, near both the city and the harbour that would help the GTR. The Montreal and Champlain had two routes south of the St Lawrence River that were both dependent on river ferries. The two railways intersected at a point know as the Tanneries, later called St Henri. The GTR had the Victoria Bridge. The one problem, the GTR was broad gauge, and the Montreal and Champlain was standard gauge. A reciprocal agreement was made between the Montreal and Champlain and the Grand Trunk Railway of Canada in 1861. A third rail would be laid from St Henri into Bonaventure Station to accomodate the Grand Trunks 5'6" gauge trains. The Grand Trunk would lay an inner third rail over the Victoria Bridge that would allow M&C trains to run directly south without the need for the ferry.

October 15, 1861 The Grand Trunk commenced its switching at the Tanneries, and made preparations to lay a third rail to communicate with the Bonaventure Street Station, we looked upon the City Terminus as an undoubted reality, whereas now it turns out to be a myth. The ties are still at the Tanneries Crossing; the rails are also there, and all the requisite material. But the work has been stopped, and all the workmen are gone.

November 14, 1861 The Lachine Company changed their passenger station at Bonaventure to the left side, instead of as was formerly, the right hand side of the depot, leaving the latter entirely for the use of the Grand Trunk. The third rail has been laid all the way from the Tanneries, but at that time no freight had been carried over it to the City Station, nor was there observed much activity in building the new sheds.

November 15, 1861 Within the past few days the Grand trunk track from the Tanneries into Bonaventure Street Station, has been completed but will not be used until December 1st, when the station would be opened by the grand trunk railway Company, as a city passenger station. The freight station should be completed by the first of January.

November 27, 1861 The Grand Trunk received permission from the fire Department to erect a freight shed but it has to be lined with brick.

December 14, 1861 The Grand Trunk freight and passenger station at Bonaventure Depot rapidly approaches completion. The freight sheds were being erected with great dispatch, and the platform already used by the Lachine Company has been greatly extended. At the Tanneries an engine-house was being put up and shanties for the additional switchmen that would be required.

December 16, 1861 The cars left this Monday morning for Sherbrooke, and the west from the Bonaventure Street Station. A city station of the Grand Trunk is now a reality.

On and after Monday December 16th, Passenger Trains will leave Bonaventure Street Station:

Passenger Train for Portland	3:15 P.M.
Mail train for Richmond and Quebec	7:00 P.M.

For the accommodation of the Local Traffic a passenger car will be attached to the Freight Train leaving POINTE ST CHARLES STATION AT 7:30 A. M. for Richmond, Sherbrooke, Island Pond, and intermediate station and to the corresponding train arriving at Pointe St Charles at 6:00 P.M.

Trains will arrive at Bonaventure Street Station at:

From Quebec and Richmond	9:30 A.M.
From Island Pond	12:45 P.M.

December 5,1861 The American Civil War was nine months old, and there were concerns that Britain or Canada would be dragged into the hostilities. There had all ready been incidents between England and the Union. The Grand Trunk, December 5th, carried 450 men of the second detachment of the 16th Regiment by train from Riviere du Loup to Montreal. They had been transported from Halifax by ship, and then rail.

GREAT WESTERN RAILWAY TRAINS TO PORTLAND

October 30th, 1861, the Montreal Pilot reported that the railroads of Canada and the vessels of Lake Ontario and the St Lawrence River were moving vast quantities over their routes. The Great Western Railway of Canada, with its two routes; Toronto to Niagara Falls, and Toronto to Windsor and Sarnia, had entered into to a contract to carry two hundred thousand barrels of Canadian flour from its line in southwestern Ontario to the Port of Portland. The Great Western made an agreement with the managers of the Grand Trunk Railway by which the GWR could run this flour over the GTR from London to Portland, Maine. The Great Western Railway furnished the CARS and the LOCOMOTIVES. and that the Grand Trunk Company the engineers and conductors. The Great Western trains had to run back empty as the GTR reserved the right to carry freight from Portland on its own trains. The freight traffic was so great that half of the passenger trains have been withdrawn. There was only one Express and one Accommodation train over this whole route. "The Grand Trunk Company gets all the Western freight it can carry with its facilities."

April 23, 1863 Tuesday afternoon at about 5 o'clock, on April 21st, 1863, a lumber train, No. 13, near Windsor was thrown from the tracks due to a wash-out under the track. The locomotive was destroyed down in the embankment when several cars crashed on top of the engine. The fireman was killed, under all the crushing debris. The rails were not broken and there was not any accumulation of water near the track led the company to believe the cause was a freshet under the track.

SJ

February 16, 1865 The Wednesday night train had left Montreal for Quebec, on the night of February 15th, and had travelled slowly, through Richmond junction, and in the early morning hours at 8:30 in the morning had reached Danville. At this point there was an upgrade followed by a downgrade and then a curve. This is the point and cause of the passenger cars being thrown down a steep embankment; twenty feet, smashing some of the passenger cars. Two ladies were injured in the sleeping car.

MERC

March 1, 1867 At about one o'clock on the morning of March 1st, 1867, the up mail express which had left Levis the previous night was four miles east of Warwick, one of the rails gave way. A first class coach and a sleeping car were thrown down an forty foot embankment. The cars turned over and laid at the bottom on their roofs. With the stoves and lamps overturned, the cars quickly caught fire. There were thirty-five passengers in both cars. They all quickly exited with only small injuries into the night as the debris was totally consumed.

MERC

The Immigrant Special, June 29, 1864

by John Thompson

One hundred and thirty-five years ago this June occurred the worst train wreck in Canadian history when ninety-nine people, chiefly German immigrants, died in the Beloeil Bridge Disaster of June 29, 1864. In terms of number of fatalities, it was worse than any other train wreck, in either Canada or the United States, in the 19th century, more even than the worst U.S. train disaster of the 1800s, the death of 89 people in the wreck of the *Pacific Express* at Ashtabula, Ohio on December 29, 1876. The Beloeil story has often been told, but this account by the late John Thompson, completed after his death by your editor, adds much more information.

Some disasters, like the sinking of the *Titanic* or the Halifax Explosion, never lose their interest, for there are so many "what ifs" that could perhaps have prevented the disaster altogether. That such is the case with the Beloeil Bridge Disaster becomes readily apparent as we read Mr. Thompson's story. We all know what the outcome will be, but we are drawn along, figuratively speaking, with the doomed train as we get to know some of the passengers and vicariously share their experiences. We keep thinking "if only" this or that had happened. What if the circus had not played Richmond that night? What if the crew had delayed a few more minutes at St. Hilaire to give water to the passengers? What if Burnie had driven the engine of the earlier immigrant special? What if William Haggart or Martin Wakefield had been available at Richmond that night? What if all the rules in the book had been followed? The list goes on and on. Finally we are thankful that so many passengers survived what could so easily have been a much worse tragedy, and that this, and other, disasters speeded up the adoption of safety devices, like air brakes, that have prevented many similar occurrences.

Strangely, there is some doubt as to whether the engineer of the wrecked train spelled his name "Burnie" or "Burney". To avoid confusion we will spell the name "Burnie". The name "Point Levi" also has more than one spelling, but we have standardized that too. Also, an immigrant is one who is arriving, while an emigrant is one who is leaving. Since these passengers had just arrived, they were immigrants to Canada, but from the point of view of Germany they were emigrants, hence the spelling on the stone.

In Montreal's Mount Royal cemetery, in the shade of a small group of white birch trees, stands a large granite monument. On that monument, in 15 lines, is carved the following inscription: "TO THE MEMORY OF FIFTY-TWO GERMAN EMIGRANTS BURIED HERE. AND ALSO OF FORTY-FIVE MORE WHO ARE INTERRED IN THE CATHOLIC CEMETERY HAVING LOST THEIR LIVES ON THE 29TH OF JUNE 1864 BY THE PRECIPITATION OF A TRAIN OF 11 CARS WITH 500 GERMAN EMIGRANTS THROUGH THE OPEN DRAWBRIDGE OVER THE RICHELIEU RIVER. RUHET IM FRIEDEN DES HERRN." Few people visiting the cemetery stop to read the inscription, and fewer still know the story behind it. Yet this stone represents one of the darkest moments in Canadian railway history. Let us go back 135 years and find out about it.

On Monday, 27 June 1864 the sailing ship *Neckar*, out of Hamburg, Germany, anchored at the port of Quebec after a 41-day voyage across the Atlantic. That day 538 passengers left the ship and set foot for the first time on the soil of North America at Point Levi, across, and slightly upriver, from Quebec. Point Levi was about three quarters of a mile west of the Levis station of more recent times. Most of the passengers intended to join relatives in the western United States, but they would travel by rail through the Canadas to get there.

Like shoemaker Wilhelm Kehler from Schwerin in the Grand Duchy of Mecklenburg, and bachelor schoolmaster Wilhelm Cordes from Holstein, most of the people were German-speaking. They came from Bohemia, Saxony and the towns of north Germany. There were also Polish families like the Klockotsnichs, Swedes like Johanna Larsen - "a good looking young Swedish girl who had come out alone"[1] - and 16 Norwegians among the arrivals.

For some it had been a sad voyage; seven children had died on the way over and had been buried at sea. Johnann Prewina and his wife had lost a child. So had Franz Kouchal and his wife.

Theodore Hermann Goring, 6 years old, helped his father and mother haul the trunks into the wooden building on the waterfront beside the railway tracks. The family staked out a bit of floor and waited in the chaos of the disembarkation until they were told what next to do. The next step was explained to them by an official who spoke German. They must buy their tickets for the train that would take them west, from the ticket agent behind the wicket. The official would help translate. All the rest of the day the people waited patiently in the long line-up. One by one they reached the wicket and explained where they wanted to go. Wilhelm Noester and his family wished to go to Hastings, Wisconsin; he paid a fare of $110.[2] By supper time there were still many without tickets. There would be no train that day.

The passengers from the *Neckar* spent an uncomfortable night in the shed. When morning came and the wicket opened, the line formed once again.

On that Tuesday morning, Charles John Brydges [rather aptly named in view of what was about to happen], 37 years old, Managing Director of the Grand Trunk Railway, was in his office at Point St. Charles, Montreal, working on a plan to gain control of a rival line.

Brydges was also an immigrant to Canada but had never spent a night in the Immigration Sheds. A Londoner, he had begun his apprenticeship in railway management at the age of 15 in 1842 when he got his first job working for the South Western Railway of England. He rose to the position of Assistant Secretary with the company when he was offered the chance to become Managing Director of the Great Western Railway of Canada, a projected line running between Niagara and Windsor. He arrived in Hamilton, Canada West in 1852, travelling first-class, and during the next 10 years he managed

to make the Great Western a profitable company. In 1862 he was offered, and accepted, the position of Managing Director of the rival Grand Trunk Railway, British North America's longest railway and largest company. The railway he was now working to gain control of was the Great Western. (He would fail in his attempt in 1864, but in 1882, after he had left the company, the GTR would finally succeed in its takeover of the GWR.)

In the three years Brydges had been head of the Grand Trunk, immigrant traffic to the United States from Point Levi had become a source of profit for the company. Immigrants paid second class fares and most were carried to the end of the line. The Grand Trunk suffered from a shortage of second class cars but, in his first year as General Manager, Brydges had approved of a policy of substituting freight cars for passenger cars whenever the need arose. "There are movable seats provided for in box cars," he noted, "[and] when immigrants have reached their destination the movable seats are packed up in a corner of the car.[3] The cars were then used to haul grain or cattle from the American midwest to ports on the Atlantic. It was convenient for the company, and Brydges had never heard any complaints from the immigrants.

Brydges is responsible for his employees treating certain people like cattle. Tonight he will be awakened around two in the morning with very embarrassing news of the fate of one of his trains.

That Tuesday morning at Point Levi, A.S. McBean, local Superintendent of Traffic, received an urgent message from Anthony Jorgensen, the Government Immigration Interpreter who had been assisting the passengers from the *Neckar*. He requested that a train be made up immediately to move the people out of the sheds because two steamships carrying more immigrants were due to arrive that day, and more ships were reported downriver.

McBean had a problem; three days earlier, the last of the second class cars at Point Levi had been sent west on another train carrying immigrants. There was, however, no need to telegraph Headquarters about the matter. He ordered the carpenters to begin installing "movable seats" in five box cars from the yard and assigned four more freight cars to carry the trunks, bags and belongings of the immigrants.

McBean then had to alert Henry Bailey, Superintendent of Traffic for the Eastern District at Headquarters in Point St. Charles, about this "special" so Bailey could make arrangements to relieve the Point Levi crew when they arrived with the train that night at Richmond, Quebec, the divisional point 153 km up the line. A conductor, two brakesmen, an engineer and a fireman would be required at Richmond.

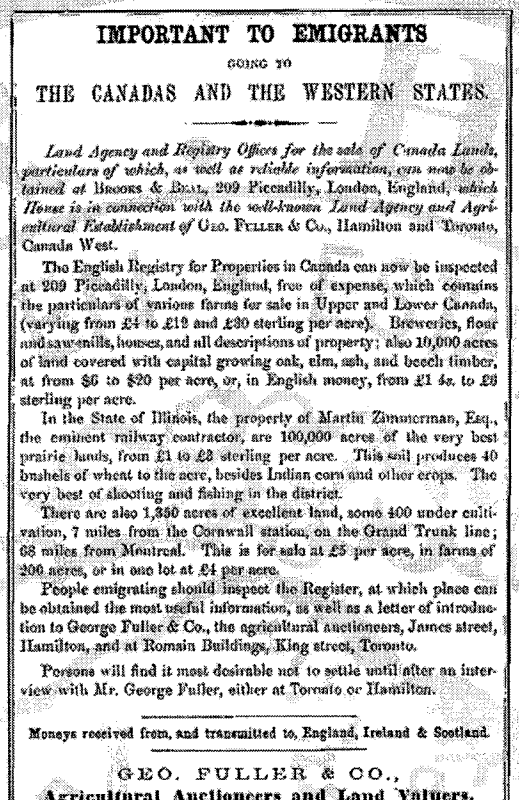
"About 500 emigrants [sic] will leave here by special about 3 p.m." [4] McBean telegraphed Bailey in Point St. Charles around one that afternoon.

Bailey first decided that the special would follow the night freight train from the east after it arrived in Richmond that evening. He asked S.P. Dean, Train Despatcher at Point St. Charles, "to arrange for this special at Richmond to follow No. 16 freight on white signal."[5] When a locomotive change was made at Richmond, the substitute engine would carry white flags. This would indicate to railway employees that the special was running to Montreal behind the freight with no further orders required for its movement.

Dean telegraphed F. Sadlier, a conductor at Richmond, asking if he could take the train. Sadlier replied by asking if Conductor Tom Finn could go in his place. Dean telegraphed Finn and asked if he could take charge of the train that evening. "Big Tom", as Finn was known, was available. He was given the assignment. Some of his fellow conductors thought he was "not competent and ... some serious accident would some day be the result."[6] Tonight he would be in charge of the Immigrant Special.

Like McBean, Finn too had a problem. His job was now to find a crew. A regular freight train of a dozen cars required the Conductor to have two brakesmen working under him. Their job was to ride atop the train and, when signalled by the engineer with two short blasts of the whistle, to apply the brakes (by turning a wheel on the roof at the end of each freight car). But that day at Richmond only one brakesman was available for duty that evening, Gédeon Giroux, from Point St. Charles. He was expecting to work on a freight train to the east. Finn found him and told him he would be working the special train instead. Giroux asked who would be working with him. When Finn said he would be working alone, Giroux objected. Get another brakesman or he would refuse to work the train. Finn told him he would ask the Company to send a brakesman from Montreal to assist him. Giroux reluctantly accepted the assignment on the special.

That afternoon, a little after one, Thomas King, Locomotive Foreman at Richmond, got a telegraph message from S.P. Dean, requesting him to have an engine ready to follow Train No. 16. King's task was to assign a crew. He too had a



IMPORTANT TO EMIGRANTS

GOING TO

THE CANADAS AND THE WESTERN STATES.

Land Agency and Registry Offices for the sale of Canada Lands, particulars of which, as well as reliable information, can now be obtained at Brooks & Bull, 209 Piccadilly, London, England, *which House is in connection with the well-known Land Agency and Agricultural Establishment of* Geo. Fuller & Co., Hamilton and Toronto, Canada West.

The English Registry for Properties in Canada can now be inspected at 209 Piccadilly, London, England, free of expense, which contains the particulars of various farms for sale in Upper and Lower Canada, (varying from £4 to £12 and £30 sterling per acre). Breweries, flour and saw-mills, houses, and all descriptions of property; also 10,000 acres of land covered with capital growing oak, elm, ash, and beech timber, at from $6 to $20 per acre, or, in English money, from £1 4s. to £6 sterling per acre.

In the State of Illinois, the property of Martin Zimmerman, Esq., the eminent railway contractor, are 100,000 acres of the very best prairie lands, from £1 to £2 sterling per acre. This soil produces 40 bushels of wheat to the acre, besides Indian corn and other crops. The very best of shooting and fishing in the district.

There are also 1,350 acres of excellent land, some 400 under cultivation, 7 miles from the Cornwall station, on the Grand Trunk line; 68 miles from Montreal. This is for sale at £5 per acre, in farms of 200 acres, or in one lot at £4 per acre.

People emigrating should inspect the Register, at which place can be obtained the most useful information, as well as a letter of introduction to George Fuller & Co., the agricultural auctioneers, James street, Hamilton, and at Romain Buildings, King street, Toronto.

Persons will find it most desirable not to settle until after an interview with Mr. George Fuller, either at Toronto or Hamilton.

Moneys received from, and transmitted to, England, Ireland & Scotland.

GEO. FULLER & CO.,

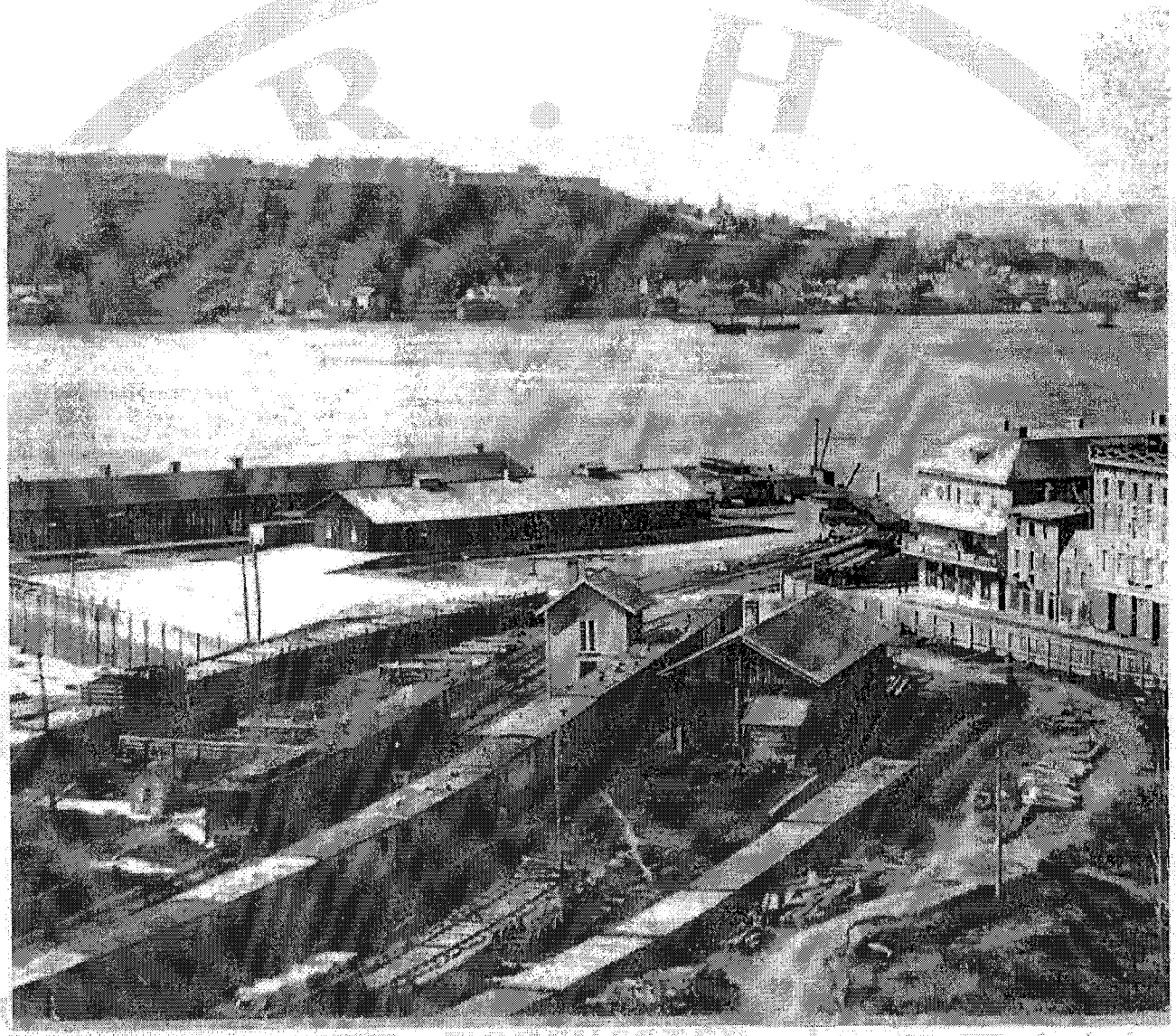
Agricultural Auctioneers and Land Valuers,

HAMILTON AND TORONTO, C. W.

Who are the Importers of "Thomson's Cattle Feeds," and "Bowes' Farmer's Friend," a preventative to Smut in Wheat and Wire Worm.

An 1859 advertisement in an English publication intended for would-be settlers in Canada and the United States. Similar ads appeared in German publications and were read by those who emigrated from the old country aboard the "Neckar".

The British-American Guide Book, 1859.



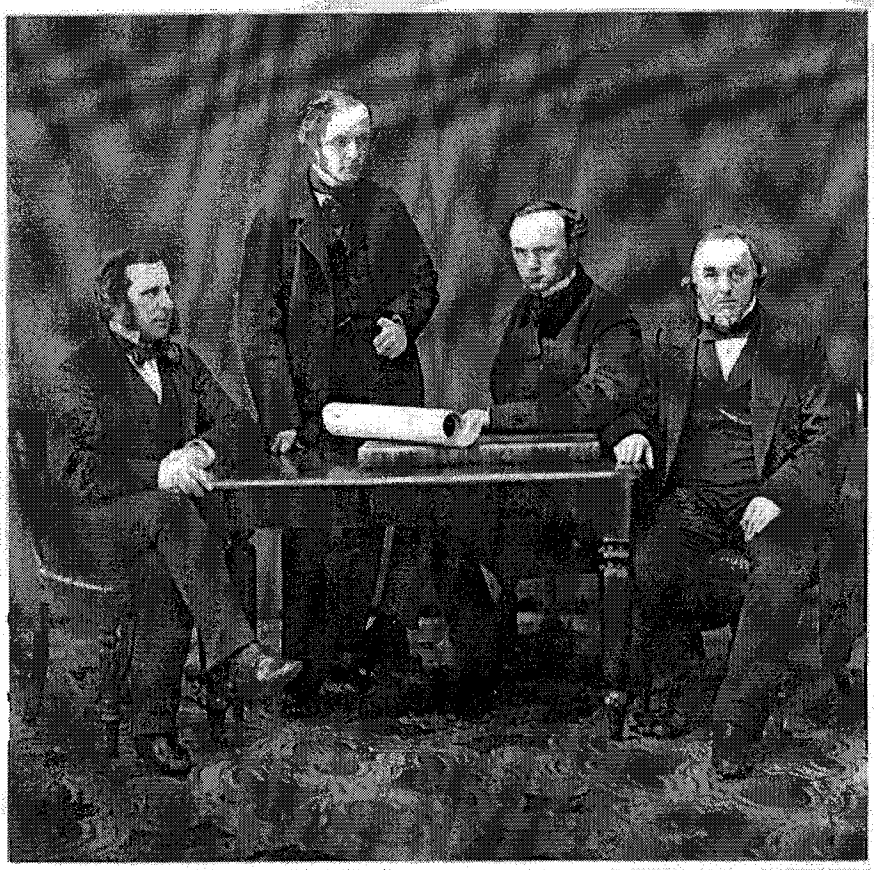
A view of the docks and terminal at Point Levi about 1864. In the background is Quebec City and the Citadel. In the left foreground is a train of the infamous immigrant cars; clearly just boxcars with windows cut in the sides. What a contrast to the regular coach, with an early clerestory roof, seen on the adjacent track. This is one of the few photos extant that show the immigrant cars. It is from a stereo view published G.R. Proctor of Salem, Massachusetts. National Archives of Canada, photo No. PA-143770.

problem. His regular engineers Martin Wakefield and William Haggert had both asked for the night off (the circus was in town). There was only one person around who could take the Special. King went out to talk to him.

William Burnie, 26, was the engineer on Engine No. 168, "the Pilot Engine"[7] as they called the spare locomotive used to assist long trains on the grades between Richmond and Acton, 35 km away. No. 168 was named "*Ham*" one of a trio, "*Ham*", "*Shem*" and "*Japheth*" (named after the sons of Noah in the Biblical book of Genesis), built by Daniel Gunn's Hamilton Locomotive Works in April, 1857. William Burnie had only been an engineer for 10 days. Before that he had served for two years as the Fireman on the Pilot Engine and before that he had been an engine cleaner and a night watchman at the locomotive shop at Richmond.

