

GRAND  
TRUNK  
WESTERN  
DIARY

THE SARNIA OBSERVER

C.H RIFF      2016

**DETROIT & MILWAUKEE RAILROAD LINE.**—Late Detroit papers announced that the magnificent steamers, *Detroit* and *Milwaukee*, built at Buffalo for the express purpose of plying between Milwaukee and Grand Haven, in connection with the Grand Haven and Detroit Railway, would arrive in Detroit on their way to their destination, on Wednesday last. They accordingly arrived there on the morning of that day, and remained for the inspection of such as chose to visit them, during the forenoon. In the afternoon an excursion to Lake St. Clair was got up, for the benefit of the Industrial School and the Protestant Orphan Asylum; and it was announced that they would leave Detroit at 4 P. M., for Mackinaw and Milwaukee, with a company of invited guests on board. This being known in our town on Wednesday, some of our people were on the look-out, expecting, from the rate of speed they were represented to possess, that they would arrive here between 9 and 10 o'clock, that evening. They did not make their appearance, however, till between 9 and 10 o'clock, yesterday morning—(Thursday). The *Milwaukee* first arrived, and went to Port Huron direct, where she lay some time. The *Detroit