Three days earlier Burnie had almost been assigned to the other Immigrant Special that had come through. "On or about the 25th of June last," he wrote, "I was notified by Thomas King, locomotive foreman, at Richmond, that I would be required to run a special train, loaded with immigrants, the arrival of which was immediately expected from Quebec, and that I should take charge ... at Richmond and then run it to Montreal. I thereupon protested against doing so, as I did not know the road, and was answered by King that he could not help it, as he had no other one to send. In the meantime Engine No. 145, of which W. Miller was the driver, arrived from Sherbrooke, and I was relieved from taking charge of the train in question, Miller having been substituted for me."[8]

This time there was no alternative: "On the 28th day of .. June, I was again notified by King that an Immigrant train



Henry Bailey, Superintendent of Traffic for the Eastern District, is shown standing second from the left in this photograph of Grand Trunk Railway officials. Others in the picture, from left to right, are James Haroman, Auditor, Walter Shanley, Manager, Myles Pennington, General Freight Manager. It was Bailey who made arrangements for the routing of the Immigrant Special to travel west from Point Levi on June 28, 1864.

National Archives of Canada, photo No. PA-200522.

would arrive on the evening of that day at Richmond and that I must run it from there to Montreal taking with me for this purpose the Pilot Engine. Finding that I must either go as directed or lose my situation, I did not offer any further remonstrance; but told King, upon receiving his orders, that the pistons of the Pilot Engine should be examined before leaving as they were in bad order. King told me to put the engine upon the pit and get her examined. I proceeded to the workshop at Richmond for this purpose, but found that all the hands engaged there had left, as I understood, for the purpose of seeing a circus performance which was then going on at Richmond, and in consequence, the examinations of the pistons did not take place."[9]

That hot June afternoon word spread in the Immigrant Shed at Point Levi that everyone who had tickets should bring their goods and baggage to the end of the outside platform. Their train was backing in.

Schoolmaster William Cordes had only his clothes and his books to carry. Families like the Gorings, Prewinas and Kouchals had much more. From the platform they watched a string of freight cars roll to a stop. The first four cars were for baggage, they were told. The other five were for passengers.

It was chaos. Five cars for so many passengers? How were they all supposed to fit into so little space?

There were not enough cars for all the people, so another box car was attached. The passengers still waiting on the platform had to watch the carpenters finish installing the benches before they could get in. Shoemaker Wilhelm Kehler got aboard the last car: "A cattle car" he called it, "I saw sawdust on the bottom of the car. On the sides were benches ... through the centre was another row of benches supported by uprights."[10] Was this how they were to travel all the way to the United States?

Then another car was shunted on to the train. This one was a passenger car, with seats and windows. A crush of people tried to get aboard this car. Soon the whole car was filled and there were people standing. Better to stand in a passenger car than sit in a box car.

Finally an open-ended car, the brakesvan, [caboose] was placed at the end of the train. The car was small but had two very powerful brakes. The conductor rode in it. Today he would have company — 20 passengers crowded into it. It was against company rules, but what could Conductor Joseph White do? No one inside it spoke English or French.

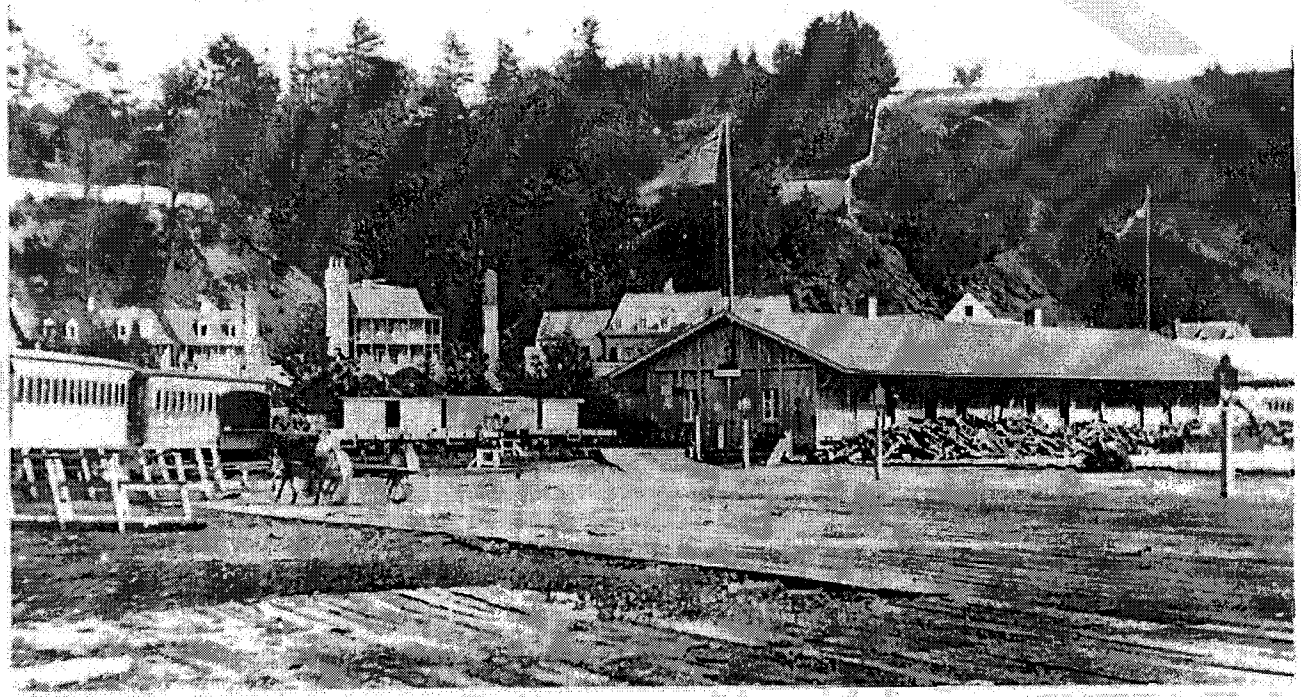
Thedore Hermann Goring and his parents sat inside one of the baking freight cars through the heat of the afternoon. Finally, around three-thirty, a railway worker came and locked the door made of iron bars spaced about 12 cm apart. He left the wooden door on the other side of the car slightly open. Then with a jolt, the train began to move on its fateful journey.

"Lot of Germans left special 3:40 pm," A.S. McBean telegaphed to Henry Bailey that afternoon. "15 to New York via St. Lamberts, 19 to Montreal, 20 for Central district, 21 beyond Toronto, 384 beyond Sarnia."[11] A total of 459 people.

For the people packed in the train it was a long, slow trip. They trundled slowly along at freight train speed, 36 kph. The people were unhappy. "They complained of being overcrowded and they had no room."[12] said Wilhelm Kehler.

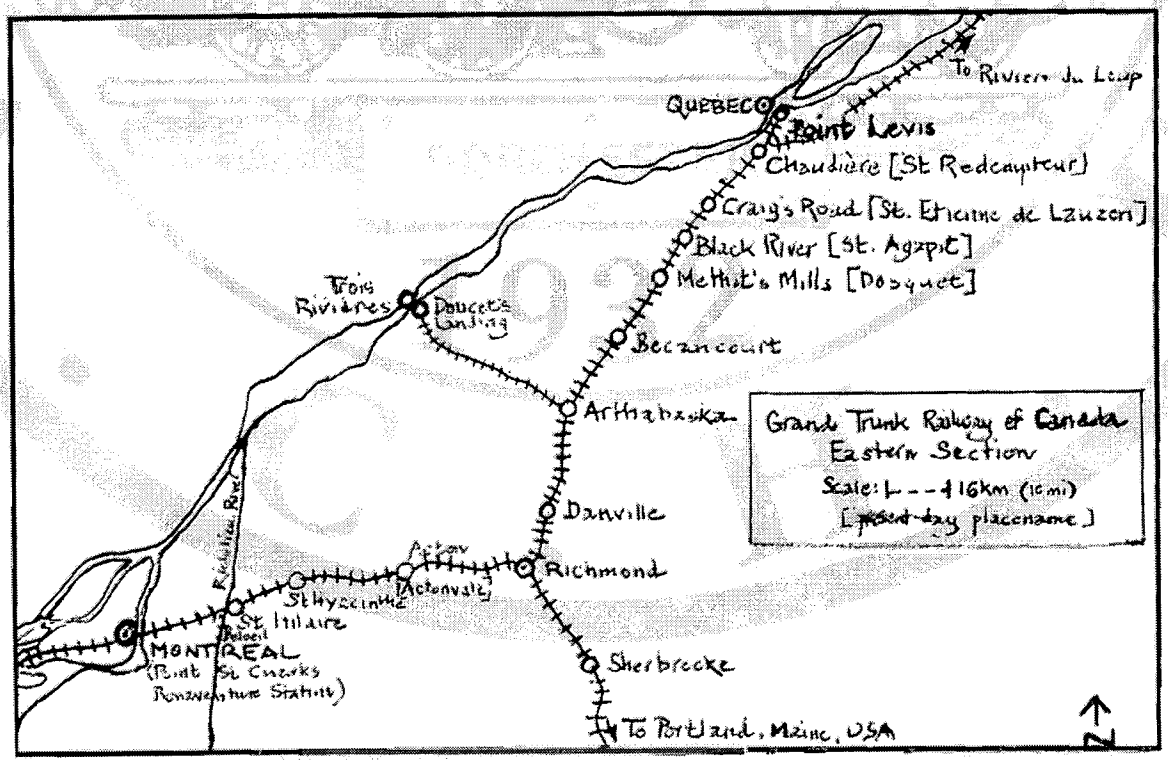
Every hour or so the locomotive stopped at stations for fuel and water and from time to time pulled on to a siding to wait for other trains to go by. At these stops, Conductor White unlocked the doors of the freight cars and his brakesmen handed several buckets of water up into each car.

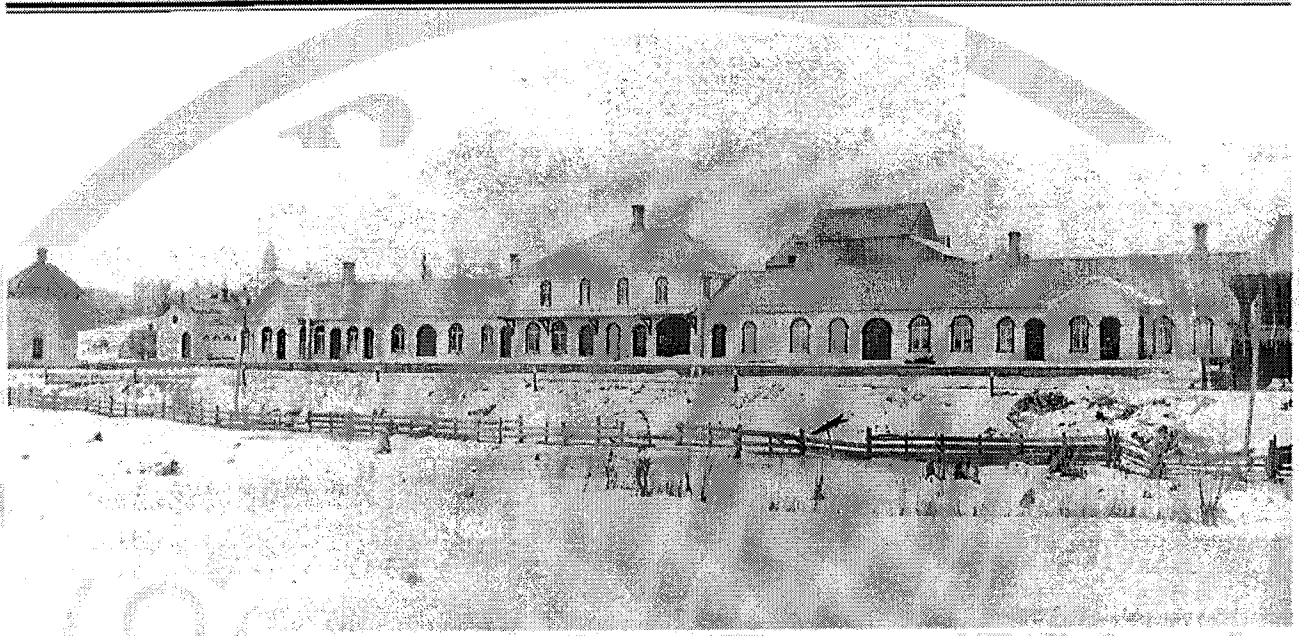
The minute the doors were opened, many of the men inside forced their way out of the cars and took advantage of the opportunity to relieve themselves beside the tracks. The women and children were not so fortunate. The drop from the floor of the cars to the ground was too high for them to manage;



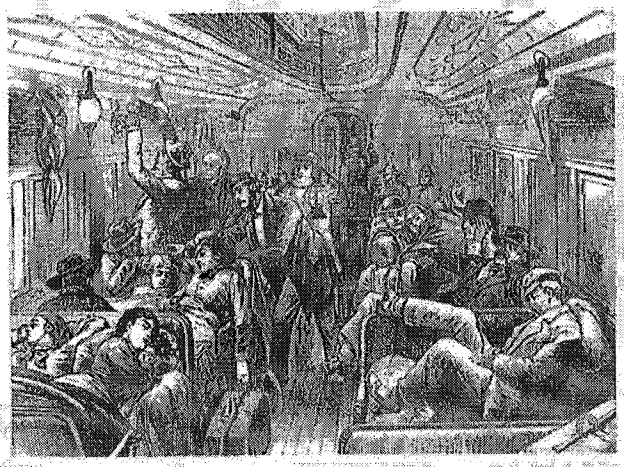
ABOVE: The station, which also served as the immigrant shed, at Point Levi about 1860. This is where the passengers from the "Neckar" spent the night, and part of the next day, awaiting the train to take them west. The cars on the extreme left are very early GTR coaches, but offering far better accommodation than the immigrant cars. The coach added to the train was likely of this type. National Archives of Canada, photo No. PA-165571.

BELOW: A drawing of the Eastern Section of the GTR showing the route of the Immigrant Special. John Thompson.





ABOVE: Richmond station, Canada East, where the Immigrant Special arrived at 9:02 in the evening of June 28, 1864. National Archives of Canada, photo No. PA-200514.



The interior of a crowded coach during an overnight trip in the 1860s. This was elegant compared to the Immigrant Special. The coach in the illustration has an early clerestory roof for light and ventilation, and some of the passengers are occupying a double seat. No such luxury was available on the train in our story; there everyone was crowded into far more spartan space.

"they were compelled to procure relief as best they might in the sitting or standing positions which they occupied in these over-filled cars, to the setting aside of common decency and to the disgust of themselves and their fellow passengers."[13]

Meanwhile, up the line at Richmond, Engineer William Burnie went to the engine house after supper. White flags were on the front of the 168. His fireman, Nicholas Flynn, was firing up the boiler, getting up steam for the night's run. Until 10 days ago, Flynn had been the boy who cleaned the locomotives in the shop. He had been appointed fireman when Burnie became an Engineer, and he had never been over the road to Montreal in the cab of an engine.

Burnie's boss, Mr. King, was not around; he was at the circus.[14] Burnie - worried that he did not know the road beyond Acton, 20 miles away - talked to William Ames, the night watchman, about his predicament. Ames loaned him a copy of the timetable so at least he would know the names of the stations along the route and the distances between them.

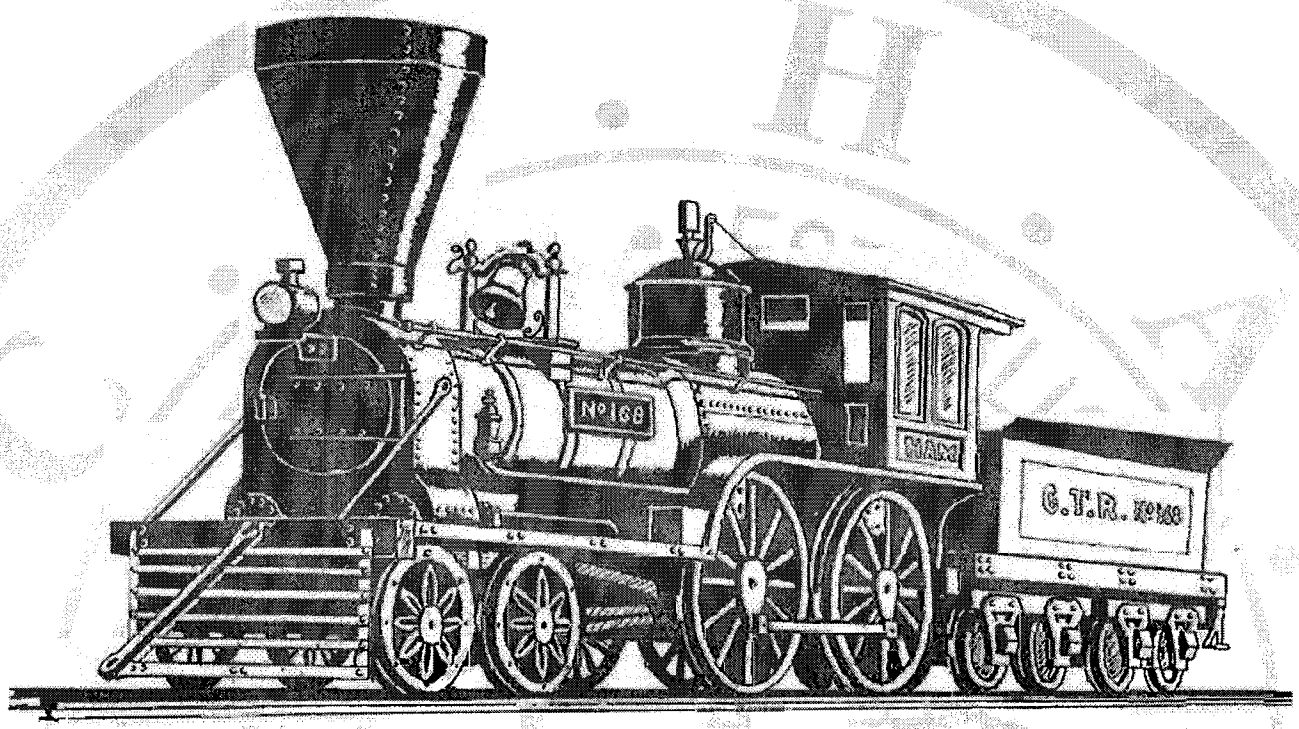
At 9:02 p.m., five and a half hours after leaving Point Levi, the Special arrived in Richmond. The Quebec brakesman uncoupled the engine and tender from the first box car and signalled for the engineer to move off to the engine house. The other brakesman began unlocking the doors of the freight cars and people began jumping out. A freight train full of people! Burnie, Flynn and brakesman Giroux, watching from the 168, had never seen this before.

Burnie backed his engine on to the Special and Giroux attached the locomotive to the train. Giroux was working under protest. He was still the only brakesman on a 12-car train that should have had two assigned. Conductor Finn had assured him that the company was sending another brakesman from Point St. Charles, but he would not join the train until they got to St. Hyacinthe.

In fact, there was no possibility of another brakesman joining them, and Conductor Tom Finn, climbing aboard the brakesvan at the end of the train, knew it. The Company could not get another man to him in time. He had to fool Giroux into working.

Finn's orders were to wait until Train Number 9, a passenger train from the east, had come through, then follow Train Number 16, a freight, also from the east, to Montreal under white signal.

Burnie sat with Fireman Flynn in the cab of his engine until the two other westbound trains had left. At 10:05 p.m. Conductor Finn gave them the signal to depart. Off into the night headed wheezy 168 and the Immigrant Special.



A drawing by Omer Lavallée, of No. 168 as she appeared at the time of the disaster.

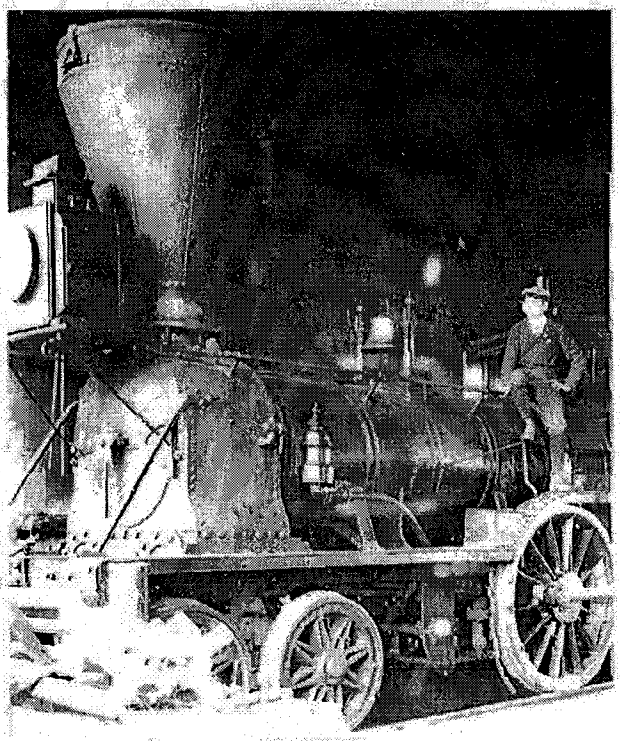
It was not pleasant in the box cars after the sunset. There were no lamps and the wind blew in through the metal bars of the door. "We complained of the heat of the day and the cold during the night."[15] said shoemaker Willhelm Kehler.

The train arrived at Acton around 11 o'clock. The 168 was losing steam, so Burnie drew up to the water tank and replenished the water supply in the tender. He then moved up to the woodpile and Brakesman Giroux and the Woodman threw firewood into the tender. After they had finished, Burnie shouted down to Giroux and asked him to climb into the cab. There he asked Giroux if he knew the road to Montreal. Giroux said he did. Burnie asked him if he would stay on the engine to show him where the up and down grades were, because he did not know the road. Giroux looked at the young fireman; did he not know the road? No, Nicholas Flynn told him over the hiss of the engine, only the way to Quebec.

It was against Company rules for a brakesman to ride on the locomotive; Gédeon Giroux had never ridden on a locomotive over the line. He looked at the two young men in front of him. Tonight he would have to.

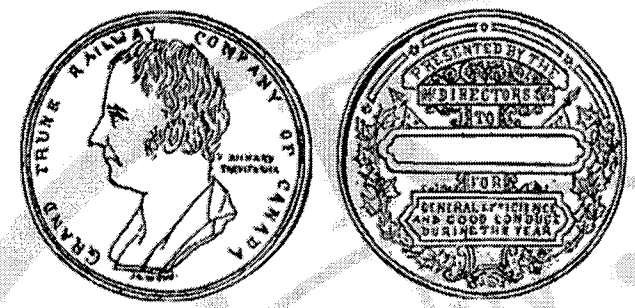
The passengers in the cars waited for the doors to open at this stop in the darkness. They did not open. "We got no more water," said Wilhelm Kehler. With a jolt, the train set off again. There was talk of forcing the Company to provide proper cars when they reached Montreal.

Around midnight, about a mile before reaching St. Hyacinthe, Burnie was going a little too fast to be able to stop the train at the water tank, so Giroux jumped up to the top of the freight cars and put on the brakes of ten of the cars. This slowed down the train enough for Burnie to stop right at the tank. It took only a few minutes to water the engine. Burnie



The "Grenville" of the Carillon & Grenville Railway was similar to GTR 168, but slightly smaller. Also built by Dan Gunn of Hamilton in the 1850s, it was in service until 1910. Here we see it about 1900.

Argenteuil County Historical Society Museum, Carillion, Que. Collection of the author.



ABOVE: The Grand Trunk had a medal, known as the Trevithick Medal which was presented to locomotive engineers for "General Efficiency and Good Conduct during the year". In 1861 William Haggart was a recipient of that medal. He was one of two engineers who took the night runs west of Richmond, and under normal circumstances might well have driven No 168, in which case the disaster would not have happened. That fateful night, however he was off duty, at the circus.
Canadian Coin Cabinet by Joseph LeRoux, 1888.

BELOW: The actual medal awarded to William Haggart in 1861. It is of silver, 1.8 inches in diameter. On the edge is the inscription "W.S. MACKENZIE. LOCO. SUP.". Mr Haggart modified it by soldering a pin to the head side so that it could be worn with the inscription side showing. One wonders if he was wearing it on June 28, 1864.
Collection of Fred Angus.

checked the timetable Ames had given him. Only 32 miles more, perhaps two hours, and the train would be rolling over Victoria Bridge and in to Montreal.

No one told Burnie about another bridge ahead. This spanned the Richelieu river at Beloeil. It had been built in 1848 as part of the St. Lawrence & Atlantic Railway which had become a component of the Grand Trunk upon its completion in 1853. The Beloeil bridge was of tubular construction, much like Victoria Bridge, except the track was on top of the tubes instead of inside them. In addition, it had a swing span at the Beloeil side of the river to allow boats to pass through on the way to and from Lake Champlain. The Montreal *Gazette* had described it thusly in an article on December 29, 1848, reporting on the opening of the St. L & A to St. Hyacinthe:

"Here the great engineering difficulty of the route is got rid of, by a stupendous bridge, or viaduct twelve hundred feet in length, with an elevation of upwards of fifty feet from the river. The engine which had hitherto proceeded at the rate of about thirty miles an hour, somewhat slackened its speed in crossing the bridge. To those who plead guilty to nerves, the effect of this temporary suspension in mid air may be somewhat startling, but from carefully noticing the effect of the passage of the cars, we are satisfied that there does not exist the slightest ground for apprehension; we could not detect any perceptible deflection or vibration, and the entire structure seemed as firm as a rock. This bridge was erected at a cost of 22,000 pounds [$88,000], and is considered to be one of the best, if not the very best, constructed bridges on this continent."

By the time Burnie checked his timetable it was past midnight and a new day had begun - June 29, 1864 - a day that was destined to be remembered with horror for many years to come.

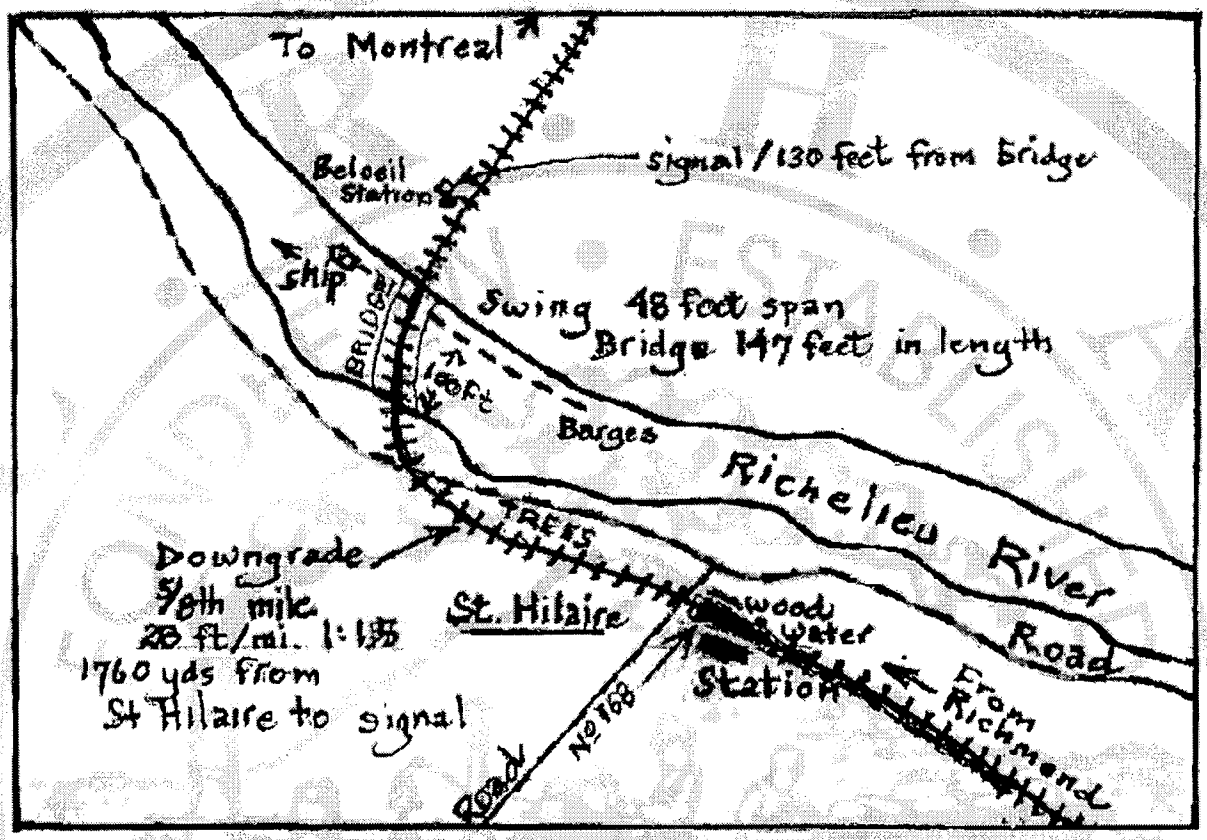
The next station was St. Hilaire, 13 miles [20 km] away, then Beloeil, a flagstop a mile after that. Giroux got back in the cab, unhappy. St. Hyacinthe was where another brakesman was supposed to join the train, the Conductor had told him. No brakesman was waiting. Burnie pulled the throttle and they were underway again.

Riding on the brakesvan at the rear of the train with two dozen immigrants sharing his space, against company rules, Conductor Finn noticed that the red signal light on the back of the van had gone out. It was also against the rules to run without the red warning light. A train following them could not see them and could crash into them should they be forced to stop along the way unexpectedly. It was the job of the brakesman to trim the lamp. When they reached the next stop, Finn would find Giroux.

At Beloeil, two stations up the track, around twelve-thirty that morning, Nicholas Griffin, Assistant Bridge tender at the swing bridge over the Richelieu River, watched Train No. 16, the last train of the night, or so he thought, roll past. Twenty five minutes later, at about five to one, he heard the whistle of the steamboat *Champlain* in the river below signalling him to open the swing bridge. The ship was towing a number of barges with high masts up the river to Lake Champlain, and the movable span had to be open for them to get past the bridge. Griffin walked with his lantern out on the bridge to the crank which operated the swing span. Two minutes of turning it swung the span around enough for the masts of the barges to pass through.

Burnie pulled up to the water tank at St. Hilaire at 1:05 a.m. Woodman Benjamin Valiquette jumped on to the tender and directed the waterspout into the hole in the tank.

Station Agent Thomas Valiquette came out of his station and walked to the locomotive. He saw the white flags on the engine and knew he had no need to give it any train orders; still, it was his duty to warn the driver that there was a train on the track 35 minutes ahead of him. Beware. Burnie acknowledged the message.



The track layout in the vicinity of the Beloeil Bridge as it was at the time of the disaster. Drawing by John Thompson.

Valiquette did not warn Burnie about the swing bridge. There was no telegraph communication between the bridgeman and the St. Hilaire station agent. No one on the St. Hilaire side of the river knew that the bridge was open.

Walking back to his station, Valiquette heard voices and coughing inside the box cars. He realized that this was a freight train full of people.

The passengers inside the cars were thirsty, stiff, cold and exhausted. Those who were awake heard the Station Agent walk by, and then another set of steps from the rear of the train. But no one unlocked the doors to give them water and relief.

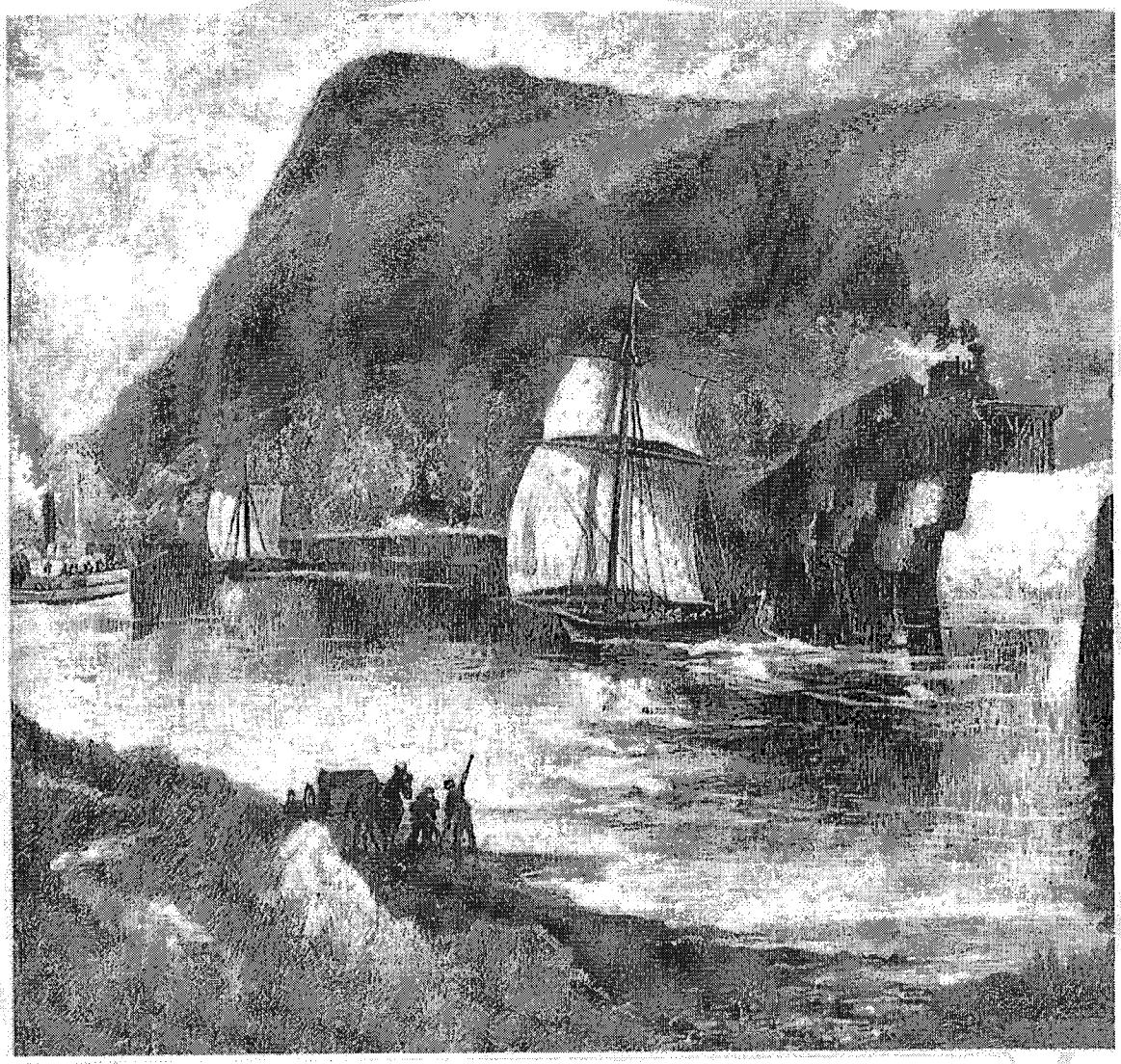
Benjamin Valiquette shut off the water, jammed the cap back on the tank, then jumped down and started throwing wood on to the pile in the tender. Just then, Conductor Finn arrived at the woodpile and gave him some help. This was the brakesman's job. Where was Giroux? When they had finished wooding up, Finn went to look for the brakesman. He found him in the cab of the locomotive.

Giroux explained that the engineer did not know the road and had asked him to ride with him. Finn told Giroux the signal light on the van had gone out. He wanted him to go back and trim the wick. He would take his place on the engine.

The next stretch of track was one of the most complicated on the line and there would be nobody minding the brakes. In front of Burnie as he looked out was a crossroad. Beyond it the track sloped downward somewhat. On the right were some trees. At the bottom of the grade there was another crossroad and a 90 degree turn. Then the swing bridge. Here Rule 24 of the Grand Trunk Railway stated that the engineer should bring his locomotive to a stop, check the signal on the Beloeil station house, down the track somewhat on the other side of the Richelieu River, and, if it is not red, to proceed across the bridge. In fact, few trains ever came to a stop any more before entering the bridge. Engineers just slowed down before heading on to the swing bridge. Finn did not even mention it to Burnie as they set off down the track.

The events that took place during the next few moments are best described in Burnie's words: "I think it was about twenty minutes past one o'clock a.m., when we left St. Hilaire and just as we were getting on to the bridge over the Richelieu River at Beloeil, I looked along the train [mistake] to see how it was coming round the curve which is met with immediately before entering the bridge. In an instant after this I saw the danger signal which appeared to me on that side of the bridge opposite me. I whistled at once, without a moment's delay for the brakes to be put on. I used every effort in my power to reverse the engine and to stop the train.... The brake on the tender was broken and entirely useless.... The moment, however, that the Conductor saw the danger signal, without saying a word, jumped from the engine to the tender and thence to the top of the first car...."[16]

Conductor Finn did not stop to put on the brakes, but kept on running back towards the end of the train.



An artist's conception of the last terrifying seconds as engine 168 and its train approached the open drawbridge. Behind looms Mont St. Hilaire. Canada's worst train wreck was about to happen.

Meanwhile, at the bridge, Nicholas Griffin watched as the tug and barges passed upriver. Suddenly he thought he heard a train start up at St. Hilaire. "No", he thought, "this can't be, the last train has already gone by". Very soon, however, there was no doubt; a train was coming around the curve leading to the bridge. Griffin had a moment of panic as his first thought was that the signal light had gone out. To make certain, he ran out and checked the lamp mounted on the side of the swing span. A quick glance showed that it was all right, shining its red danger signal across the open gap. By now the noise of the train had turned to a loud rumble; it was on the tubular span of the bridge, and it was not stopping. Griffin grabbed a red lantern, ran out on the track and waved it madly. "Stop, for heaven's sake. STOP!" It was no use, the train came on, and suddenly there was loud whistling for brakes. Then sparks flew from the driving wheels as the engine was reversed, in a futile attempt to stop. On came the train, until the engine reached the gap and fell in on top of a barge that was passing. Then, one by one, all the cars fell in with a deafening noise, and the real horror became evident. This was a passenger train, and among the splintered wreckage were hundreds of people. It was a sight that Griffin would remember the rest of his life.

Inside the van, Brakesman Giroux heard the whistle just as he finished trimming the lamp. He looked up, saw that they were already on the bridge and were going too fast to stop, even if he could reach the brakes through the crowd of people in the car. He knew who was on the engine. He ran out the door, heard the crashing of the train falling, and had only time to jump.

Burnie: "No brakes were applied as they should have been, I however, stuck with my engine and went down with her when she fell from the bridge into the Richelieu River owing to the Swing bridge being open."[17]

Although Burnie had reversed the engine, it was too late. The train was not going very fast, but the sheer momentum of all the cars pushed the engine over the edge. Then the cars tumbled in until the entire train was in the river.

Little Theodore Hermann Goring died. So did his mother, Magdelena.

Johann Prewina's wife was killed.

Anna Klockotsnich lost her husband and her little daughter.

The Frohlecke's baby was crushed to death.

Franz Kuchal and his wife lost their year-old child.

Hermann Ludgewig's wife and child both died.

Fireman Nicholas Flynn went down with the engine and was killed.

Conductor Tom Finn's body was the last to be found. An extra large coffin had to be ordered for him.

Ninety-nine people died. It is still [1999] the worst railway accident in Canadian history. It is a record which we all sincerely hope will never be broken.

But hundreds lived. They plunged off a swing bridge in the middle of the night, aboard crowded and locked freight cars, and survived.

Shoemaker Kehler lived. His wife broke her wrist.

Wilhelm Guttner and Johanna Larsen had broken arms.

Schoolmaster William Cordes lost his clothes and his books but escaped unhurt. Later that summer, in Montreal, he and Johanna Larsen were engaged to be married.

Wilhelm Noester and his family spent some time in the Montreal General Hospital. After their release in August, they decided to settle in the German settlement in the Ottawa Valley, instead of moving to Wisconsin as they had planned.

Brakesman Giroux also lived. He caught hold of a chain on the bridge as the van tipped over the edge, swung for minutes over the river below, then managed to scramble back on to the top of the bridge.

William Burnie was in the engine when it went down. It hit the third barge in the river below, filled with oats, which cushioned the plunge. The locomotive plowed into the sand of the riverbed and Burnie somehow managed to come up from the bottom of the river. Louis L'Aventure, Captain of the barge St. Louis, pulled him, struggling, from the water.

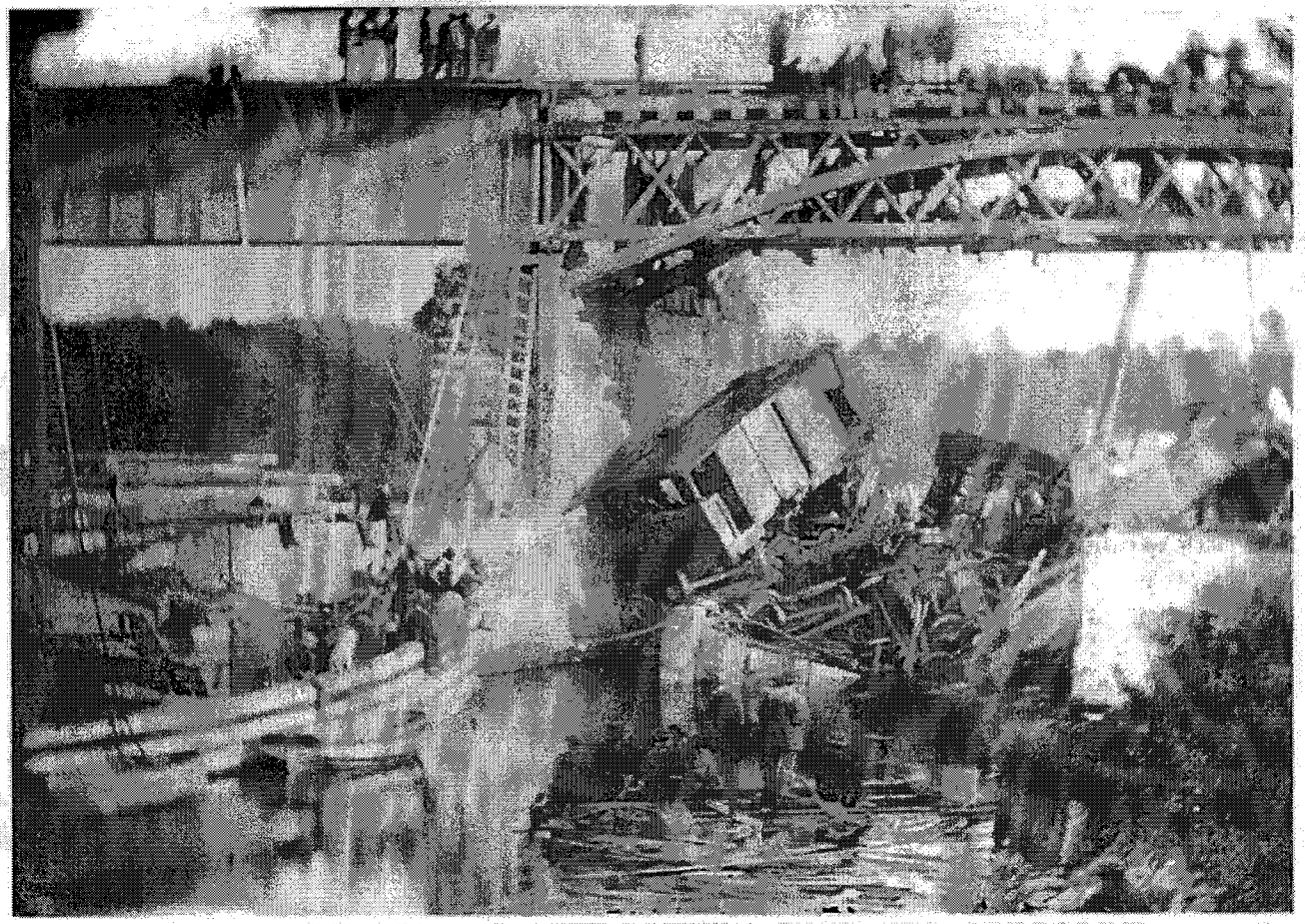
362 people survived. It is as big a miracle as it is a disaster. The crews of the barges are the heroes here. They saved many from drowning and, with their axes, broke open the wooden freight cars and saved many more from suffocating. Help was on the spot.

Help was also on the way from other sources. First to learn of the accident were the local residents of Beloeil, many of whom had been awakened from deep sleep by the thunderous sound of the crash. In a very short time they made their homes available for the care of the rescued passengers. Very quickly the news was telegraphed to Montreal, and emergency plans were made. The Grand Trunk made immediate arrangements to dispatch a special train with emergency supplies and a medical team headed by doctors Scott, Howard and Hingston. One Montreal doctor recalled years later that he was awakened, very early in the morning, by a loud knocking on his door. Answering, he was told "There's been a terrible train wreck, can you come?". In minutes, he and others were ready and before daylight were on the way to Beloeil.

William Burnie grabs the lever with both hands while Nicholas Flynn pulls on the whistle cord, and the communication bell cord (which did not actually exist) in this somewhat fanciful engraving of the scene in the cab of No. 168 at the moment it plunged off the bridge.

In this era before the days of radio, television or telephone, it is remarkable how quickly the news spread through Montreal. Telegraph messages soon reached the city and, despite the early hour, word spread, largely by word of mouth. The morning newspapers got out extras, and the evening papers had lengthy accounts, some written by their reporters on the spot.

Montrealers, in that year of 1864, were used to hearing news of horrors. Only a few hundred miles away a terrible bitter war was being fought between the North and South in the United States, and casualties were very heavy. Names like The Wilderness and Spotsylvania were current news, as the papers were full of the campaigns of generals Grant, Lee and Sherman. During the previous two decades there had been several steamboat wrecks on the St. Lawrence which had claimed more lives than the Beloeil disaster. But the news from Beloeil was different. This was not news from a distant battlefield, or of a shipwreck far down the river. This was something almost on the doorstep of Montreal, and the response was immediate. More help was needed fast and more help was coming.



This photo of the wreckage is one of three taken soon after the accident, probably on June 29. It differs from the photo on the cover in that it is in horizontal format and there is no train crossing the bridge. The brake van, the last to fall, is scarcely damaged at all. National Archives of Canada, photo No. C-3285.

Close on the heels of the Grand Trunk relief train, others were soon on the way. Among the passengers were Montreal Mayor Beaudry, Judge Coursol and officers of the German Society. As quick as possible, survivors were brought to Montreal and, if injured, were taken to the Montreal General Hospital or the Hotel Dieu. By 4:00 P.M., only fifteen hours after the wreck, all the survivors had arrived in Montreal.

Work continued for days removing wreckage and recovering the bodies of the victims. The later were laid out in a shed for identification. The final death toll is still in doubt, as different accounts vary. One contemporary account says that there were 89 victims, but it is now believed that 97 passengers died, plus conductor Finn and fireman Flynn, a total of 99.

Of course, as is always the case at such times, the disaster attracted curiosity seekers who came, not to help in the rescue efforts, but to see the spectacle. Five weeks later, on August 3, a spectator became the "100th victim" when he leaned from a passing train and "struck against upright bar of bridge".

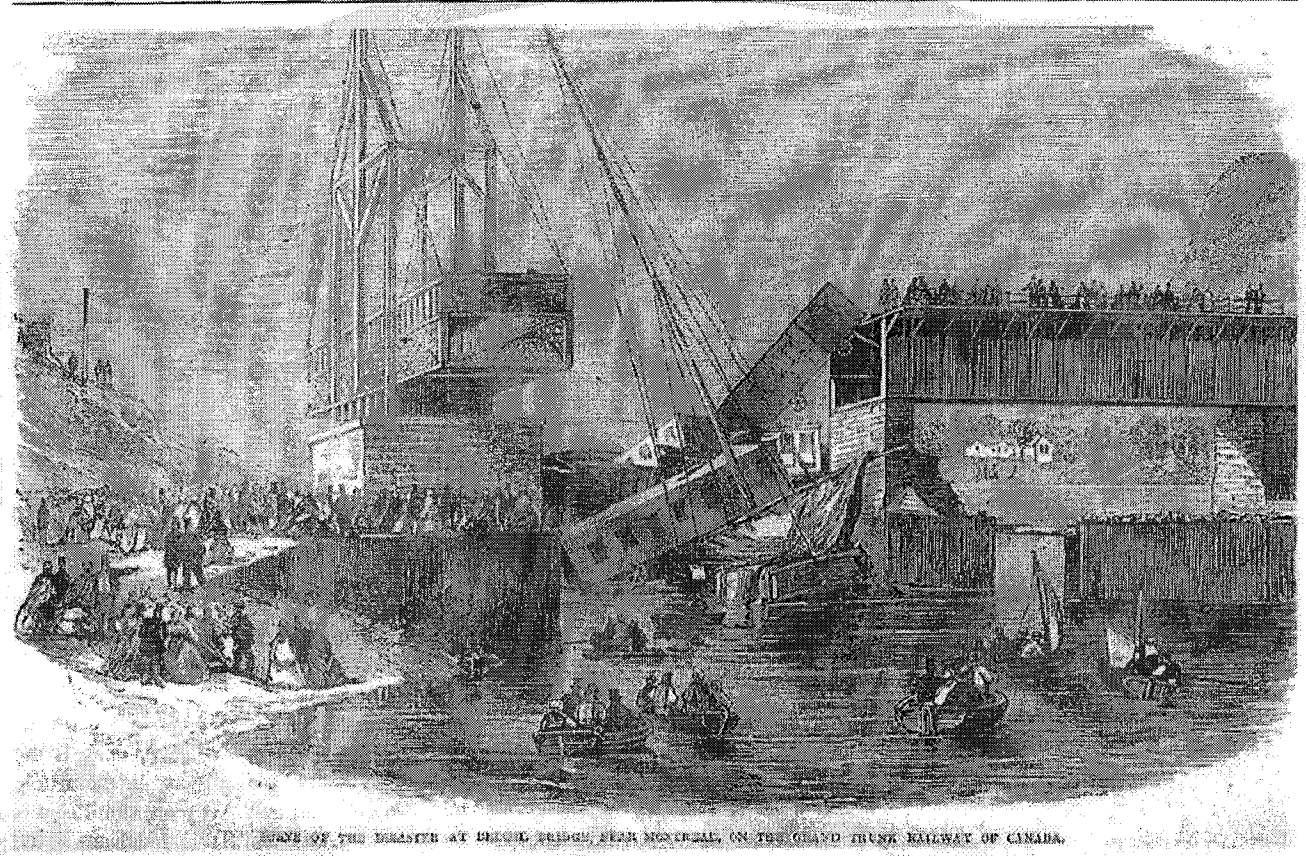
By August, however, the wreckage had been removed and repairs made. The physical remains of the wreck were gone, and now the proceedings moved into the corporate offices and the courtrooms. The newspapers, of course, avidly followed the story which was extensively reported.

William Burnie was made a scapegoat for what was, in effect, the fault of the whole system. Because he was wearing dry clothes when first seen by manager Brydges, he was accused of jumping off the engine before it even reached the bridge. This was soon proved to be false (he had changed clothes after the wreck), but the GTR still blamed him for the disaster. Arrested, and found guilty of "gross carelessness" by a coroner's jury, Burnie was charged with manslaughter. He was in jail until October when cooler heads prevailed and he was released. Thirty years later he was still pointed out as "the engineer of the Beloeil Bridge Disaster". Perhaps he too should be considered as a victim, for his life was ruined.

Verbatim accounts of the testimony heard by the Coroner's Jury investigating the accident between 30 June and 13 July 1864 were published in The *Gazette* and the *Montreal Witness* during this period. These form the basis of this narrative.

The *Witness* published reports of sessions of the Committee for Adjudicating the Claims of German Immigrants at the Montreal General Hospital, 20 - 28 July 1864. These contain much useful information about the passengers.

In an article "The Burnie Habeas Corpus," (*Witness* 27 July 1864, see appendix), William Burnie's sworn account of his role in the accident was published in full.



THE SCENE OF THE DISASTER AT BELOIL BRIDGE, NEAR MONTREAL, ON THE GRAND TRUNK RAILWAY OF CANADA.

This detailed woodcut was published in the Illustrated London News in England during the summer of 1864. It is taken from the upstream (south) side, and shows some of the other cars, as well as the swing bridge. However there is some artistic licence.

Finally, on 8 October 1864 the Witness carried a story entitled "Presentment of the Grand Jury" (also reproduced as an appendix). No bill of indictment was found against William Burnie, accused of manslaughter and he was freed from prison where he had been held since 29 June. "The Grand Trunk Company of Canada," the Grand Jury concluded, "are mainly responsible and to blame for this melancholy catastrophe."

News of this disaster spread far and wide. One person who read it was George Westinghouse, who was, even then, thinking about stopping trains more quickly that the inefficient method of "decorating" the tops of the cars. Five years later (1869), he patented the first air brake which has saved countless lives, and would likely have prevented the 1864 disaster if it had been in existence and in use on the Immigrant Special.

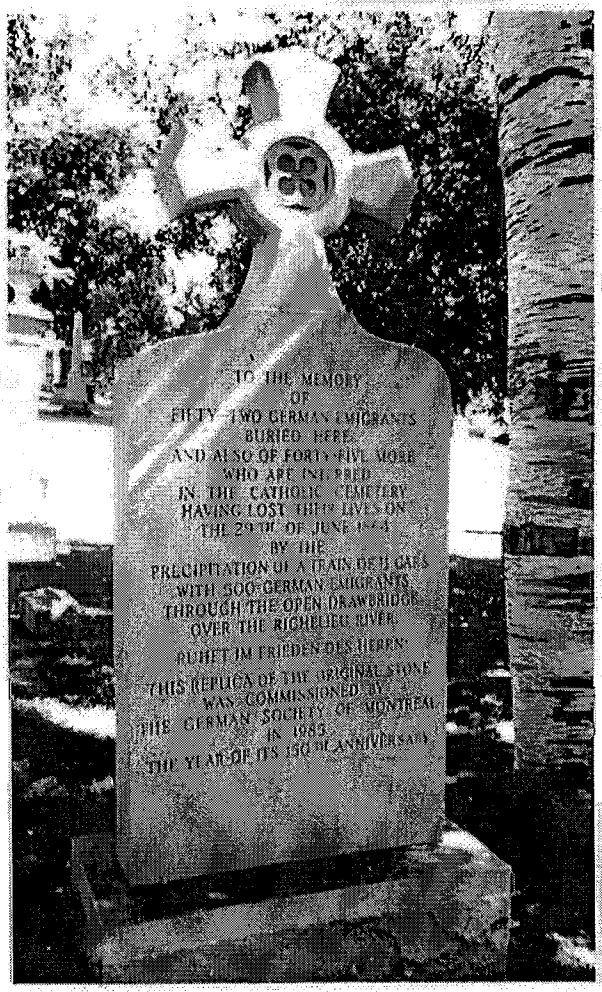
C.J. Brydges remained general manager of the Grand Trunk until 1874. He then became one of the commissioners of the Intercolonial Railway, and still later a land commissioner for the Hudson's Bay Company. He died in Winnipeg on February 16, 1889. There is no record that his career was damaged by the events of June 29, 1864.

The story of the Beloeil Bridge Disaster was remembered for many years. Certainly the survivors would have vivid memories as long as they lived, and undoubtedly passed on their recollections to their children and grandchildren. As railway historian Omer Lavallée aptly put it "Around many a Canadian fireside, for countless years afterward, survivors of the luckless immigrant train would recall in harrowing detail the pathetic tragedy and human suffering which make up the story of one of Canada's must spectacular railway accidents - and certainly its worst - the Beloeil Bridge Disaster".

As the years and decades passed, however, the story became more and more forgotten, and even entered the realm of folklore. Finally there was no one left who remembered it first hand. Unlike some disasters which are still clearly recalled, this one did not involve a famous first-class train, nor were there any well-known personalities aboard. Most histories of the period, even railway histories, do not mention it, and, to the best of our knowledge, no one ever wrote a song about it.

Undoubtedly there are many people living in Canada and the United States whose ancestors came to America on board the *Neckar*, and who survived the wreck at Beloeil. Some of these descendants may not even know of the ordeal their ancestors passed through, but others no doubt do, and among these people the story will likely always be kept alive.

Today at Beloeil there is a much newer and larger bridge, but on the same site as the old swing bridge. There is no monument or historical plaque to mark the spot, and the story is known mostly by only a few railway historians. All the Montreal - Quebec City passenger trains go that way, as does the "Ocean" and the "Chaleur". Anyone who knows the story must feel some emotion as he passes, safely and quickly, by that fatal spot. Although other accidents to ships and aircraft have had many more fatalities, never again has a Canadian train wreck claimed as many lives as at Beloeil. One cannot help but think of all those who perished there early in the morning of June 29 1864 - one hundred and thirty five years ago.



The end of the line for so many dreams. The German Society of Montreal arranged for the burial of the victims according to their religion. 52 were interred in Mount Royal (Protestant) Cemetery, and 45 in Cote des Neiges (Catholic). The sandstone monument erected in Mount Royal in 1864 stood for 121 years, but became very badly deteriorated. In 1985 the German Society replaced it with a beautiful replica of pink granite. The photo above, taken in 1999, shows the replica. Photo by Fred Angus

RETURN of the Accidents and Casualties which h
pliance with the provisions of the " Accidents on

Date.	Time of Day or Night.	No. and description of train.	Name of Conductor.	Na Engi
1864 June 29.	1.30a.m	Emigrant special.	T. Sinn.....	W. Birni

Sworn to by THOMAS WILLIAM WOOD, Secretary of the Grand Trunk Ra
at Montreal, this 24th November, A.D. 1864.

(Signed,) F. DOUC

APPENDIX

On this and the following six pages are some articles and documents pertaining to the disaster. The newspaper accounts are from the Montreal *Witness*, a paper that is not as frequently consulted these days, but whose coverage was as good as the larger dailys, or better. Of special note is the complete transcription of Burnie's testimony in the article entitled "The Burnie Habeas Corpus". Yet more significant is the scathing denunciation of the Grand Trunk managers in the "Presentment of the Grand Jury", at which time (October, 1864) "no bill" was found against William Burnie and he was set free. Despite this, the Grand Trunk decided to use the result of the original inquest when it made its official half-yearly summary-of-accidents report to the government on November 24, 1864. That report, which puts all the blame on Burnie, is printed above. Note that it contains several errors, besides the obvious (and intentional) one of assigning the blame to the wrong person. Immigrant is spelled "emigrant", conductor T. Finn is spelled "P. Sinn" and "S. Pinn", Burnie is spelled "Birnie", and the number of passengers killed is shown as 88 instead of 97.

All these extracts are in facsimile, slightly enlarged for clarity, but otherwise exactly as they appeared in 1864.

END NOTES

1. *Montreal Witness*, 30 July 1864
2. Ibid.
3. *The Gazette* (Montreal), 9 July 1864 citing testimony of C.J. Brydges before the Coroner's Jury, 7 July 1864
4. Ibid., Testimony of Henry Bailey before the Coroner's Jury, 7 July 1864
5. Ibid.
6. *Montreal Witness*, 30 July 1864, citing letter from "several of the oldest and most experienced conductors whose names we are given."
7. *The Gazette*, 6 July 1864 citing testimony of Thomas King before the Coroner's Jury, 5 July 1864. Locomotive 168 was a Canadian-built engine made by Dan C. Gunn's Hamilton Locomotive Works of Hamilton, Canada West in April, 1857.
8. *Montreal Witness*, 27 July 1864, "The Burnie Habeas Corpus," citing sworn deposition made by William Burnie before Judge Alywin seeking release from prison on bail to await his trial. Petition refused by Judge Alywin.
9. Ibid.
10. *The Gazette*, 11 July 1864 citing testimony of Wilhelm Kehler before the Coroner's Jury
11. Ibid., 9 July 1864 citing testimony of Henry Bailey before the Coroner's Jury, 7 July 1864
12. Ibid.
13. *Montreal Witness*, 8 October 1864 citing presentment of the Grand Jury bringing in "no bill" against William Burnie, who was freed from prison, 5 October 1864.
14. Ibid., 27 July 1864 citing Burnie's sworn deposition before Judge Alywin
15. *The Gazette*, 11 July 1864 citing testimony of Wilhelm Kehler before the Coroner's Jury
16. *The Witness*, 27 July 1864 citing Burnie's sworn testimony before Judge Alywin
17. Ibid.

ve occurred on the Grand TRUNK RAILWAY, during the half-year ending 30th June, 1864.—Made in com-
ailways Act," 20 Victoria, Chapter 12th, Section 14.

e of man.	No. of Engine.	Place of Accident.	Name or descript'n of person injured or killed.	Whether passenger, employé or other	Nature of Accident to person.	Damage done to Property.	Cause of Accident.	Coroner's verdict.
.....	168	Beloeil Bridge... ...	Finn, S..... Flynn, W..... Many others more or less injured.	conductor..... fireman ..... and eighty-eight emigrants	killed.....	Eng. & cars damaged...	Driver disregarding signals and special rule in regard to Beloeil bridge.....	Special verdict.

way Company of Canada, before me (Signed) T. W. WOOD,
Secretary of the Grand Trunk Railway of Canada.

T, J. P. Certified, J. G. VANSITTART,
Secretary, Railway Board.

MONTREAL WEDNESDAY, JULY 27, 1864.

THE BURNIE HABEAS CORPUS.

A brief notice of the application made by Mr. Devlin before the Hon. Mr. Justice Aylwin appeared in these columns previous. Subjoined will be found the deposition of William Burnie the engine driver together with other portions of the proceedings before Judge Aylwin. Mr Devlin on making application submitted a copy of the commitment of the coroner together with the following deposition of Burnie sworn to by him before Judge Aylwin.

BURNIE'S STORY.

My name is William Burnie, I was born in Glasgow, Scotland, in1838 and saccompanied my mother to Canada, when I wa about eight years of age, since which time I have resided in Richmond. In November 1856 I entered the employment of the Grand Trunk Railway Company of Canada, as cleaner of engines, and in this capacity I continued to act for a period of two years or thereabout; after which I was appointed night watchman, a duty which I performed, as nearly as I can remember, three years and a half; at the expiration of which time I was appointed fireman upon a Pilot Engine, and was almost exclusively engaged in this latter capacity up to the eighteenth day of June last, assisting the trains between Acton and Durham stations upon the Richmond Road. During that time I was paid the wages of a second-class fireman. Upon the 18th of June last I was for the first time placed in charge of a Pilot Engine, which was employed in assisting trains from Richmond to Durham.

On or about the 25th of June last, I was notified by Thomas King, Locomotive foreman, at Richmond, that I would be required to run a special train, loaded with immigrants, the arrival of which was immediately expected from Quebec; and that I should take charge of the said charge at Richmond and then run it to Montreal. I thereupon protested against doing so, as I did not know the road, and was answered by King that he could not help it, as he had no other one to send. In the meantime, Engine No. 145, of which W. Miller was driver, arrived from Sherbrooke, and I was relieved from taking charge of the train in question, Miller having been substituted for me. Afterwards, and on the 28th day of said month of June, I was again notified by King that an Emigrant train would arrive on the evening of that day at Richmond and that I must run it from there to Montreal, taking with me for this purpose the Pilot Engine. Finding that I must either go as directed, or lose my situation, I did not offer any further remonstrance; but told the said King, upon receiving his orders, that the pistons of the said Pilot Engine should be examined before leaving as they were in bad order. King told me to put the engine on the pit and get her examined. Therefore I proceeded to the workshop at Richmond for this purpose, but found that all the hands engaged there had left, as I understood, for the purpose of seeing a circus performance which was then going on at Richmond, and in consequence, the examination of the pistons did not take place. About half-past nine o'clock in the evening, the emigrant train arrived. Thomas King was not then present, he having as I understood, previously gone to the evening performance of the circus. In accordance with orders, I left with the said train, and with the pilot engine. The train consisted of eleven or twelve cars, exclusive of the tender

and engine. I had with me, belonging to the Company, one conductor, one boy, who had been a fireman of seven or eight days' experience, but who in reality was a cleaner taken from the shop at Richmond, to act as fireman for this occasion and who had never been over the road before as fireman, and one brakesman.

When I reach Acton, the brakesman Giroux came on the engine to show me the way, and several times when I was between St Hyacinthe and St. Hilaire, I was obliged to ask him where we were. At St. Hilaire we took in wood and water, and after a few minutes started. Before doing so, the conductor came on board the engine, and sent Giroux the brakesman to trim the tail lamp, suspended from the end of the rear car, saying that he would remain with me to show me the way, and give me such directions as I needed. I think it was about twenty minutes past one o'clock a m., when we left St. Hilaire and just as we were getting on the bridge over the Richelieu River at Belœil, I looked along the train to see how it was coming round the curve, which is met with immediately before reaching the bridge. In an instant after this, I saw the danger signal which appeared to me to be on that side of the bridge opposite to me. I whistled at once, without a moment's delay for the brakes to be put on. I used every effort in my power to reverse the engine and to stop the train, and did in fact reverse the engine, but unfortunately without succeeding in stopping the train. When I whistled for the brakes to be put on, I have no doubt that if they had been applied withoutdelay,the accidentwhich took placewould not have occurred. The only brakes which could have been used for the purpose were attached to the rear car, and were within the reach of Giroux the brakesman only, who did not apply them as by me called for. The brake on the tender of the engine was broken and entirely useless. I had therefore no assistance rendered me for the stoppage of the said train. The moment, however, that the conductor saw the danger signal, he, without saying a word, jumped from the engine to the tender, and thence to the top of the first car with a view of getting to the brakes by running over the top of the cars, but he did not succeed, and, therefore, as I have already stated, no brakes were applied as they should have been. I, however, stuck to my engine and went down with her when she fell from the bridge into the Richelieu River owing to the Swing bridge being open. I struck the bottom of the River and was severely hurt in the side, in the leg, and cut on the head How I escaped or was rescued I know not; but I solemnly swear that I was on the engine to the last moment, and did not jump off nor attempt to jump off. When I found myself on the Belœil side of the bridge my clothes were saturated with water; I was bleeding profusely, and afterwards had my wound dressed by a doctor and obtained a change of clothing.

Of the existence of the Draw bridge I was utterly ignorant, and supposed that if I succeeded in stopping the train before passing the danger signal, that all would be right. The place of danger was however between me and the signal, a fact of which I was also entirely ignorant.

To the best of my recollection I went over the road once before the accident in question, as fireman, and in summer. For the safety of the train there should at least have been two brakesmen. There was but one. There should also have been a bell rope used, but there was none on this train. There should have been on the tender a good brake; that which was there was not good, on the contrary, it was utterly useless. The engine was also out of repair. The flanges on the trail wheel were worn to a sharp point which made her more unmanageable and dangerous. It was more difficult to stop her than other engines, for the reason that the steam blew through her, and did not produce the same effect that it would otherwise would; or, in other words, by the blowing of the steam through her the power to check her speed was greatly diminished. This defect was to the bad condition of her pistons. I also swear that I did not know of any rule requiring me to stop at the bridge, and that I never received a Rule Book from the Company or from any of its officers. The night I left with the train I borrowed a time table from the night watchman, William Aimes, at Richmond. Whilst I bitterly deplore the sad loss of life, that had occurred, I state positively that I exercised all the skill and knowledge which I possessed in the management of my engine, and that with the means at my disposal, I used every effort in my power to stop the train from the very mome t I observed the danger signal. And I further state that the night I left Richmond with the said train, there were two engine drivers, Martin Wakefield, and William Haggart, either of whom could have been sent in my place. They have been engine drivers for several years, whilst I had not more than eleven days experience in that capacity, previous to the melancholy accident in question.

Mr. Devlin begged to present on behalf of William Burney now a prisoner confined in the common gaol under the warrant of the Coroner, a petition for a writ of *Heabeas corpus* with the object of obtaining his release upon bail to await his trial. The application he firmly believed was

fully warranted by the circumstances under which it was made as in his Mr. Devlin's opinion the evidence adduced before the coroner and which,after all could only be regarded as an ex-parte account of the sad and melancholy loss of life which occurred disclosed the fact that Burnie was guiltless of the crime imparted to him. Mr. Devlin, carefully examined the testimony upon which it was sought to hold his client liable and he had no hesitation in expressing it as his opinion that the finding of the coroner's jury such as it was did not meet the exigencies of the case and utterly fails to throw the responsibility of the act upon the shoulders of those who should be made to bear the burden. The fact was it could scarcely be regarded as a Verdict and seemed more like an excuse for the exculpation of guilt than the result of a searching enquiry into the acts of wrong doers, Mr Devlin then proceeded to discuss the evidence and argued that his client did everything in his power to avert the catastrophe that had occurred, and would have succeeded had a sufficient number of Brakesmen been at their posts as they ought to have been to obey his orders. He also dwelt strongly upon the fact that the Engine was out of order and could not be managed with the required facility. Burney he said clung to his Engine to the last moment and went down with her, thus showing that notwithstanding the imminence of the danger he never for an instant deserted his post. It was true he was saved but equally certain was it that it was by no effort of his that his safety was brought about. Under all the circumstances with which his Honor was now familiar he Mr Devlin hoped that the prayer of the Petition would be granted and that Burnie would be admitted to bail ; and he had no hesitation in saying that when the day of trial came he would establish the allegations contained in his client's affidavit and prove to the satisfaction of Judge and Jury that William Burnie was the victim and not the criminal.

Mr. Johnson, Q. C., in resisting the application said every one must of course feel deeply distressed at the painful situation in which the prisoner stood ; but this consideration must not deter them from addressing themselves in a direct manner to the actual and legal position he occupied. That position was one of a man under accusation by inquisition of a coroner, of voluntary homicide whether effected by an act of commission or omission mattered not. In dealing with the question of bail, the practice he said was different in cases of homicide from that in all other cases. Homicide was never bailed except it were in the power of the prisoner to make out a case of clear justification. His learned friend had alluded to the criminal conduct of others as tending to shield the prisoner from the consequences of his own acts His, Mr Johnson's duty was not to shield criminals ; but to bring them to justice, and he should at the proper time be prepared to deal with all such to the best of his judgment ; but at present they had merely to consider the case of Burnie himself, and he could not perceive that by undertaking a duty which he said himself he was unfit he exempted himself form the direct responsibility of having voluntarily done an act resulting in homicide.

The proceedings having been postponed until the Coroner should file the indenture of inquisition, on Thursday morning at 11 o'clock the parties again appeared before Judge Aylwin when he gave the following

JUDGMENT.

Mr Justice Aylwin said.—After the most careful consideration bestowed upon all the facts connected with this application and the finding of the Coroner's Jury he felt it to be his duty to refuse the petition. The charge against the prisoner was a most serious one ; a terrible loss of life had taken place almost at our very doors and however much the circumstances so minutely detailed in the prisoner's affidavit might affect his punishment in the event of his conviction, he could not now accept that explanation as a refutation of the crime of which he stood accused. He would however have his day when the fullest opportunity would be afforded to him to lay before a Jury of his country all the facts and circumstances which might operate in his favor. But until that day arrived, not now far distant, he must remain in confinement. Much had been said of his affidavit but the learned counsel who represents the prisoner knew well that it cannot be received as evidence in his favor At the same time he (the Judge) could not help remarking that it was well to produce that affidavit. It contained a very clear and apparently candid history of the entire transaction and most certainly disclosed a most extraordinary state of things. Burnie by his own showing did not know the road he should therefore rather have forfeited his place than for the sake of keeping it undertake to do that which he knew himself incapable of doing. This however was not the proper time for discussing his liability or accountability as to the remarks made of the supposed criminality of other parties he the judge would see that at the proper time the law was enforced against every man who was within the jurisdiction of the court and who ought to be made to answer for his sharer in the distruction of so many valuable lives. Petition refused.

MONTREAL WITNESS, SATURDAY, JULY 30, 1864.

LETTER FROM AN OLD CONDUCTOR.

We have published in a former number a communication from an experienced conductor, who has not long since left the service of the Grand Trunk for another position. He showed very forcibly from the rules of the company and several precedents, that the conductor, and not the engine-driver, is the person chiefly responsible for the safety of a train; even to the seeing of signals of danger and the applying of the brakes, and he drew the safe conclusion that the jury by ignoring entirely this chief responsibility, and having not a word upon the action of the conductor at the time and place of the accident, had committed a serious mistake, and done grievous injustice to the engine-driver, who expiates now in jail the sins of others. We have a further communication from the same "Old Conductor," corroborating from various instances the statement on the Grand Trunk Railway, that the company in the matter of irregularity or accidents to trains, always holds the conductor responsible, letting the engine-driver alone, unless he has evidently broken some rule, or disobeyed a positive order of the conductor. Much however, of this communication contains matter which will surely come as evidence before the court when Burney is tried; and as it refers to the names of several individuals, can more appropriately be reserved for that occasion.

There is, however, one very important fact in the letter from the "Old Conductor" which had better be pointed out at once. He contradicts entirely the statement made before the jury, that the late Finn was one of the best and most experienced conductors on the line. On the contrary, it was the opinion expressed by several of the oldest and most experienced conductors, whose names are given, that he was not competent,—and indeed the conviction had been expressed by these men that some serious accident would be some day the result of this and two other similar appointments; but that the Company was not likely, until a catastrophe occurred, to accept any light on the subject. This is a matter which we trust will be thoroughly investigated by the Court.

We believe that our correspondent was mistaken in supposing that all the rules and regulations of the Grand Trunk were not laid before the jury; but it is evident at least that they did not examine them with sufficient care, or else they would have attached some blame to the Conductor beyond that of an omission of duty when far away from the bridge in Richmond. There is, however, in the Time Table and Special Rules one article which again and again came before the jury, namely, the following:—

"All trains and single engines must come to a stop before crossing the Richelieu Bridge, and are not to proceed *without permission from the man in charge of the bridge.*"

That is to say that not only were the trains to stop, which they did not, but they were not authorized to cross without first communicating with the man in charge of the bridge, who should report everything safe. Such a rule insures perfect safety, if enforced, but it was systematically neglected.

MONTREAL, SATURDAY, OCTOBER 8, 1864.

PRESENTMENT OF THE GRAND JURY.

On Tuesday the Grand Jury brought in, "no bill" against Wm. Burney, the engine driver of the train that met with the catastrophe at Beloeil Station who was indicted for manslaughter. They also made the following important presentment.

The Grand Jury in submitting the following presentment, would express their great obligation to His Honor, Justice Drummond, for his very able address at the opening of the Session, in which he so clearly explained to them the nature of their duties and obligations, which they have strictly kept in view, and have endeavored to realize and fulfil to the best of their ability. They have given the several matters submitted to them their careful consideration, and while they would congratulate the district on the comparatively small number of very serious crimes, still they have found on the calendar charges of great magnitude, in the embezzlement case of Mackenzie, and the record of the deplo-

rable event of the 29th June last, on the Grand Trunk Railway, when a train was precipitated into the Richelieu River at Belœil, through the opened draw-bridge, carrying a human freight of four hundred and sixty-seven souls. The facts of the former will appear in due course, during the sessions of the Court, but because of No Bill of Indictment being found against William Burnie, the driver of the train, accused of manslaughter, it remains for the Grand Jury, in pursuance of the instructions of the Court, to present before it and the country, so far as they have been able to ascertain the facts of this sad occurrence, which they regret to say, is mainly due to circumstances within the control of the Grand Trunk Company, and which the Grand Jury trusts the Court and Attorney General will find means to make them answer for in the past, and make them guard against a recurrence of in the future. The laws of the country have been deliberately and habitually broken and infringed and a numerous and welcome band of immigrants which our Legislature has been endeavoring to attract to our shores, has been shamefully and disgracefully used on their arrival and progress through our country; while a large portion of them have been consigned to an early grave, and upon the remainder has been entailed an amount of injury and suffering hitherto unparalleled in the history of the Province.

The difference between individuals and corporations in the eyes of the criminal law has necessitated our stepping aside from the usual course, and in this manner presenting the charges which by evidence submitted to us, we deem it our duty to do against the Grand Trunk Railway Company of Canada, who have in this melancholy instance not only themselves entirely to blame for the occurrence, but also been utterly and shamefully wanting in what was due to the 467 passengers they carried, who with their lives were entrusted to their care.

These charges resolve themselves as follows, to wit: That the Grand Trunk Corporation, on the 28th day of June last past, did assume to carry and convey, that is to say, the number of four hundred and sixty-seven passengers in one train, from Point Levi to Montreal, and to a greater distance, without having suitable and proper cars for their conveyance, and that they did so set out with such passengers towards said destination. That the said Company employed six freight cars for the conveyance of over three hundred and sixty of said passengers, huddling together in each of these cars an average of fully sixty persons, equal to about fifty adults, said cars being only about half the size of second-class cars, which are considered full with fifty or sixty passengers; in other words with only half the space which said passengers were entitled to, although they had paid the full and usual fare for the journey on which they were bound; and that they (the Company) did also cram the passage of a second-class car with standing passengers, (on a journey of 150 miles) after having filled all the seats therein. That the Grand Trunk Railway Company stowed away this mass of human beings promiscuously, and without regard to sex or age, in these close box freight cars, affording them no light in the day-time, nor any air beyond what was admitted through the imperfectly filled doors, and, after night set in, refusing to give them any lamps or light whatsoever. That said Grand Trunk Railway Company failed to afford to said passengers, at intervals along a journey of nine or ten hours, permission to leave said cars to answer the calls of nature, more particularly the women and children who could not possibly force their way out of the cars (as did some of the men when the doors were open to admit a pail of water) nor descend therefrom without a ladder, which was not provided, but were compelled to procure relief as best they might in the sitting or standing positions which they occupied in these over-filled cars, to the setting aside of common decency, and to the disgust of themselves and their fellow passengers. That said Grand Trunk Railway Company did in continuance of said journey to Montreal, start after nightfall from Richmond with only one brakesman to control the train instead of at least 2, as is customary on such a train of cars when used for freight as there should have been on such a train as this seeing that the cars were much less convenient of access than ordinary passenger cars, and that the company had in charge a very large number of passengers who were entitled to some attention at stations, and also because of the absence of a baggage man who, on a passenger train, is available as a brakesman, and otherwise when the train is in motion. And this, notwithstanding the remonstrance of the only brakesman on the train, who at first refused to start without assistance from Richmond, and who only proceeded under promise that a second brakesman should be provided at the first station; and so on from station to station, until the train was engulphed in the river at Belœil. That said Grand Trunk Company did entrust the care of so valuable a freight of human life to an engine driver who had never before, as such, been over the road from Richmond to Montreal, and who had only been promoted to drive an engine ten days previously, and that only a pilot engine, and that they did send with him a fireman who, in that capacity,

had never been over that part of the road at all, and knew nothing whatever of it. And that they permitted the train to continue its journey, after the ignorance of the driver and fireman had been made known to the conductor and brakesman. And that they did permit the only brakesman on the train to ride on the engine, and to act as pilot to the driver from Acton to St. Hilaire, passing several stations, among them the principal station of St. Hyacinthe, thereby leaving the train with its so valuable freight during this part of the journey without any brakesmen whatever to stop the train in case of emergency or accident, or for the usual and necessary purpose of checking the speed in down grades, and for the other duties for which brakesmen are usually employed; and that they did permit said train to start from Richmond and to continue its journey until it went through the drawbridge on the Richelieu river, without being furnished with the usual bell-rope or other means of communication between the two ends of the train.

That the said Grand Trunk Company permitted said train to proceed on to the drawbridge at Beloeil station without first coming to a stop, as required by the statute law of the country, which even requires that the stop shall be absolute, and for the full period of three minutes. And that they habitually did permit this practice of crossing on the bridge without stopping to obtain leave, notwithstanding the law of the country, and the frequent reports of the bridge-keeper as to its infraction; he having testified before the Grand Jury that he reported this on four different occasions without any notice whatever being taken of his report; his assistant also testifying that during six years of his attendance at the bridge, on no occasion did trains ever come to a stand on the south side of the bridge, unless they had business at Beloeil Station.

That since the statute law of the country required *a stop of at least three full minutes* to be made before coming on to a drawbridge, the Grand Trunk Company should have rule 24 in their special rules with reference to said law, and not as it is at present framed merely requiring them *to stop*, thereby misleading their employees, instead of instructing them in the proper performance of their duty in conformity with the law which bears thereon. And that they failed to communicate to their employees, that the law required a full stop of three minutes before taking the bridge, and that there was a penalty of four hundred dollars for each time of failing so to do, as amply testified to by many of their employees, who declared they did not know of any such law.

That the said Grand Trunk Company in their time tables have fixed the period of departure of the passenger trains from Beloeil *five minutes only* after the time of departure from St. Hilaire, notwithstanding the distance to be traversed, the caution required in the down grade before reaching the curve, the curve itself, the law requiring them to stop a full period of three minutes before taking the bridge, besides the crossing the bridge and coming to the station, necessitating a consumption of at least ten minutes to accomplish a mile; and thereby obliging engine drivers if they would keep the time in Time Table to drive over this most dangerous part of the road at the rate of twelve miles an hour, and not stop at all before going on to the bridge.

That the Grand Trunk Company should have caused to be placed on the south side of the bridge at Beloeil, at all times, day and night, a red or danger signal, as is customary on all railways, to indicate that trains and engines must stop before going on to said bridge.

And for the above mentioned and other very grave and serious acts of omission and commission, the Grand Jury consider it their duty to reiterate their solemn conviction that the Grand Trunk Company of Canada are mainly responsible and to blame for the melancholy catastrophe of the 29th of June last, and the great destruction of life caused thereat, and that they trust said Company will be found amenable to tribunal for their shameful treatment of their numerous passengers on that occasion.

The Grand Jury cannot close this subject without reminding the numerous employés on the Grand Trunk Railway, and all other such works, that no man can be justified who assumes to perform any duty for which he does not possess the requisite knowledge and qualification, and without bringing to the attention of officials and superintendents, that they should in all their appointments exercise the greatest care possible that such should be; and that it is not only their province to make and frame the best rules in their power for the governance of the employés under them, but that it is also their bounden duty to watch closely that these rules are carried out.

All which is respectfully submitted.

(Signed.) JOHN O. BROWN,
Foreman.

GRAND JURY ROOM at Montreal,
5th October, 1864.

His Honor having thanked the Grand Jury for the diligence they had displayed, discharged them.

June 23, 1859 Mr Turcotte left Three Rivers, to journey to Toronto, to seek the 37,000 Pounds that the town of Three Rivers borrowed from the Municipal Loan Fund; so as the work could start on the Arthabaska Railroad. There were 125,000 Pounds in the hands of the Government already, which were to applied when the 37,000 Pounds are spent. It was expected that work would start in a week.

August 11, 1859 Over five hundred men were employed on this date on the Three Rivers and Athabaska branch of the Grand Trunk Railway.

October 20, 1859 The Arthabaska railroad it was reported had made considerable progress in the last season. At one time 1200 men were at work on its construction. Fourteen miles of the railway had been graded, and the remaining seventeen miles were being worked. It was expected at this time that the railway would be open to Three Rivers by October of 1860.

THREE RIVERS AND ARTHABASKA RAILWAY

January 19, 1860 The Montreal Gazette reported that that work was progressing on the railway, after an interview with Engineer Lyons. At this point in time ten miles out of thirty-five miles had been constructed and partly ballasted; and that two (broad guage) locomotives had been purchased at a recent sale in Montreal, and about ten passenger coaches had also been placed on the track between the St Lawrence River (Doucet's Landing) and St. Celestrin, a way station. Buildings were already under construction, as it was reported at Doucet's Landing, an engine-house, a passenger station and a freight shed; all of "substantial" brick construction, were under way. The railway was not in operation, as twenty-five miles of the railway had been graded and bridged by 1860, between St. Celestin and Arthabaska, the company was awaiting the arrival of rails in the summer. The traffic expected was timber and iron ore from across the river and the St Maurice valley.

THREE RIVERS AND ARTHABASKA RAILWAY

December 12, 1864

Finally, after years of waiting, a celebration was to be had on the opening of the Three Rivers and Arthabaska Railway, on Monday the 12th day of December, 1864. The citizens of Three Rivers had planned a great banquet at the Farmer's Hotel, in their town in honour of the "energetic" manager of the Grand Trunk Railway, Mr C. J. Brydges..

Remember, this celebration was to be in December. It was a very cold day. The premier guest was the Honourable Georges Etienne Cartier, along with Mr Brydges and a cadre of political and railway officials. They came to Arthabaska station, where the special train turned and went up the new railway, thirty-six miles. They passed the new stations of; Walkers Cutting, Bulstrode, Aston, St Celestin, St. Gregoire, to arrive at Doucet's Landing. Doucet's Landing was on the south shore of the St Lawrence River, directly opposite the old town of Three Rivers (Trois Rivieres). The river they were to cross by ferry was just plain impassable this day, due to both the cold, but even more the large ice flows that blocked all travel across the river this day. The honoured guests were denied the glory of an entrance into Three Rivers and the grand banquet that awaited them. They had only the station house available, in which to make their grand speeches about the glorious railroad. Across the St Lawrence, the Trifluvians celebrated on their own, without benefit of guests or speeches. The Honourable Mr Cartier and Mr Brydges could only make brief speeches in the station. Cartier and a few Quebec guests then quickly returned to Quebec City on the return train. Mr Brydges stayed with GTR staff and crossed the river a few days later.

The railroad was thirty-six miles long. The first train service was so arranged that the night passenger train that left Three Rivers, would meet the up-train from Quebec to Montreal at midnight at the Arthabaska station; and that the passenger train would leave Arthabaska at five o'clock in the morning, on the arrival of the train from Montreal.

1860

PROTESTANT HOME BAZAAR.

THE Annual Bazar in aid of the funds of the Ladies' Protestant Home will be held the LECTURE HALL, St Ann Street, on URSDAY, the 13th, and WEDNESDAY, the th current, each day from 1 to 6 and 7 to 10 lock, P.M.

By the kind permission of the Commanding ficers, the bands of the respective Regiments Garrison will be in attendance, as will also Glee Club of the 25th, K. O. B.

Contributions are respectfully solicited, and y be sent to any of the undermentioned dies :—

Powis,	Mrs. Poston,
Vanovous,	" Dinning,
Wm. Newton,	Miss Stewart,
Gilmour,	" Isabella Sewell.

☞ Mrs Bankier and Mrs. W. White will side at the Refreshment Table.

Quebec, Dec. 7, 1864.

ichelieu Company.

PPLICATION will be made to the Legisla ture, at its next Session, by the Richelieu Company, for an Act to increase their ital Stock, to empower them to hold Steamfor the purpose of towing vessels in the er (and Gulf of) St Lawrence, and otherto amend their Act of Incorporation.

uebec, Dec. 8, 1864 2m

Notice.

PPLICATION will be made at the next Session of the Provincial Legislature, for ndulgence to the Act incorporating the bec Marine Insurance Company.

A. FRASER,
Secretary.

uebec, Nov. 26, 1864. dec 8 2m

New Fruit.

ex Phenix, direct from Malaga :

OXES Finest London Layer RAISINS,

Boxes, Halves and Quarters Layer do
do do do Bunch do
Half boxes Finest Valencia do
Kegs and Half-kegs Prime Seedles do
Kegs Prime Sun do
Half-boxes Eleme Figs,
Transparent Boxes Fresh Prunes,
Barrels Finest Zante Currants.

For Sale by

GIBB, LAIRD & ROSS.

uebec, Dec. 5, 1864. 5

Store, and for Sale by the Subscriber :

ASES Gold Label Brand Champagne,
Baskets Marquis de St. Pierre do,
Cases Cherry Cordial,
Cases Bernard's Old Tom Gin,
Casks do do do (in bond),
Casks Russell's Aromatic Gin,
Cases Stewart's Scotch Whiskey,
Cases do do do
Cases Dunville's Irish Whiskey,
Cases do do do

Grand Trunk RAILWAY.

CHANGE OF TIME.

ON and after MONDAY, the 12th, Trains will leave Point Levi as follows :—

Mail for Montreal, stopping at all Stations..... 7.30 p m.
Mixed for Richmond ..... 9 30 a m.
Mixed for River du Loup..... 10.00 a.m.

RETURNING ARE DUE :

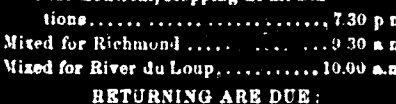
From Montreal..... 8 05 a.m
" Richmond..... 6.00 p.m.
" River du Loup ..... 3.55 p m.

A Train for Three Rivers will leave Arthabaska daily (Sunday excepted), at ..... 7.00 a.m.

Returning will leave Doucet's Landing (opposite Three Rivers) at 5 p.m., arriving at Arthabaska at..... 7.24 p.m.

C. J. BRYDGES,
Managing Director.

Quebec, Dec 10, 1864. 6



GRAND TRUNK RAILWAY OF CANADA.

Opening of the Three Rivers Branch.

THE Three Rivers Branch of the Grand Trunk Railway will be OPENED for TRAFFIC on MONDAY next, the 12th Dec.

Trains will run as follows :

		A.M.
Arthabaska Junction	leave	7 00
Walker's Cutting	"	7.20
Bulstrode	"	7.44
Aston	"	8.12
St. Celestin	"	8.40
St. Gregoire	"	9.04
Doucet's Landing (opposite Three Rivers)	arrive	9.24
		P.M.
Doucet's Landing (opposite Three Rivers)	leave	5.00
St. Gregoire	"	5 20
St. Celestin	"	5.44
Aston	"	6.12
Bulstrode	"	6.40
Walker's Cutting	"	7.04
Arthabaska Junction	arrive	7 24

C. J BRYDGES,
Managing Director.

Montreal, Dec. 10, 1864. 2

CHEAP DRY GOODS

FOR

CHRISTMAS PRESENTS

AT

T. LAIDLAW & CO.,

23 John Street.

10 per Cent.

DISCOUNT

—ON—

All Cash Purchases !

Good Black Silk Dresses, from $9 50 upwards.
Good Colored Fancy do $10 "
Tartan Irish Poplins, variety of clans.
Fancy Tarlatan and Book Muslins for evening wear.
Madder & Lilac Colored Prints, fast colors, to be sold cheap.
Genuine Scotch Tweeds, 3s 9d per yard, heavy makes, all fresh grown wool.

We have, this day, opened a beautiful assortment

OF

Nickelbocker Wincys!

—ALSO—

TARTAN, THREE-QUARTER

SCOTCH HOSE!

ALL SIZES.

Quebec, Dec. 5, 1864.

Dissolution of Co-Partnership

NOTICE is hereby given that the Co-partnership heretofore existing between the undersigned and carried on under the name and firm of JEFFERY, NOAD & CO, has this day been dissolved by mutual consent; and that the affairs of that firm will be arranged by Mr. WILLIAM H. JEFFERY, who is also authorized to receive payment of the debts due to the said firm.

WILLIAM H JEFFERY,
JAMES S. NOAD.

Quebec, Nov 29, 1864. nov 30

Notice

AUCTION

BY A. J. MAXHAM

AUCTION SALE

BY AUCTION WILL BE OFFERED

—ON—

Tuesday and Wednesday

13th and 14th instant,

AT THE STORES OF

Lemesurier, Grant &

No. 33, ST. PETER STREET,

TRADE SALE

—OF—

A Large and General Assortment

—OF—

Fresh Grocer

CONSISTING OF :

TEAS,
SUGARS,
MOLASSES,
WINES,
LIQUORS,
FRUIT

A. J. MAXHAM & C
A

Quebec, Dec. 10, 1864.

PEG TO DEPOT.

NOTICE

THE undersigned being about to proceed to England to purchase Goods for his lishment, would be happy to receive orders articles in his line of business, which will be carefully executed.

He would also inform the public that he dispose of his present stock of Goods duced rates, preparatory to the receipt his new importations, which will form choicest assortment of goods ever brought into this market.

DAVID MORGAN
Merchant Tailor

Quebec, Dec. 3, 1864.

SHEFFIELD HOUSE

DANVILLE FEBRUARY 18, 1865

The express train left Montreal for Quebec at two o'clock on the morning of February 18th, 1865, running three hours behind time. and reached Richmond at ten o'clock. The train switched on to the Quebec line, and headed for the Capital. Two miles beyond Danville Station and just after it crossed the high bridge over the Nicolet River the train ran onto a broken rail and the train was thrown from the track. The train consisted of only a second class coach and a first class sleeping car. The first coach went partially over the embankment and was caught in the snow. The sleeping car went clear over the embankment and rolled down thirty to forty feet. The car fell down with a great crash; but no one was injured. It was speculated that had the train derailed just a few feet earlier the cars would have had a direct fall from the Nicolet Bridge of fifty feet and there may not have been any survivors.

Among the passengers on board the train were the Honourable George Brown, Hugh Allan and his Family, Mr Rae and his family, Judge Armstrong, and many others. The passengers were taken to Danville where they waited for a special train to take them to Quebec.

GENERAL ULYSEES S. GRANT

April, 1865, the anguish of the horrible American Civil War came to a dramatic conclusion at the Appomattox Court House when General Lee surrendered to the Union General Ulysees S. Grant. General Grant in july and August made a relaxing summer tour of North America. He travelled to New York, Boston and Portland, Maine. On August 5th 1865 the General left Portland and started a trip north on the Grand Trunk Railway from Gorham and travelled across the border through Island Pond, Sherbrooke and Richmond where his special train turned up the Quebec and Richmond line to arrive at the GTR station of South Quebec or Levis. He arrived Levis at 7:10 P.M. The American Consul waited on the station platform to greet General Grant. A considerable crowd formed, many American tourists; collected around the ferry station, where his party crossed the St Lawrence River to Champlain Market. The General and party lodged at the St Louis Hotel, St Louis Street, Quebec. The General left Quebec for Montreal by steamship on Monday, August 7th.

HADLOW-POINTE LEVIS JULY 31, 1865

Grand Trunk locomotive No. 136 was built at the Portland Locomotive Works in August, 1854, as an American standard type 4-4-0. For nearly ten years, the engine served on the American portion of the GTR, where upon it was reconditioned, and in July 1863, was transferred across the border to Montreal for operation in Canada. The locomotive received very regular inspection and maintenance.

Sunday July 30th, 1865 was a clear fine bright summer day with a slight breeze blowing off the St Lawrence River right into the Grand Trunk enginehouse located on the very banks of the river, just opposite Quebec City. That night Louis Collet, the GTR night-watchman, whose duty it was to prepare the engines and to put fire and water into the locomotives, stated that he climbed into the cab of No. 136, and put water into the boiler, checking the water glass guage. There was an inch of water on the water glass guage. The water pressure was only 50 pounds, the allowable for this engine when working was 120 pounds. He had noticed that the 136 had been leaking water at her boiler plugs for the last six months, the only one in the company to leak. When he returned in the morning to feed the fire, he noticed that this morning there was no loss of water, and content, moved the locomotive out of the enginehouse to the ready track and then left it there. It had been assigned to pull a wood train that early morning.

Ten minutes later, at four o'clock in the morning, Engine driver Hugh Morrison and his fireman Andrew Gilcrest walked up to locomotive 136. Morrison was not happy to be assigned the 136, a week earlier he had told his mother that that he wished for another locomotive, as the one he was driving No. 136 would cause his discharge, or else he would be blown up by it. The engine crew had just started to climb up into the engine cab, when the boiler suddenly burst. The explosion it was said, was violent in

the extreme .The residents in the area were aroused, and great alarm was created. The locomotive was literally rent asunder, and weighty iron fragments were thrown an immense distance. The engineer and fireman were killed at this moment in a flash. The engine was moved to allow other locomotives and trains to pass. The Coroner immediately called an inquest. A number of witnesses were called to give testimony about the condition of the locomotive, Thomas Carter the Levis locomotive foreman, William Richards, engine cleaner, Donald McGill GTR engineer. all stated there did not really see a problem with the locomotive. Carter did admit that the steam safety valve did on occasion stick. Richard Eaton, the Superintendant of Rolling Stock GTR, gave his evidence that there had been no indication of defect by corrosion of the boiler, or to the plates that formed the boiler barrel. He stated that he was of the opinion that the boiler burst from over pressure from the fragments scattered over the engine terminal. The cause had to be the steam safety valve had struck in their seats. He stated that the safety valves are liable to stick, even when it was in perfect condition. Joseph Meeks. GTR Locomotive Inspector, and Robert Neill, boiler-maker gave further testimony.

The inquest jury returned a verdict that the deceased had come to their death by the explosion of the boiler of locomotive No. 136 and that proper care and attention were not given to the engine immediately after the fire was lighted and that the engine had been left alone for a considerable length of time without a responsible person in charge. and that it was therefore the Grand Trunk that was responsible for the accident.

Sunday, October 17th, 1866 the passenger train from Island Pond met with a serious accident on its way north at the village of Windsor Mills. Owing to the negligence of one of the station employee's, a switch was left open and the engine was thrown off the track and fell twenty feet into the St Francis River. The engineer, Alonzo Dixon, was killed and the fireman was badly hurt. The engine crew were crushed under the locomotive for two hours before they could be extricated. The couplers between the engine and the passenger cars broke so that the entire train did not also fall into the river. Engineer Alonzo Dixon was just two months shy of his 30th birthday. He was buried at the Mount Royal Cemetery at Montreal. Dixon's burial place has been noted on more than one occasion by the Canadian Railroad Historical Society because the tombstone has a bas-relief of a typical Grand Trunk Broad Gauge Birkenhead locomotive and the "Engineer's Poem".

DURHAM JANUARY 19, 1866

About four o'clock in the morning on Friday the nineteenth day of January, 1866; as the west-bound night train rattled through the cold Quebec farmlands, the train derailed between Richmond and Durham, about seven miles east of Richmond. Three passenger cars left the track. The cars went down the embankment and were "capsized." No one was hurt but there was some need for panic at first. One car remained on the track, still upright so the passengers all climbed into this one car. A locomotive and a couple of cars soon arrived to carry the passengers back to Richmond where they stayed for the day, until the wreckage was cleared.

Alex Henderson's Winter Trip

By John Thompson

Since the beginning of railways, snow and ice have been major obstacles, especially in Canada and other northern countries. The ice storm of 1998, and the recent snow storm of January 1999, amply demonstrated that transportation at the end of the twentieth century is no more immune to disruption than it was in the mid-nineteenth century. Today when such interruptions occur, one may expect to see some rail enthusiasts out with their cameras, and perhaps videos, recording snowplows and special moves on film or tape. It is now relatively easy to photograph plows at work, when one has 35 mm cameras and fast film, and one thinks little of it.

One hundred and thirty years ago the situation was very different. The year was 1869, and the month was February. The Dominion of Canada was less than two years old, and did not extend any further west than Ontario. The first transcontinental railway in North America was still three months away from its completion at Promontory Utah, and in far-away Egypt the Suez Canal was also destined to be in operation before year-end. The world was indeed getting smaller, a fact that Jules Verne would make the subject of his book "Around the World in Eighty Days", published less than four years later. In Canada, the Grand Trunk, and most other major lines, were still running on 5-foot 6-inch gauge track, although the change to standard gauge was less than five years away. Photography had been around since 1839, but the wet-plate process in use before 1873 was extremely cumbersome and not at all suitable for photographing snow plows in action and few photographers at that time would even consider attempting it!

This story, by the late John Thompson, tells of one photographer who did attempt it, not by design but by a "fortunate" combination of circumstances that put him in the right place at the right time, and with the right equipment. In so doing he obtained the best photos ever taken of snow fighting in the early days of Canadian railways; and he did it in the snowiest winter ever recorded in southern Quebec.

OFF TO QUEBEC

At 10:10 pm on the night of Monday, 22 February 1869, the Grand Trunk Railway's "Night Express" left Bonaventure Station in Montreal bound for Point Levi / Quebec City. In the sleeping car on that train was photographer Alexander Henderson. Checked up front in the baggage car were his large "view camera" and tripod, a wooden case containing the chemicals and trays he would need to make pictures, and a bulky contraption that looked like a cross between an umbrella and tent on legs that he called his "portable darkroom."

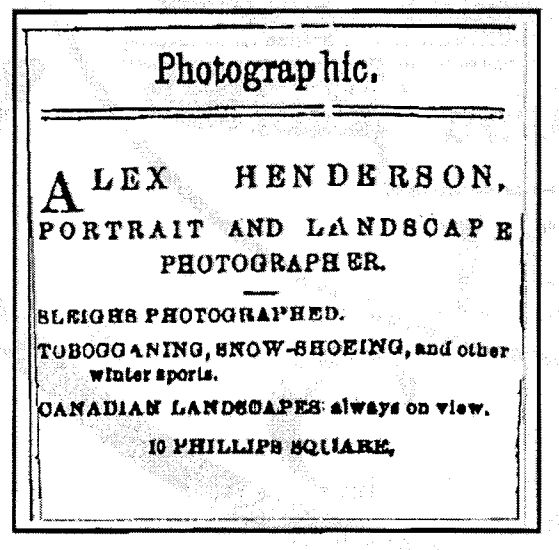
Alexander Henderson and daughter, about 1867. National Archives of Canada, Photo No. C-76042.

Alex Henderson, 38, called himself a "Portrait and Landscape Photographer". A wealthy Scot, he had lived in Montreal for about 13 years. Not long after arriving, he took up photography as a hobby. As an amateur he won prizes for his landscape photographs at several World's Fairs. Around 1867 he decided to try to earn his living from photography and opened a studio at 10 Phillips Square[1]. Lately, winter photographs had been popular with the public. Other photographers in Montreal used props and fake snow to stage indoor winter scenes. Henderson, with his portable darkroom, went outdoors to take winter pictures. "Sleighs photographed", he advertised in The Montreal Daily Witness, "Tobogganing, snow-shoeing and other winter sports"[2].

Outdoors there was a lot of snow — "ten feet"[3]. [304 cm] according to The Gazette. February began with a big storm, then on Valentine's Day, eastern Canada was hit by what the paper called "the severest snow storm experienced for years."[4]. Snow blown by high winds from the east blocked roads and drifted-in railway cuttings. And it continued to fall off and on all week and over the weekend. Monday the 22nd was sunny and mild (around -6 Celsius) - good for outdoor photography. Since business was slow because of the snow; Henderson decided to do some travelling.

The train was scheduled to arrive at Point Levi the next morning around quarter to eight and if Alexander Henderson took the ferry "Arctic" across the St. Lawrence at 8:15 a.m., he could be taking snowy pictures of Quebec City by mid-morning[5]. But the barometer was falling fast. Another storm was coming!

One of the finest nineteenth century Canadian winter photos is this one, entitled "Beauport while snowing", taken by Alexander Henderson about 1865. It appeared in an album called "Views and Studies by an Amateur". Soon after this, Henderson went into business as a professional photographer.
National Archives of Canada, Photo No. PA-135026.



Photographic.

ALEX HENDERSON,
PORTRAIT AND LANDSCAPE
PHOTOGRAPHER.

SLEIGHS PHOTOGRAPHED.
TOBOGGANING, SNOW-SHOEING, and other winter sports.
CANADIAN LANDSCAPES always on view.
10 PHILLIPS SQUARE.

This ad appeared in the Montreal Daily Witness every day from January 7 to mid-February 1869, just before Alex Henderson made his memorable trip to Quebec.
National Archives of Canada.

SNOWED-UP

Sometime in the middle of the night [scheduled time was 2 am], the train reached Richmond, Que., 113 km east of Montreal, and here it was divided in two; one section heading southeast to Portland, Maine, the other northeast to Point Levi and Rivière du Loup. Here a new crew took over the "Quebec Express". In charge of the train was a conductor beginning his day's work. Up front a brakesman attached a fresh locomotive to the cars. In the cab of the locomotive the engineer and fireman waited for the signal to depart. The storm had started.

Alex Henderson did not reach Point Levi at eight that morning. Instead, at that hour, he looked out of the train window at snow driven by high winds. It was a fierce storm. From Quebec city the Toronto Globe's correspondent reported, "Another tremendous snow storm and northwesterly gale set in this morning. The western trains were stuck at Arthabaska."[6].

Arthabaska [now Victoriaville] was 51 km from Richmond. The drifts were too much for a single locomotive. That afternoon three locomotives and a plough arrived from Richmond to assist the train, but it took the rest of the afternoon to travel the next 56 km through the blizzard. At suppertime they reached Methot's Mills [present-day Dosquet]. Here passengers and crews had dinner — engineers who had stood

POINTE LEVI AND MONTREAL DISTRICT.

Leave. Sept 16, 1867 Arrive.

Acc. P. M.	Exp. A. M.	Mls	STATIONS.	Mls	Exp. A. M.	Acc. A. M.	Acc. P. M.
			....Quebec				
7 30	8 30	0	**Pointe Levi**	172	7 45		7 20
8 10	9 15	8	Chaudiere Curve	164	7 20		6 40
8 40	9 35	15	..Craig's Road..	157	7 00		6 00
9 00	10 25	20	.. Black River..	152	6 40		5 30
9 35	11 15	28	.Methot's Mills.	144	6 10		4 40
10 05	— —	37	.... Lyster	135	5 45		4 00
10 20	12 30	41	ar Becan- lv / lv cour ar	131	5 30		3 30
	12 45						3 15
10 05	1 30	49	....Somerset ...	123	5 0		2 35
11 10	2 00	55	....Staufold....	117	4 45		2 00
11 45	2 50	64	.. Arthabaska..	108	4 10		1 15
12 15	3 40	71	....Warwick ...	101	3 45		12 10
12 55	4 45	84	....Danville ...	88	3 05		11 05
1 40	5 50	96	ar Rich- lv / lv mond ar	76	2 30		10 00
2 15					2 00	5 45	
2 45		106	.New Durham.	66	— —	5 20	
2 55		110	.Old Durham..	62	— —	5 0	
3 20		118	.....Acton.....	54	1 00	4 45	
3 40		125	.....Upton	47	— —	4 25	
3 50		128	.. St. Liboire. .	44	— —	4 18	
4 00		130	Britannia Mills	42	— —	4 10	
4 20		137	.St. Hyacinthe.	35	12 10	3 50	
4 40		143	... Sorixante ...	29	— —	3 25	
5 00		149	..St. Hilaire...	23	11 35	3 05	
5 12		150	.... Belœil	22	— —	2 57	
5 40		157	.Bon. Mountain.	15	11 10	2 45	
6 00		162	.. St Hubert ..	10	— —	2 32	
6 12		165	.. St. Lambert..	7	10 48	2 23	
6 36		172	. **Montreal** .	0	10 10	2 00	
A. M.	P. M.		ARRIVE LEAVE		P. M.	P. M.	A. M.

A Grand Trunk timetable in effect about a year before Alex Henderson's trip. In February 1869 the schedules were little changed from those shown above. The Quebec Express was due to arrive at Pointe Levi at 7:45 A.M. This is west of the later Levis station which saw passenger service until 1998.

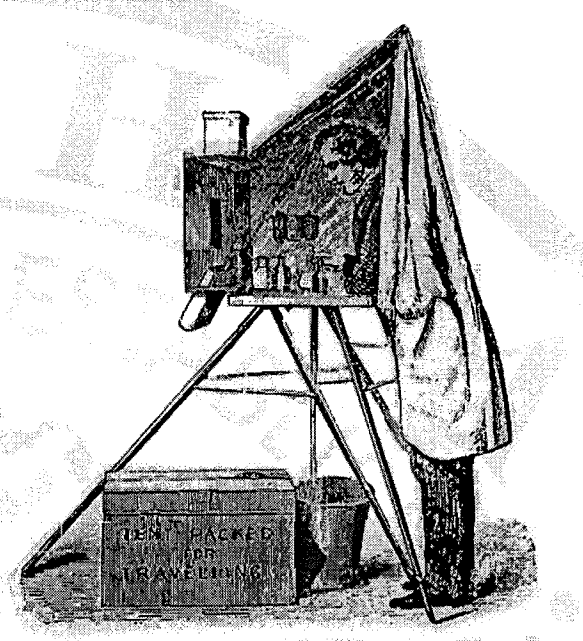
all day on partly-open cabs peering into the whiteness, driving into the drifts; firemen who had shaken snow from every piece of wood they had thrown into the fire boxes; brakesmen who had uncoupled the cars from the engines all day in the blowing snow whenever a long plunge had to be made into the compacted drifts. Hours and hours of cold, hard, work, and after the meal, 46 km to go.

"The down train from Montreal on Monday is still stuck on the road," reported the Globe's Quebec correspondent. "It only reached Methot's Mills, 20 miles above the Chaudière curve on Tuesday at 5 o'clock; from that Black River, 9 miles, though drawn by four engines with the snow plough."[7].

Black River [present-day St. Agapit] was 32 km from Point Levi. Here the exhausted train crews had to stop. Here Alex Henderson spent his second night on the train. Around 11 that night, the storm finally began to abate.

WINTER PICTURES

Wednesday the 24th was a photographer's day. Beautiful light; not too cold (about -6 Celsius)[8]. The storm had gone. At Black River, Henderson struck. With the cooperation of the conductor and the crews he arranged to take a photograph.



A "portable darkroom" of the 1860s similar to the one that Alex Henderson used on his field trips during the wet plate era.

First he determined where to take the picture — making the most of the light — then he brought his camera out of the baggage car, opened the tripod and placed it half-way up the snowbank in a dug-out area beside the tracks. He unfolded his portable darkroom and set it up. On a relatively mild day he could have his portable dark room set up right beside the camera. Next he brought out the bottles of chemicals he would need. Some of these chemicals were quite dangerous, either poisonous or explosive! He poured ferrous sulphate into one shallow tray and some fixer (either "hypo" or the highly toxic potassium cyanide) into another and placed both trays on a shelf inside the darkroom tent. Into a third tray he poured some silver nitrate solution and left it out.

Henderson then took out a 5" x 8" [11.9 cm x 19.6 cm] piece of clear glass, cleaned it carefully and then painted it with a thin coat of a sticky substance called iodized collodion. This was guncotten dissolved in ether, with a soluble iodide added. Once in the dark, he dipped the tacky plate into the pan of silver nitrate so that a thin, even, film of the chemical stuck to the collodion, and formed light-sensitive silver iodide. Then he placed the tacky plate into a "light-tight" plate holder and slipped it in place in the back of the view camera. The plate had to be exposed and developed while wet, or it would be no good; hence the name "wet plate" photography. He slid open the front of the plate holder and took the lens cap off the camera and allowed for, say, a 10-second time exposure.

He then replaced the cap, slid shut the front of the plate holder and slipped it out without exposing the plate to light. He took it to his portable darkroom, where he removed the "wet plate" from the holder and dipped the plate in the tray of ferrous sulphate, waiting while this chemical reacted with the silver iodide to produce the image. Experience told him when to remove it. He then dipped it into the tray of "hypo" to stop the chemical reaction and brought the plate into the daylight.

"A. Henderson 2487", also titled "Preparing to Charge", was the magnificent result of Alex Henderson's first attempt. "He could see that he had a good photograph". Indeed he could; it was one of the best of its type ever taken!
National Archives of Canada, Photo No. C-19385.

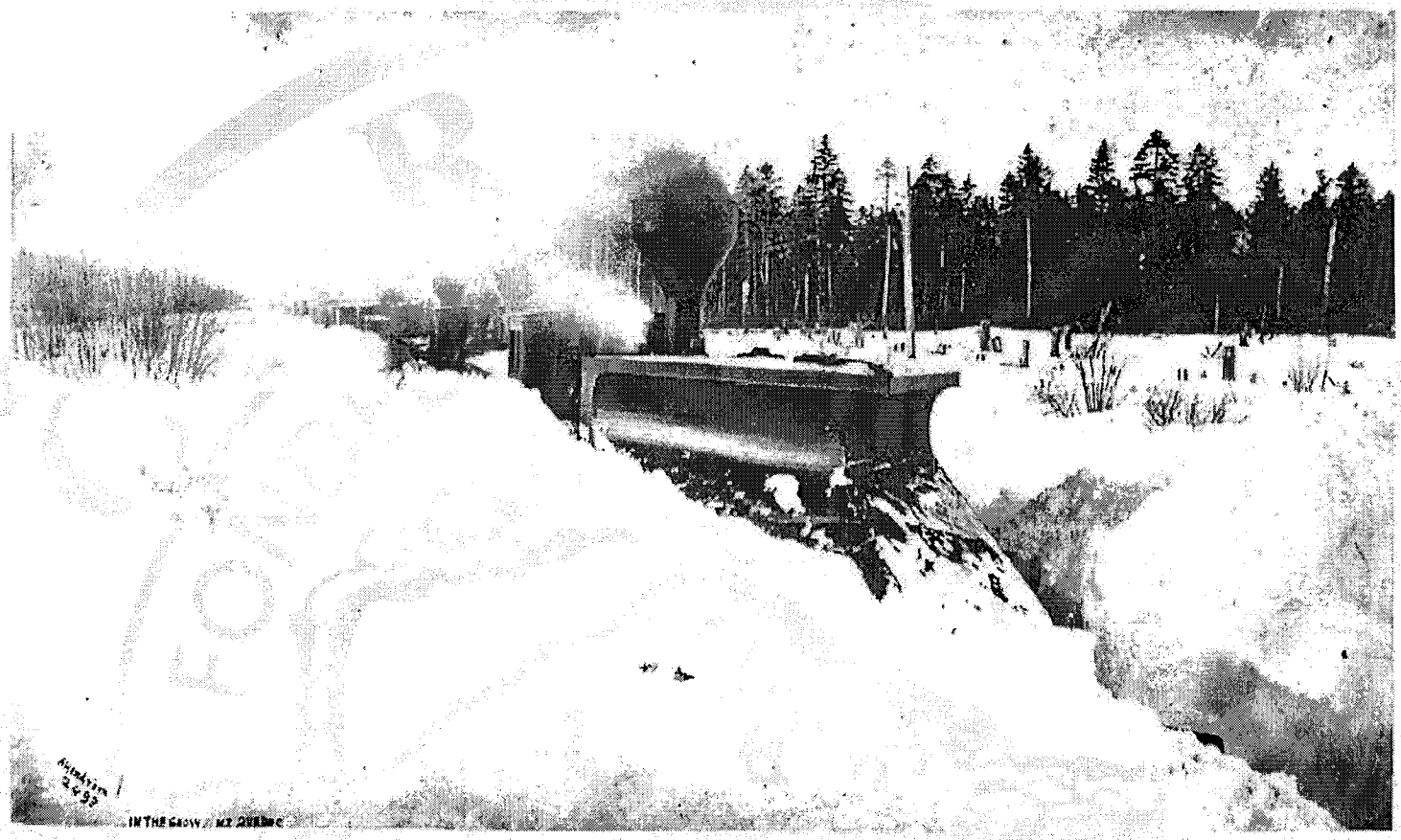
Next he had to thoroughly wash and then dry the wet plate, possibly using the heat from a small alcohol lamp to speed the drying. When it was completely dry, he painted the plate with a light, protective coat of varnish. This he had to dry very carefully so the varnish did not run. He could see that he had a good photograph: "A. Henderson 2487"[9].

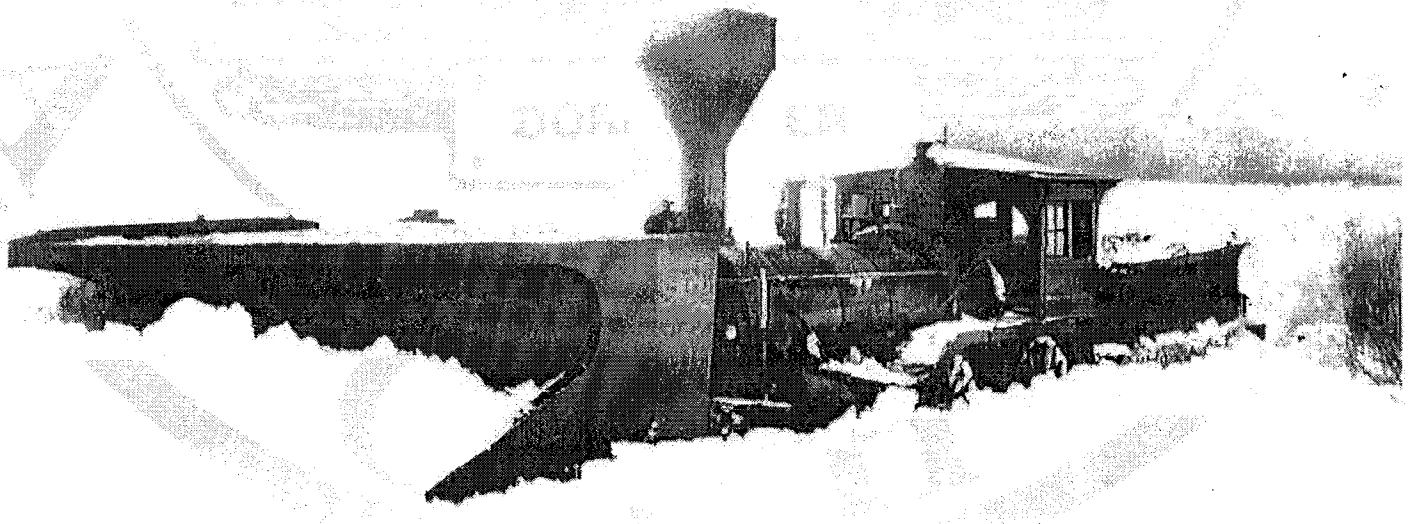
The train moved on. All that Wednesday, whenever he could, Henderson kept taking photographs. To get Plate 2493, he brought his camera to the top of the drift in front of the plough and shot the scene of the four smoking locomotives in the deep trench.[10]. He must have had a difficult walk atop the snowbanks with this plate to get to his darkroom — unless he brought his darkroom with him to the top of the snowbank, itself an arduous undertaking.

Another photograph is a mystery. Its number is unclear and seems to have been marked on at a later time in pencil. Is it 2496, 91 or 92?[11]. In it a lone locomotive stands seemingly defeated at the edge of the drift, overpowered by the snow. The weather appears worse than in his other pictures and it seems this might have been his first photo, taken the previous day, the 23rd, except he entitled one copy "Snowed up / 24 Feby. 1869"[12]. — the only photo in the series he dated. Is this a posed picture? Was the negative handworked to create the stormy effect? What happened to the other engines? Did the crew detach them and back them up so that Henderson could capture this picture of the power of winter? Where is the crew of the locomotive? Behind him having helped carry his equipment? And where was his portable darkroom? Beside the camera?

OPPOSITE, TOP: "A. Henderson 2493" is also known as "After the Charge". Under an original print of this photo is the handwritten inscription "In the Snow Near Black River G.T.R.". It was taken from atop the large snow drift.
National Archives of Canada, photo No: C-4902.

OPPOSITE, BOTTOM: This photo (numbered 2496 or 2491 or 2492, the last digit is indistinct), shows a single "Birkenhead" locomotive with the plow up hard against the drift. The lettering on the plow reads "G. T. R. No. 9 Q. & R.", referring to the Quebec & Richmind. This photo is somewhat of a mystery. It may have been taken the first day, although one copy bears a handwritten notation "Snowed Up / 24 Feby. 1869".
National Archives of Canada, photo No. C-6055.





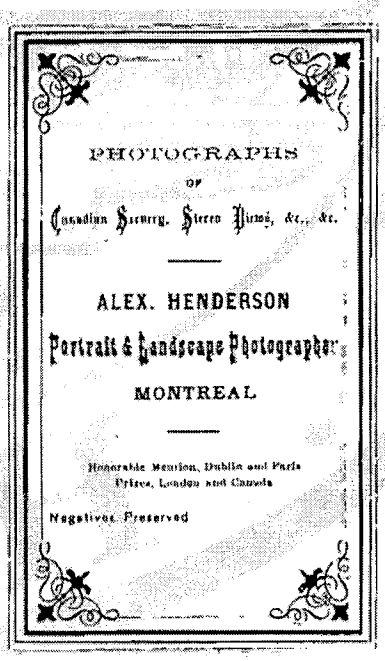
Henderson Plate 2497 shows the bleak wilderness through which the train woul have to pass. Despite the title "Track after Snowplough was Backed", the photo was taken before the plough tackled the drift.
National Archives of Canada, photo No. PA-149747.

For the last photograph, Plate 2497, Henderson turned towards Point Levi and showed what the train crew was up against. Whiteness everywhere. The picture — somewhat over exposed — was later captioned, "Track after snowplough was backed."[13]. In fact it shows the snow covered track before the plough moved through it. Only part of one rail can be seen. There is no visible "track."

Later that Wednesday, 24 km from Point Levi, the train ran into more great drifts: "It again stopped at Craig's Road [Saint-Etienne-de-Lauzon]", The Globe's Quebec correspondent reported that evening, "and will only arrive late tonight."[14]. Sometime that night the crew of the "Quebec Express" brought their train into the station at Point Levi and, around 48 hours after leaving Montreal, Alex Henderson finally reached his destination.

Henderson does not seem to have taken any photos at Point Levi or Quebec while he was there. How long did he stay? Did he take the next train back home? If so, when? The next express train to Montreal was scheduled to leave around 5:30 on Thursday evening, but at that hour that evening the Tuesday Express from Montreal had not yet reached Point Levi, although it was close."[15]. It is unlikely that any train left until Friday evening. And, as The Globe reporter noted the next day, that train also got stuck: "...,the up train from here last night has only reached Danville [19 km from Richmond]. The freight from Montreal is stuck at Black River and the passengers are completely without food being 15 miles from any dwelling.... Snowing heavily again today."[16].

On Monday the train had still not made it to Montreal. "Quebec up train last heard of at Danville" reported the Montreal Daily Star that day. Its arrival here is anxiously looked for."[17].



An advertisement for Alex Henderson's photo studio about 1869.
National Archives of Canada, Photo No. PA-147392.

Whenever Henderson did return home, the journey would have been a slow one. Certainly he was back in Montreal by Thursday, March the 4th, because on that day he placed a new advertisement in The Witness offering to photograph private residences "in the snow" and noting that he had new winter landscapes on view at his studio."[18].

"FORTUNATE ENOUGH..."

A total of 187 cm [74 inches] of snow fell in February — the heaviest fall for the month ever recorded — making a total of 330 cm [130 inches] for the winter up to the first of March. And there was more to come. On Tuesday 10 March 1869, John Dougall, the Editor of The Witness, noted at two in the afternoon, "A cold drifting snow storm with a strong north east wind prevails since early morn."[19]. His competitor at The Star wrote: "The Weather. Today is simply disgusting - The wind which blows in fitful gusts is accompanied with small particles of hail.... The cold in unsheltered places is intense."[20].

It was a perfect day for Alex Henderson to walk down to the Witness office and give a copy of his snowplough pictures to Editor John Dougall[21].

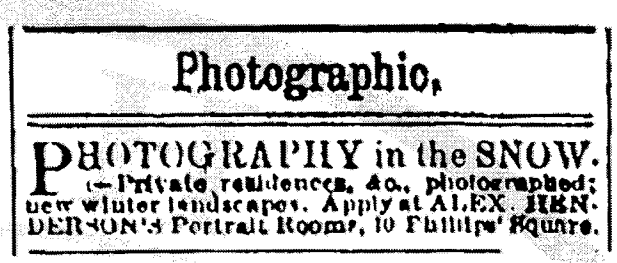
The next day Dougall reported: "The snow storm yesterday and last night was, perhaps the worst of the year. The wind blew with great violence, and the snow fell and drifted with great rapidity .... Trains out on the Railroads also must have been snowed-up with the compact drifts and what passengers would do for food we cannot imagine."

In another item in that issue, Dougall gave his fellow Scot a plug: "Snowed up — Mr. Alex Henderson of Phillips' Square, photographer, has been fortunate enough to secure some large photographs of a train labouring in the terrible snow-drifts. The long line of locomotives with snow ploughs attached is represented as in the deep cutting which it is slowly making and just preparing for a new plunge into the deep beds of snow. If anything could awaken sympathy for a Railway Company, a pondering of these pictures could hardly fail to do so."[22].

In time, Alex Henderson sold many copies of his snowplough pictures. No one had ever seen anything like them. He had been "fortunate enough" to have been in the right place at the right time — on the "Night Express" to Quebec in the snowiest winter of the century.

EPILOGUE

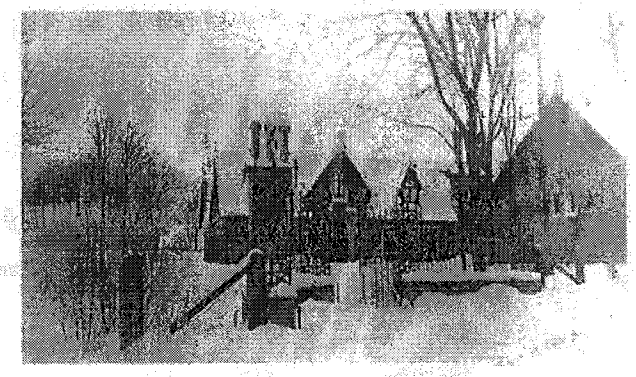
The line on which this adventure took place was the Quebec and Richmond Railway, a branch of the Grand Trunk. It was constructed in 1854 and connected Richmond, on the Montreal-Portland main line, with Pointe Levi and Quebec City. In 1855, work was begun on a branch from near the present day Charny which eventually reached Rivière du Loup in 1860, and after 1876 became the main line of the Intercolonial. In the 1890s the Intercolonial built its own line from St. Rosalie, through Drummondville to the west end of the Chaudière bridge and, after the CNR took over both the GTR and ICR, this became the main line, while the old GTR Quebec branch through Victoriaville became a secondary route. Passenger service was cut back to Lyster in the 1960s, and discontinued a few years later, but this scenic line was the route of several memorable steam excursions to Victoriaville in the 1960s. In 1989 the entire line from Richmond to the Chaudière bridge was abandoned.


Photographic.

PHOTOGRAPHY in the SNOW. — Private residences, &c., photographed; new winter landscapes. Apply at ALEX. HEN-DERSON'S Portrait Rooms, 10 Phillips' Square.

ABOVE: Within days of his return to Montreal, the indefatiguable Alex Henderson was offering to photograph private residences in the snow.
The Montreal Daily Witness, March 4 1869.

BELOW: Two photos of private residences, taken by Alex Henderson at the time of the great snow storms of 1869, are seen below. The top one is Henderson photo No. 2489 and shows a horse and sleigh standing outside an unidentified house on the aptly named Cote Des Neiges Road near Montreal. Its number falls within the range of those taken on the trip, showing that he did not number his negatives consecutively. It was most likely taken just after he returned from Quebec. The other Henderson photo (number unknown), probably taken while the snow was still falling, is a rather bleak and gloomy view of the home of Mr. Albert Furniss, also on Cote Des Neiges Road. This house, built in 1848, still stands and, considerably altered, is presently the home of your editor.



All that was left was the short line from the bridge to Levis station which still had through passenger service to Halifax and Gaspé. Now that branch too has gone with the rerouting of the eastern VIA trains over the freight line between Charney and St. Charles. Thus, except for the bridge and less than a mile to Charny, it is no longer possible to ride any of the line on which Alexander Henderson was snowbound 130 years ago.

THE ILLUSTRATED LONDON NEWS PRINTS THE HENDERSON PHOTOS

The fame of Alexander Henderson's photographs of the snow ploughs in action spread well beyond Montreal and well beyond Canada. Prints of these views were sold by Henderson himself for many years, indicating that the original negatives survived for a long time. However it is believed that they, along with most of the original Henderson negatives, were tragically destroyed in more recent times. Actual prints made from the original negatives are now quite rare, however copies and other reproductions of them are seen in numerous archives.

These photos were also reproduced, usually by woodcut engraving, in several contemporary publications, both books and periodicals. The most noted of these was the English weekly magazine The Illustrated London News, which reproduced them in 1870. At that time the ILN, founded in 1842 and still in business, was one of the greatest, if not the greatest, illustrated publications in the world. Its circulation extended all over the British Empire (which then extended over much of the globe) and other English-speaking countries as well. Thus the pictures of the Grand Trunk snow ploughs in action might be seen in England, Africa, India, Australia, or anywhere else in Queen Victoria's far flung empire.

Accompanying the illustrations was a very interesting article on snow on railways. This article is reprinted here exactly as it was published:

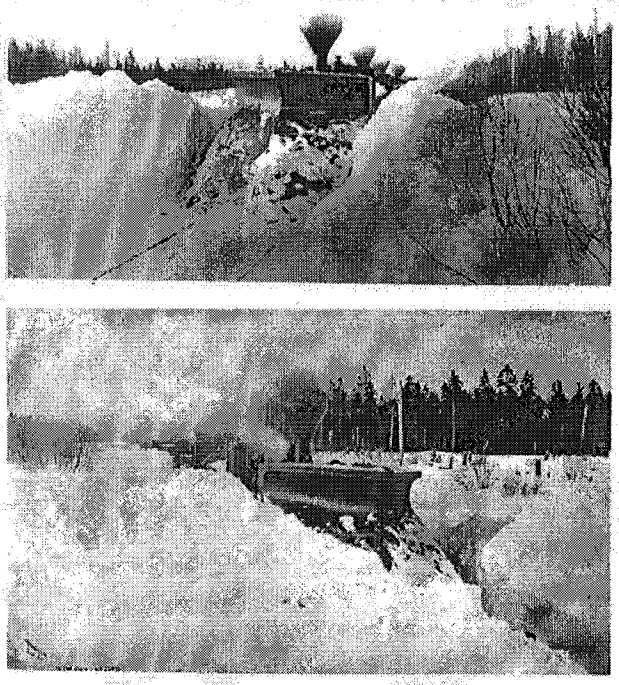
THE RAILWAY SNOW-PLOUGH.

There is nothing in the ordinary phenomena of the seasons that is so apt to interrupt the traffic of railways as the accumultion of snow. The Mont Cenis summit-line, constructed by Mr. Fell, with its gradients, as steep as the old street of Holborn-hill, easily and safely climbed by the grip of the horizontal wheels upon the central rail, is yet subject to the loss of three or four days' working receipts almost every winter from this common accident of the Alpine heights. The Highland Railway of Scotland, and others in the northern parts of Britain, are frequently exposed, in winter, to very troublesome occurrences of the same nature. It may even be remembered that the Lancashire and Yorkshire Railway, and several other lines, including part of the London and North-Western Railway, near Manchester, were closed during two whole days, in a season of extraordinary severity, about eighteen years ago, by the masses of snow that filled the cuttings, so that both travelling and postal communication were stopped. The Grand Trunk Railway of Canada, with its magnificent extent of 900 miles, comprising the branches, through a country which never fails to exhibit the effects of winter in full force, has of course had to contend with this enemy to locomotion. Its engineers have invented for that purpose a very powerful kind of snowplough, the form and use of which are shown in the illustrations we have engraved, from photographs by Mr. A. Henderson, of Montreal. The shape of the mighty shield, carried in front of the engine, with its hollowed face, and with its cutting edge at each side, is well adapted to make its way through the deepest and densest snowdrifts. It is such an implement as the Canadian climate demands.

In those days photo-engraving had not been developed, so the ILN relied on highly skilled engravers to copy the illustrations by the woodcut process, which meant engraving them on hard wood blocks which are then set up with the type and used to print the publication. Each issue contained many such illustrations, which today are a fine depiction of what was happening at the time. As would be expected, some changes were made by the engravers. In these ones, the most notable are the addition of people into some views, perhaps to show the size of the snow drifts, and also to add interest to the published views. Other retouching was done, perhaps to clarify some features, but the result is very pleasing, and a tribute to the ILN's engravers as well as Alex Henderson himself.

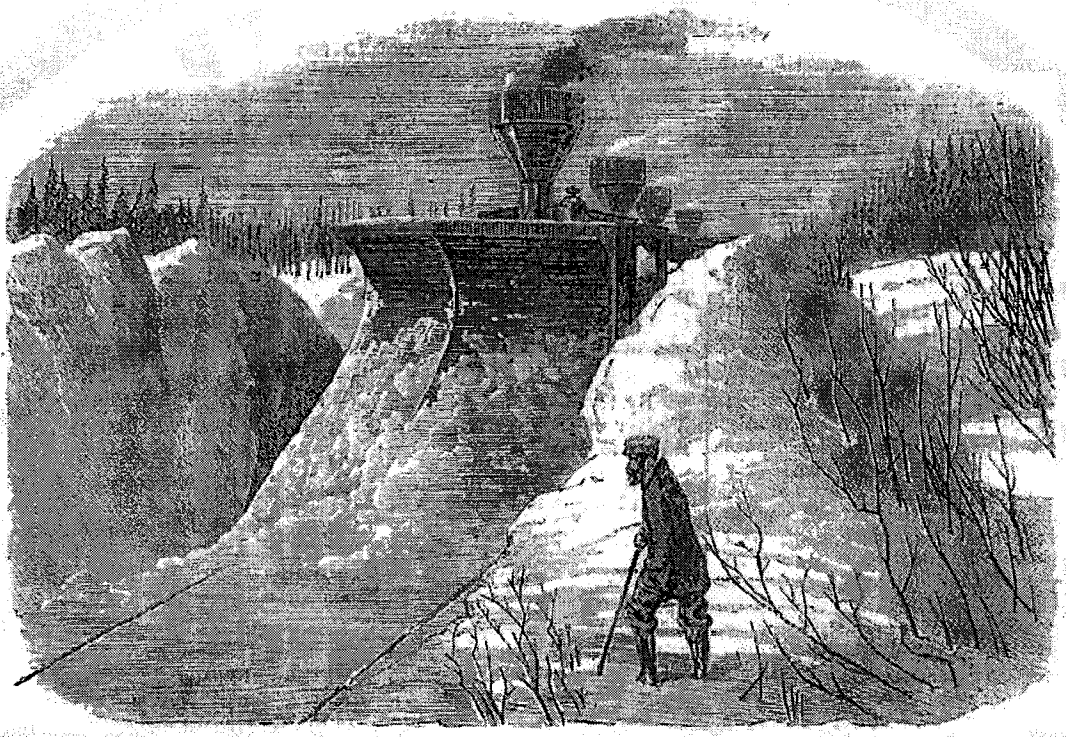
Our copy of the article, cut from the original magazine, does not show the date. However the paper on which it is printed has a watermark in which can be clearly be read the words "MAKER 1870". This indicates that the paper was made in 1870 and, since the ILN was a large publication and did not stockpile its paper for long, we can assume that the article was published in 1870, i.e. about a year after the photos were taken.

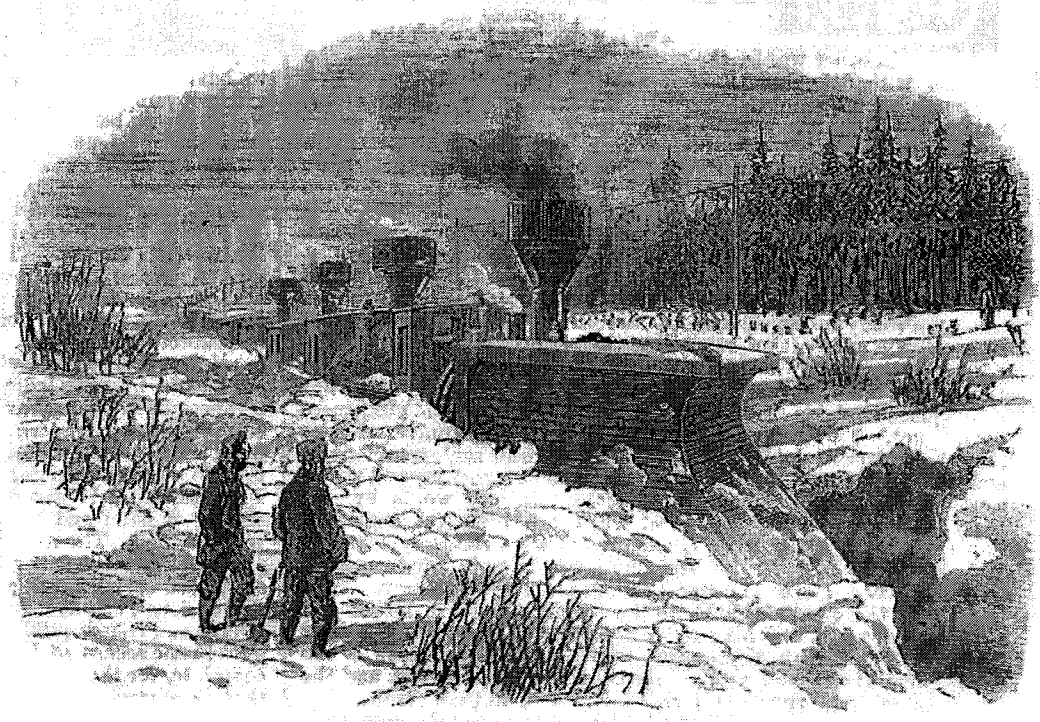
Over the years other publications (including Canadian Rail) have used both the photos and woodcuts, so it is very likely that Alexander Henderson's snowbound views will be seen for many years to come.



OPPOSITE: Woodcut engravings of two of the Henderson photographs, slightly enlarged, but otherwise exactly as they appeared in the Illustrated London News in 1870.

ABOVE: Reduced-size prints of the original photos, included here so that one can compare these with the engravings and observe the differences.





END NOTES

1. Stanley G. Triggs, "Alexander Henderson: Nineteenth-Century Landscape Photographer," Archivaria, v, (1977-78), pp. 45-59. I wish to thank Stanley Triggs for his advice and assistance in the preparation of this paper.

2. The Montreal Daily Witness, 7 Jan.- mid-Feb.1869 (Fig. 4: see above)

3. The Gazette [Montreal], 19 Feb. 1869

4. Ibid., 16 Feb. 1869

5. The morning Chronicle [Quebec], 22 Feb. 1869

6. The Globe [Toronto], 24 Feb. 1869

7. ibid., 25 Feb. 1869 citing Quebec Report of 24 Feb. 1869

8. The Gazette, 24 Feb. 1869

9. National Archives of Canada, Photography Division, Photo C-19385 [Henderson 2487]. "Preparing to Charge". I am indebted to Nora Hague, Curator of the Notman Photographic Archives of the McCord Museum in Montreal for information on the wet plate process. See also Ralph Greenhill, "Early Photography in Canada" (Toronto: Oxford University Press, 1965), p. 30.

10. Ibid., Photo C-4902 [Henderson 2493 "In the Snow / nr Quebec"; also entitled "After the Charge."

11. Ibid. The photo is listed in the NAC under both 2491 and 2492; it could also be seen as 2496. Stanley Triggs, an expert on Henderson, does not place much stock in Henderson's numbers necessarily being chronological (a very good example of this is photo 2489 on page 9). See Archivaria, op. cit., p. 53.

12. Ibid, Photo C-6055. He also entitled it "Plough in drift". On the plough is marked "G.T.R. No. 9 Q & R." Behind it is a freight locomotive with 5-foot driving wheels, built by Peto & Co. of Birkenhead, England in the mid-1850s, no number visible. Two such engines are known to have been on the Quebec and Richmond line, GTR, 47 and 49. Nine others were assigned to the larger "Eastern Section" — Nos. 46, 48, 50, 51, 59, 64, 79, 83 and 84.

13. Ibid., Photo PA 149747.

14. Globe, 25 Feb. 1869 citing Quebec Report of 24 Feb.

15. Ibid., 26 Feb. 1869 citing Quebec Report for 25 Feb. The train arrived in at 6 p.m. Thursday.

16. Ibid., 1 Mar. 1869 citing Quebec Report of 27 Feb.

17. The Daily Star [Montreal], 1 March 1869

18. The Montreal Daily Witness, 4 March 1869

19. Ibid., 10 Mar. 1869

20. The Daily Star [Montreal], 10 Mar. 1869

21. In the Henderson Correspondence in the Notman Photographic Archives, is a letter dated 12 Nov. 1908, from Alex Henderson, then 78 years old, to his daughter. In it he confides, "I cannot go in a storm or snowshoe in a blizzard as I used to and enjoy it now."

22. The Montreal Daily Witness, 11 Mar. 1869.

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Harris, David. "Alexander Henderson's Snow and Flood after Great Storms of 1869. "Revue d'art Canadienne / Canadian Art Review, xvi, 2, 1989.

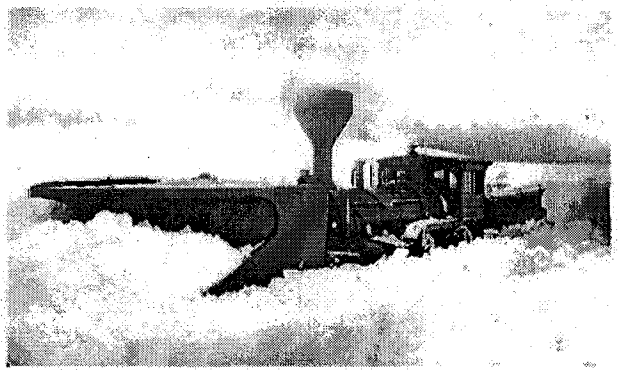
Triggs, Stanley G. "Alexander Henderson: Nineteenth-Century Landscape Photographer", Archivaria, v, 1977-78.

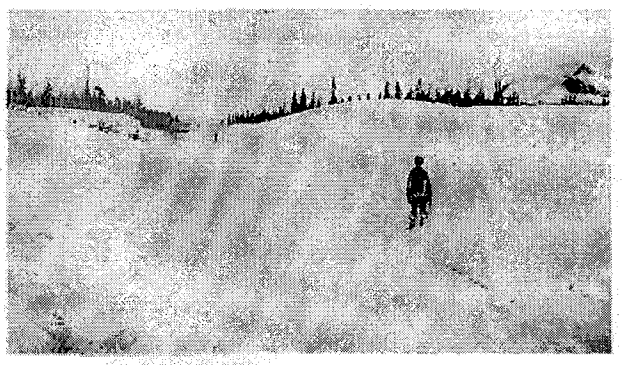
Newspapers, February and March, 1869

Montreal:
The Gazette, The Daily Star, The Montreal Daily Witness

Quebec City:
The Morning Chronicle

Toronto:
The Globe





OPPOSITE AND ABOVE: As on the preceding two pages, these are the other two Henderson photos as engraved by the Illustrated London News, with reduced-size copies of the originals for comparison.

MASSAWIPPI VALLEY RAILWAY

The Boston railroad interests had not forgotten the lost of the St Lawrence and Atlantic choice of the Portland route and had been building a railway network to the west and north. Their railways had reached White River, Vermont and a through connection via the Vermont Central to Montreal. Chartered in 1838, as a company known as the Connecticut and Passumpsic Rivers Railroad , its intention was to build directly north to a connection with the St Lawrence and Atlantic near the border. it built north to Bradford and Wells River Vermont in 1848, Barnet in 1850 and reached Lyndonville in 1857. Construction was very slow and rails reached Newport, Vermont in October 1863. The Passumpsic, as it was known had reached the Canadian border and there it sat. It was thought that the Grand Trunk would build a branch line from Waterville south to a connection with the Passumpsic Railway near Stanstead. When the GTR did not build south, the Passumpsic supported with Canadian friends a new railway charter, the Massawippi Valley Railway. Work started from the border north in the fall of 1869. The railway had completed to a terminal at the east end of Lennoxville. and on July 1st, 1870 the Massawippi Valley was opened. The following year the Passumpsic received the right to lay a third rail from Lennoxville for three miles to a terminal at the Grand Trunk station at Sherbrooke. The Massawippi Valley was Standard Guage and the GTR still had a few years left as a Broad Guage railway. The Passumpsic shared the GTR enclosed station trainshed, and the large enclosed domed roundhouse.

THE ST FRANCIS RIVER BRIDGE WRECK

December 6, 1870 Early Tuesday morning, December 6th, 1870, a freight train of nineteen freight cars and a van, was made up at the Pointe St Charles yard, Montreal. The Engineer was Patchett and fireman was Jordan. At 1:20 A.M. the train left Montreal and headed east, across the Victoria Bridge, bound for Richmond. The railway crosses the St Francis River on a two span bridge. The train was going down the Durham grade on the approach to the river. The grade is steep, seventy five feet to the mile. At a road crossing the track starts to level out, just a little, but on this night it caused the locomotive and one car, the first car, to break the coupling between it and the second car. Soon there was a gap of over a hundred feet between the two parts of the train. The bell rope, that ran from the engine to the van broke. The engineer responded by whistling "For Brakes". Brakemen Piner and Feltham, and Conductor Foreman all started to turn brake-wheels on all the train cars to lock the progress. Brakeman Feltham was on the lone freight car behind the engine. In the locomotive cab, both engineer and fireman were looking back, at the nineteen run away cars behind them, trying to solve that problem. Then fireman Jordan turned, and looked ahead, up the track, and then to his horror saw a man at four hundred yards in front of the St Francis bridge waving a red flag. Danger! Danger ahead! Engineer Patchett turned and saw the danger He reversed the steam locomotive. The whistle was blown. Brakeman Piner, on the roof of a freight car at the rear of the train, saw the impeding danger and jumped. As the rolling train cars pass him, he yelled at Conductor Archy Foreman on the platform of the van to jump. Foreman left his job of applying the caboose brake and jumped clear.

The danger, was not just a man with a red flag, but a track crew had pushed a small track lorry, loaded with thirty foot iron rails, out onto the wooden bridge to start making repairs to the western end of the bridge. The track foreman had become confused about the scheduling of the trains. Hearing the locomotive whistling in the distance the trackmen tried to quickly push the lorry back, off the bridge but it was too late.

The locomotive smashed into the track lorry and its load of rails A flash of fire was seen near the eastern end of the bridge for a moment, then the iron locomotive crashed down onto the bridge deck and then through the bridge structure, Locomotive and tender fell to the bottom of the river. Soon, the eighteen cars of the rear runaway train rolled out onto the bridge and one by one they each fell through the gap and down onto the smashed locomotive into the river.

At the inquest, the four trackmen stated that they mistook No. 19 train which had been due at midnight but did not arrive until 7:15 A.M. for No. 11 which was due at 7:20 A.M. The tack lorry loaded with iron rails was pushed across the bridge. Track foreman Foley stated that he walked ahead of the lorry with the red flag. In the middle of the bridge they heard the train coming and saw it then come around the bridge. Foley ran ahead with the flag and the three other trackmen pushed the lorry back. The lorry had just made it to the eastern bank when the locomotive hit the lorry throwing the rails about and against the stone bridge abutment, catching hold, and throwing the locomotive and tender backward, crushing down into the bridge deck, and then through the bridge. Evidence at the inquest; into the death of Engineer Patchett and Brakeman Feltham, was given, that Foley had not gone as far in front with the red flag as required by company rules and the wreck was held his responsibility.

THE CHANGE OF GAUGE SEPTEMBER 25 AND 26, 1874

The Canadian Broad Gauge, or Provincial Gauge of five feet six inches had commenced its part of history with the laying of the first two rails of the St Lawrence and Atlantic. Now twenty-five years later its time had expired. The broad gauge had become an impediment to trade with the United States. In various stages during the 1870's it would be removed from Canada, in favour of the Standard Gauge of four feet, eight and one half inches. The decision was made in July, 1874.

For months at Point St Charles Shops, workmen assembled what was described as acres of standard gauge freight car trucks. They were loaded on a special 25 flat-car long train, with continuous wooden rails on their decks, able to carry 93 trucks at one time. They could all be loaded by a special ramp in two hours, and sent out to various locations for the changing of the rolling stock at various depots. A large number of freight cars had their trucks changed at Point St Charles. A special shed was built, open at both ends, with three rails, set at broad gauge and standard gauge, running through it. A steam engine located in a lean-to powered steam jacks that could lift a car quickly. Cars were hauled in by horses. Fifty-four cars were re-gauged in every eight hour shift. 2,200 cars had to be re-gauged. Five hundred cars were assembled on the Arthabaska Branch.

The night of Wednesday September 23rd, 1874 two large gangs of men arrived at Montreal, fresh from changing the track gauge on the Grand Trunk lines west of Montreal, and throughout Ontario. Now at nine o'clock the first detachment, of 240 men arrived, followed by the second detachment of 350 men at midnight. The railways of the Grand Trunk, east of Montreal; Riviere du Loup (St Thomas), Levis and Portland Maine were to be converted to standard gauge. They slept on platforms that had been erected for them, and the awoke the next morning at four o'clock bound for their stations east of Montreal.

Friday evening, September 25th, 1874 was the time set to change the gauge. For a number of days freight traffic from the west would be diverted over the standard gauge Vermont Central Railway, at St Johns, Quebec for points south and east of Montreal.

The entire Grand Trunk Railway between Montreal and Portland was divided into twenty districts, averaging about fifteen miles per district. The line from Richmond to Quebec had seven districts; and the extension Quebec to Riviere du Loup had eight districts. Foremen were given very clear and concise instructions regarding culverts, switch hardware and the precise work to be done by each gang of men. Each section of five miles, would have two gangs of eight men, starting at the opposite ends of a section, and they were instructed to work towards the center, until they met, and then afterwards change any of the tracks in the station yards.

The last through broad gauge train left Montreal for Portland on Friday morning, September 25th, at nine o'clock, and the last broad gauge train left Portland at 1:30 the same day. The east and west bound trains passed each other at Groveton. As they passed each other, the conductor hung a sign on the last car at the rear of his train-"Last Train." Now as the broad gauge trains proceeded to their terminals and they passed each track crew, this was the signal for that track crew, to start work on their section of the conversion.

By eight o'clock on the morning of Saturday, September 26th, 1874, the work was complete, and only two hours later, at ten o'clock that Saturday morning Grand Trunk Standard Gauge trains were being dispatched. That day 25 trains when over the railway.

DANVILLE MAY 11, 1877

A collision occurred between two Grand Trunk freight trains at Danville May 11th, 1877. A train of twenty-four cars, that had been uncoupled from the engine at the top of the steep Danville grade ran down that grade and collided with an up train. The force of the collision, it was reported, was so terrible that the locomotive of the up special was destroyed. The engineer and fireman leaped off the engine in time to save themselves. Fire leapt from the locomotive firebox, setting the smashed freight cars on fire. From 12 to sixteen cars were involved in a huge fire. Brakeman Forgue was injured. The fire burnt for nearly two hours, before it was discovered that the town of Danville had a fire brigade. With the help of the fire brigade; and four hundred feet of their fire-hose, the fire was put out. It took about eight hours to clear the site to allow trains to pass.

August 11, 1879 A railway collision averted. Two trains met on one track near St Hyacinthe on Monday August 11th, 1879, one of which was occupied by emigrants. Fortunately the engineers saw the danger in time to avert what at first sight seemed to be destruction to both life and property. When the locomotives came to a standstill the engineers were within speaking distance. All train hands agreed that some person would suffer for neglect of duty. The conductor, who was supposed to have transgressed the rules of the company, had to go back with his train to the next station to allow the other train to pass, where it became known that the operator at St Hyacinthe had neglected his duty. The operator was found asleep, as he had had often been before, and that the conductor who had passed the station without the regular orders to proceed, found it impossible to wake the operator sufficiently to work the telegraph wires. The emigrant train, not being a regular train, but a special or extra train, was not expected, and the conductor and the other train hands thought they could proceed to the next station without official orders. Railroad officials discharged the operator and the conductor without a moment's notice.

Montreal Daily Witness; August 16, 1879

QUEBEC TO RIVIERE DU LOUP August 13, 1879

INTERCOLONIAL RAILWAY OF CANADA

The Government of Canada in the 1870's business had become railroads. The Government had pledged two railroads in its Confederation. The Pacific Railroad and the Intercolonial Railroad. The latter had built from the end of the Grand Trunk's railway at Riviere du Loup up the st Lawrence River and had turned south to run along the seaboard of New Brunswick to connect with local railways to connect Halifax and St John with Canada. During the construction of the Intercolonial Railway, Sir Charles Tupper, Minister of Public Works for Canada recognized that the GTR had kept the Riviere du Loup to the Chaudiere section in deplorable condition.

In a memorandum dated May 5th, 1879, Tupper stated; "That the portion of the Grand Trunk railway from Chaudiere Junction to Riviere du Loup and known as the Riviere du Loup Branch, is in such a delapidated condition as to impair very materially the traffic of the Intercolonial, and unless placed in proper repair at an early date will make it impossible for the Intercolonial to compete with other lines for western through traffic, and will defeat the object which the Government had in view in expending large sums of money in extending the Inteercolonial Railway into the City of Halifax, and improving the shipping facilities on that terminus at Richmond (Nova Scotia)."

Tupper had the foremost engineers; Collingwood Schreiber and William Shanley make a close examination of the Riviere du Loup Branch, but also to look into the cost of the Intercolonial Railway building its own railway from Riviere du Loup to the Port of Quebec. The cost estimates were $1,859,256.00 to $2,100,000.00 as given by the two engineers.

The Government of Canada offered the Grand Trunk Railway a proposal; the sum of $1,500,000.00 for the Riviere du Loup Branch and

that both railways had the right to run over the Hadlow to Chaudiere Junction section to the port on the St Lawrence River at Levis.

The final negotiations were entered into with the GTR for the purchase of the line by the Government of Canada for the $1,500,000.00 to include:

1. Riviere du Loup to Chaudiere and then back to Hadlow, 124.5 miles.
2. Running powers over the GTR to Pointe Levis, 1.25 miles.
3. Reciprocal running rights from Hadlow to Chaudiere Junction, 6 miles.
4. The GTR to maintain the Quebec and Richmond line to the standards of the Intercolonial.
5. It was stipulated that the purchase money given the Grand Trunk would be devoted towards building a through and independent Grand Trunk extension from Sarnia to Chicago.

On August 13th, 1879 the Grand Trunk Railway formally transferred to the Department of Railways and Canals, Dominion of Canda the Riviere du Loup Branch Railway.

The first day of operation, August 13th, 1879, became very troublesome, the GTR had dismissed 18 of its engineers and fireman, and 15 men from the Mechanical Shops a few days earlier. The employees thought they were part of the deal to go to the ICR. They were not! They were out in the cold. The ICR did not want the shops at Hadlow, its own shops were at Riviere du Loup, and the ICR had their own engineers to run their trains. On this first day, the discharged employees of the GTR refused to allow any trains to pass over the Government Railroad. The Police were called from Quebec to take control. They were out their jobs at Quebec.

Canada Sessional Papers, 42 Victoria, 1879, No. 192, p 10-13
Canada Sessional Papers, 43 Victoria, 1880, No. 6, p. 12.
Canada Sessional Papers, 44 Victoria, 1881, No. 5, p. 51-53
Montreal Witness, August 13, 1879

RICHMOND STATION

AUGUST 10, 1880 About nine o'clock on the evening of August 10th, 1880 the large station at Richmond caught fire. Fire engines were telegraphed for to the Sherbrooke and St Hilaire fire brigades. Fire engines were loaded on board special trains and they raced over the tracks to Richmond. The Sherbrooke company arrived in time to prevent the station house from being consumed. The freight shed and three other buildings burnt down. Fifteen freight cars were also destroyed by the fire. The fire was under control at midnight just as the St Hilaire company rolled into the station. It was strongly surmised that the fire was caused by an arsonist as a freight train had arrived at the station just a short while before the fire started and it was found that all the cars had been uncoupled. These were the days of link and pin couplers so only one car at a time could be pulled out at a time.

SHERBROOKE ROUNDHOUSE

The Grand Trunk's Sherbrooke roundhouse had been constructed in 1852 upon a plan by the famous Canadian engineer Colonel Gzowski. It was a large circular enclosed roundhouse approximately 160 feet in diameter. Owned by the Grand Trunk but the three early railways that had reached Sherbrooke, the Quebec Central, the International and the Connecticut and Passumpsic Railroads all jointly used the GTR structure. During the early morning of July 6th 1882 a fire started in the oil room used by the Passumpsic Railroad in which were stored some fourteen barrels of oil. The Quebec Central employee's managed in removing two of that railways locomotives, but before any other engines could be removed, the fire had become massive and drove the men away from the wheel that turned the turntable, for it was in the plagued oil-room. The roof then fell into the structure. Five remaining locomotives lay under a mass of girders and sheet iron. The Grand Trunk lost a Mogul, the Passumpsic two passenger engines, the International one engine, and the QCR, part of an engine undergoing repairs.

The Grand Trunk would never replace the Sherbrooke roundhouse and instead increased their engine facilities at Island Pond and Richmond. The Passumpsic did build their own small enginehouse and turntable at Sherbrooke and both it and the later Boston and Maine would lease space to the GTR-CNR over the following decades.

RICHMOND STATION FIRE

June 23, 1883 A fire started at four o'clock on the morning of June 23rd, 1883 in the center section of the Richmond station. The portion used as the refreshment room, the ladies waiting room, and the station agent's dwelling was burnt down. The fire was believed to have started from a coffee heater in the saloon, under a counter. The station agent, a Mr. Murphy and his family had a narrow escape from the fire. Two-thirds of the station was burnt to the ground and the rest was gutted. The Richmond fire brigade did respond but were unable to save the station. A much newer and larger brick station was built that summer.

THE MONTREAL TERMINAL 1888

BONAVENTURE STATION

Construction started on a new Bonaventure station in the latter part of 1886. The castelatted brick Victorian station was opened to railway patrons on October 15th, 1888.

October 15, 1888 The old station is gone. The new Grand Trunk station opened this morning. The old Bonaventure station, it was said, was now a thing of the past. The work of total demolition had been in vigorous progress since that morning. The entire business had been transferred to the new station. A board was placed across the outside of the veritable structure to prevent the ingress of passengers. The roof was already gone, and old boards were laid about the property.

The new station was open to the public. The general waiting room and the ladies special waiting room were given into possession of the Grand Trunk on this morning. Neither room was quite finished. The general waiting room was quite large, which contained the ticket office, telegraph office, parcel office, news stand, and from which there were entrances to both the dining room and the ladies waiting room. The central space was occupied by circular seats, which enclosed the heating apparatus. The floor had mosaic tiles. The ceiling had natural wood ornamentation, varished, with a handsome stained-glass dome in the center. a handsome imitation fire-place was at the south end of the station. In the ladies waiting room there was another imitation old english fireplace with logs and irons, beautiful carvings above the mantel and a bevelled mirror in the center, giving as the Witness said, the suggestion of warmth and "homelikeness" to the room.

The dining room while not quite finished, was situated centrally, quite accessible, and was entirely removed from the cooking department, which was located on the second floor where two immense stove-ranges were located. The cooked food reached the dining-room by a dumb-waiter, in closely covered copper vessels. A promenade or reception hall ran the whole length of the building at the back. The space was ample and with

seats placed here and there, provided convenient resting places for people waiting for friends on the trains.

The baggage department was given two large spaces on both the first and second floors. The station was rigidly kept clear of idlers, for Officials in uniform were at each door leading from the main entrance and tickets had to be shown that would allow entrance to the central hall.

The railway tracks ran up to within thirty feet of the station.

October 18, 1888 Work on completing the station continued, while a great number of people came down to visit the new station. The main railroad tracks could not come right up to the station as planned until the debris from the old station could be cleared away. In addition to the general ticket wicket, there was a neat wicket for the ladies in the ladies waiting room, set apart for the ladies use only, where tickets could be purchased quietly, without the ladies having to undergo the crush at the general ticket wickets. Special police were trained to be of assistance at the station.

Montreal Witness, October 16 & 18, 1888.

Bonaventure station Montreal, S.S. Worthen, Canadian Rail,

Terminal Stations of Montreal; Omer Lavallee, C.H.R.A. News Report; No. 92, September, 1958.

UPTON February 11, 1889

The Montreal Daily Witness reported a quixotic moment on the night of February 11th, 1889, on the Grand Trunk Railway, between Upton and Actonvale. A farmer named Louis Lorion was driving from Actonvale and had fallen asleep in his sleigh. When the horse came to the railway crossing near the town, the horse on its own, turned from the road onto the railway tracks, and started trotting on the tracks towards Upton. A young man named Poulin, who had witnessed the animal's mistake ran after the stray animal for nearly a mile, but the horse started to gallop and Poulin could not catch up with the horse and sleigh.

At this time of the night he local GTR train was steaming along from Upton. The horse and sleigh, and the train were moving towards each other, both at a gallop. The engineer saw the horse in the dark ahead still charging toward the locomotive, and immediately applied the brakes and whistled. It would seem Lorion was still asleep. Horse and train collided. The horse was killed but Lorion managed to survive the collision.

CRAIG'S ROAD JULY 9, 1895

For a century throughout the counties of the Province of Quebec a very common railway encounter to a great many Roman Catholic Parishes were the railway pilgrim trains that ran first to Quebec-Levis; then east over the Quebec Railway Light and Power to the shrine at Saint Anne de Beaupre on the north shore of the St Lawrence. All the railways in the Province of Quebec operated these summer excursions, transporting entire parishes in one special religious train under the direction of the parish priest.

On the evening of Monday, July 8th, 1895, the Grand Trunk Railway prepared two special trains, to carry 550 people, from Norton Mills near the Vermont border and Sherbrooke. Both trains would run north and west to the junction town of Richmond, where they would turn through the wye and enter the old Quebec and Richmond Railway line that ran north and back east to the St Lawrence River terminal of Levis, opposite the City of Quebec. The first and leading train of nine coaches left Sherbrooke at 9:30 P.M., and the second train left Norton Mills at 8:30 P.M. Travelling through the dark night the Sherbrooke Special came to a stop at Craig's Road station at about three o'clock in the morning. The semaphore signal at the station was set to Red or Danger. The last car in the train was the Pullman car "Balmoral" transporting the priests and those in charge of the pilgrimage. Pointe Levis was less than fifteen miles away. The Norton Mills passenger extra was known to be running twenty minutes behind the Sherbrooke train. One of the pilgrims, a baker from Richmond, named Sampson and a young lad named Bedard had got off the train at this early hour to stand talking on the platform. They saw the second train approaching, and thought it would of course stop-the semaphore was at stop. the train speed did not reduce. Conductor Dionne of the Sherbrooke train who was also on the station platform saw the oncoming titan. He recognized the immediate danger and yelled the order "All Aboard." The Sherbrooke gave his locomotive steam and she slowly moved ahead. Both Sampson and Bedard tried to jump onto the train but failed and fell back to the platform. The Sherbrooke train was just in motion when the second Grand Trunk Extra train still running at full speed with no regard for the

red danger signal smash into the Pullman sleeping car "Balmoral" of the Sherbrooke train. The Pullman was forced forward, its roof torn off, telescoping the coach in front of it. The engine seemed to rear up and turn completely around and smashed into the ground. Engineer McLeod and Fireman Perkins were killed. Every berth in the Pullman car was full, and many died without ever knowing that they were even in danger. Passengers were pulled from the passenger cars, some dead some wounded. The station master sent a telegraph to the Railway Quickly the orders were given to run a medical rescue train from Levis with Doctors on board, and a work train to clear the track. The wounded were placed in the medical Extra and sent east to the hospitals in Quebec.

Thirteen persons were killed in the train wreck, eleven were passengers. Engineer Hector McLeod and fireman Richard Perkins died. They had passed the red signal. All experienced railway men could give any explanation other than the engine crew had fallen asleep at their posts. Mr Wainwright, the Assistant General Manager of the Grand Trunk issued a statement that he felt intensely the lamentable character of the occurrence through a disregard of a danger signal. The men responsible for the accident are dead and beyond investigation, so there is nothing that to be said as to the cause. The engineer of the second train knew, of course, of the first, and it is quite unaccountable how the signal should have been ignored.

The dead;	Charles Bedard	Miss Valin Miss Phaneuf
	Miss Bedard	Aunt of Miss Valin
	Reverend J. L. Mercier	Mrs J. B. Cayer
	Reverend F. P. Dignan	Miss Delycourte
	Mr Cogan	John O'Farrell
	Engineer Hector McLeod	Fireman Richard Perkins

Toronto Globe September 10, 1895

In 1881 the mineral asbestos was discovered in 1881 on a farm six miles east of the station of Danville. In 1895, a larger company called Asbestos and Asbestic took over the site and expanded the operation. In 1897 a narrow gauge railway was built at the mine site. At first asbestos was shipped by road to the Grand Trunk station at Danville, but in 1897 work started on building a standard gauge railway, the Asbestos and Danville, to link the new mining town of Asbestos with the Grand Trunk Railway at Danville. Property rights delayed the completion of the railway until 1900. The first locomotive was an old GTR 4-4-0 engine, No. 61, that had been built by Neilson in 1860.

At first, the A&D locomotive ran over a small portion of the GTR at Danville, but after a few years the A&D built their own railway yard on their land, that had a capacity for two hundred railroad cars.

The asbestos mine developed into the worlds largest open pit asbestos mine. Called the Jeffery Mine, Johns-Mansville took over the operation of the company in 1917. The narrow gauge railway was taken out and electric locomotives worked alongside steam locomotives in the open pit. The a&D had 22 miles of railway servicing the company that included a six mile mainline.

The railway, over the years had some thirty-three steam locomotives acquired on the second hand market. At the end of the 1920's a portion of the railway form the mill to the waste dumps was electrified and three electric locomotives were purchased for this operation.

Le Chemin de Fer Asbestos et Danville: Hugues W. Bonin, Canadian Rail, No. 414, January-February, 1990.

GORE APRIL 29, 1898

A serious rear end collision occurred on the Grand Trunk at Gore Siding four miles from Richmond, on the evening of April 29th, 1898. Conductor Lord's train had taken the siding at about 7:10 P.M. and the new brakeman did not set the semaphore as he was required. Before the train got into the siding, a second train with Grand Trunk engine No. 402 came up from behind and ran into the rear of the first train. Engine 402 was badly damaged by the collision, as were three freight cars of the first train. The debris caught fire and it took hours to restore service.

IMPROVEMENTS 1890 TO 1900

The Grand Trunk Railway announced June, 1889 that a new station would be built at Sherbrooke. Work started on the demolition of the old 1852 enclosed station in March of 1890. A large brick station was built on the old location. on Depot Street. The last paint was put on the new station July 26th, 1891.

The Richilieu River Bridge was rebuilt in 1898. The seven span bridge was rebuilt as an ordinary iron deck truss bridge of six spans of 155 feet length and a 149 foot draw span, making a total length of 1107 feet.

In 1899 new stations were built at St Hyacinthe and Arthabaska.

During 1898-1899 the Grand Trunk improved the railway by building thirty-five steel bridges between Island Pond and Montreal. The most notable was the GTR bridge across the Magog River at Sherbrooke. Work started April 15th, 1898 when three cars of iron arrived at Sherbrooke. The old piers and abutments were used.

Le Pionnier de Sherbrooke

The Railway and Shipping World

INTERCOLONIAL TO MONTREAL
TRACKAGE RIGHTS OVER
THE GRAND TRUNK RAILWAY.

MARCH 1, 1898

THE DRUMMOND COUNTY RAILWAY

The Drummond County railway was chartered in 1886 to build a local line from Drummondville, to the Grand Trunk eastward to a point between Kingsey and Victoriaville, on the Quebec and Richmond line. Additions to the railway's charter gave it a western extension, to the GTR at or near St Hyacinthe.. The first section; the western, from Ste Rosalie, near St Hyacinthe, was completed in 1890. The section at the east end; to a junction with the Grand Trunk Railway, on the west bank of the Chaudiere River was completed in 1898.

During the 1896 federal election the Liberal Party pledged that the Intercolonial Railway would be extended through the Province of Quebec to a terminal at Montreal. The territory given in the very charter of the Drummond County Railway. The Government of Canada, through the Intercolonial, leased the Drummond County. While this would become part of the mainline of the Intercolonial, and later of the Canadian National Railways; there were two gaps, the Chaudiere River, and most importantly, from Ste Rosalie across the St Lawrence River to downtown Montreal. The Intercolonial Railway and the Grand Trunk Railway of Canada sat down in the May 15th, 1897, to work out an agreement.

February 1st, 1898 a lease was concluded between the Grand Trunk Railway Company of Canada and Her Majesty Queen Victoria, as represented by the Honourable Minster of Railways and Canals of Canada.

The Intercolonial Railway having a desire to extend their railway from Chaudiere Junction, in the Province of Quebec, to the City of Montreal in the same Province.

Intercolonial Lease

1. The Intercolonial Railway would have an undivided one half share or leasehold interest in the Grand trunk's railway and property between and including Ste. Rosalie and St Lambert Station at the eastern end of the Victoria Bridge. That the Intercolonial had the use of this GTR route for its trains between Ste Rosalie and. Bonaventure Station, in the city of Montreal.

2. The Intercolonial was allowed the use of the GTR's Victoria Bridge across the St Lawrence River.

3. The ICR would be allowed the use of the Grand Trunk freight yards and engine terminal, at Turcot Yard, Montreal.

4. The Intercolonial Railway was to have with the Grand trunk an undivided one-half interest in and the use of the bridge across the Chaudiere River

The term of the lease was for ninety-nine years starting from March 1st, 1898. The yearly rental that the ICR would pay the GTR was $140,000.00 per year.

The lease was signed February 1st 1898 by Charles M. Hays General Manager of the Grand trunk Railway Company of Canada; and by Andrew G. Blair, Minister of Railways and Canals of Canada.

March 1st, 1898 the first Intercolonial Railway train Halifax and Quebec ran over the Grand Trunk Railway from Ste. Rosalie into the heart of Montreal's Bonaventure Station.

Canada Sessional Papers, 61 Victoria, 1898, No.57, p1-5

THE VICTORIA JUBILEE BRIDGE 1898

With the march of time the single track Victoria Tubular bridge had become a major bottleneck for the improved and large Grand Trunk Railway system by the turn of the century. The smoke and gases from the steam locomotives in this iron tunnel made the air very foul and despite in recent years a strip of plating along the center of the roof was removed to increase ventilation. Rust and corrosion from the products of coal combustion, dampness and even the drippings of brine from refrigerator cars compromised the integrity of the iron work after forty years. The company decided to erect a new structure. A new bridge was designed under the direction of the Grand Trunk chief engineer Joseph Hobson.

May 4th, 1897 work commenced on the new bridge. First the masonry piers on the upstream were extended on the old foundations from 21 to25 feet. On the downstream side the piers were extended straight upward on the foundation to give additional width to the new double track bridge. The new limestone masonry came from William Gibson's quarry at Beamsville, Ontario. The new masonry was transported to site by a small repair car that ran on the top roof of the old bridge to the appropriate pier where a steam derrick lifted it off the car and placed the stone block in its required place.

The superstructure consists of twenty-four spans of pin-connected through steel trusses, each 254 feet long and one over the main channel of 348 feet. The new bridge has room for two standard railroad tracks and two roadways and foot-paths on each side. The old bridge was sixteen feet wide; the new bridge would be nearly sixty-seven feet wide. Six of the trusses were built by Dominion Bridge Company at its Lachine Works, ten trusses were built at the Detroit Bridge and Iron Works, and nine at the Union Bridge Company of New York City. The entire 25 spans were erected by the Detroit Bridge and Iron Works.

Work commenced in November 1897 on the superstructure's west end truss. The new bridge was built completely around the tube of the old bridge. There was little disruption in train service, but severe winter weather slowed construction during the winter of 1897-1898. From March 1898, three steel trusses were built each month from the west end. At the east end work started April 24th on one span but three were completed in May, and five spans in June. The center span was built on the cantilever principle. The steel work was completed on August 19th, 1898.

On December 13th, 1898, the second track across the new Victoria Jubilee Bridge was completed with a double track, The first train to pass over it being the St John local over the route of the premier Champlain and St Lawrence Railway, Engineer Day piloted Grand Trunk locomotive No. 265. The old iron tubular bridge was dismantled in the following months. Soon Grand Trunk trains from Portland and Quebec-Levis and the added trains of the Intercolonial Railway from the maritime's would rubble over the double track bridge to the GTR Montreal terminals.

An official ceremony was held October 16th, 1901 when the Duke and Duchess of Cornwall and York, the Duke was the son of King Edward, the former Prince of Wales, rededicated the new Victoria Jubilee Bridge.

Source: The Railway and Shipping World 1898-1900, Hamilton Public Library

SHERBROOKE NOVEMBER 19, 1898

Sherbrooke station master Waddleworth, at just about eleven o'clock at night, on November 19th, 1898 was expecting a very heavy freight train from the west, loaded with export wheat, bound for the grain terminal at Portland, Maine.

The train was a doubleheader, Grand Trunk locomotives 237 and 816. The train was in charge of Conductor J. Delaney of Richmond. The engine crew of No. 237 was Joseph Carr and his Fireman was H. Hookey. The Engineer of the 816 was George Pearson, and his fireman was George Proulx. The train was forty cars long. The locomotives lumbered across the St Francis bridge and were making only six miles per hour crossing King Street and was slowly over the switch onto the passing siding. The locomotives had just passed the GTR big brick station and in the yard ahead Engineer Carr saw an open switch but it was too late to stop the train. He shouted to all the engine crews. All the men jumped at once from the locomotives.

Both locomotives left the track and were thrown on their sides. The second engine, the 816 was badly damaged. Three freight cars left the track and were smashed.

The wrecking train from Richmond was summoned and work started on the wreckage, but the earth was extremely soft and it took a full day to raise the locomotives and then restore the track.

COATICOOK FEBRUARY 17, 1899

Just around noon, February 17th, 1899 a head-on collision took place in front of the Coaticook railway station between two freight trains. A double header freight from Sherbrooke pulled into town and stopped at the water tank. As the firemen were taking on water the engineers of both engines could hear in the distance an engine whistle from the south. The engineers quickly boarded their cabs and reversed there engines and started to back up. At the same time a freight train from Island Pond was coming down the grade from the International Border. It appears that the air-brakes on the second train did not work when required and slid into the double-header. All three locomotives were badly damaged in the collision. The incoming engine's tender was smashed back through a boxcar. The first engine of the double header was squashed and forced upward in the air. One locomotive tender landed on the station platform. All of the engine crews had time to jump.

WATERVILLE FEBRUARY 20, 1899

The locomotive of the "Scoot" was derailed at the Waterville station.

RICHMOND AUGUST 5, 1899

The "Scoot" train was coming into Richmond at 7:10 on the summer evening of August 5th, 1899 from a quick trip from Sherbrooke, when it jumped the track at the 'Woodyard' near the present Melbourne bridge. When it jumped the tracks the engine hit a freight car full of cedar logs. Attached to this car of logs, were work-cars full of Italian workmen, who were just sitting down to their supper after a day of laying new steel rails. Engineer William Clarke and his fireman Louis Linahen crawled out from beneath the ruined locomotive. About five men were moderately injured.

SHERBROOKE NOVEMBER 14, 1899

Early on the morning of November 14th, 1899 a rear-end collision occurred at about 4:00 A.M. it happened near the semaphore at the western end of the Sherbrooke yard. An east-bound freight train in charge of Conductor Damon had stopped to leave some cars on the siding. The engine had uncoupled and was doing some switching. At this very same time, a double-headed freight train, following from the west came around the slight curve after crossing the Magog River bridge. The engineers were not expecting to find a train standing on the main line in front of them. They had expected a clear track ahead through Sherbrooke. The lead engine of the double-header, GTR No. 817 smashed into the van of the standing train. Locomotive 817 was a wreck. The van quickly caught fire and the fire brigade was called to the scene.

Locomotive 817 was a 2-6-0 mogul type built be the Grand Trunk at its Point St Charles shops in 1882. it would become CNR 563 in 1923 and was scrapped in 1925.

WATERVILLE NOVEMBER 24, 1899

A Grand Trunk west-bound freight train derailed about a mile east of Waterville station. Seven or eight freight cars were derailed and damaged.

COMPTON December 13, 1899

Two freight trains collided about one-half mile east of the Compton station around ten o'clock at night, December 13th, 1899. The east-bound freight was a double-header. The impact was great and one of the locomotives was thrown completely into the ditch. The accident was blamed on a misunderstandings about the train orders that night. The east-bound had stopped at Compton to allow a west-bound freight to pass at Compton station. When the west-bound had passed the east-bound freight started up and out of the siding, not being aware that a second west-bound freight was running behind the first.

RICHMOND DECEMBER 28, 1899

A head-on collision occurred about three miles west of Richmond at seven o'clock on the morning of December 28th, 1899. Both trains collided at speed. Engineer Trudeau of the west bound train was reported as being badly hurt. Both engines remained in the ditch.

SHERBROOKE FEBRUARY 11, 1900

11:23 in the morning, was the expected time of arrival of the Express from Montreal at the Sherbrooke station. On the morning of February 11th, 1900, the Express had made good time over the railway. About one mile west of the station, very near the Magog River bridge, the express ran head first into a standing freight. The semaphore was up at the time protecting the freight, and should have closed the track to the Express; but the semaphore was located at a slight curve, on the east side of the curve and it was impossible for an Engineer of an east-bound train coming into Sherbrooke to see it in time to stop. Normally fast trains stop with difficulty, just past the semaphore, but on this day the freight was much too close to the semaphore and there was not an inch to spare when the Express came around the curve, brakes now on, and smacked into the face of the freight locomotive. The Express locomotive was lifted upwards on it own cowcatcher or pilot. The freight locomotive was badly damaged. The numerous passengers were badly shaken up but there were no injuries.

COATICOOK FEBRUARY 10, 1900

The Grand Trunk Midnight Express running east Montreal to Portland ran into the rear end of a freight train two miles west of Coaticook, Saturday night, February 10th, 1900. The freight could not make it up the grade in time and was run down by the fast moving express. The van and two cars were wrecked. Nobody was injured.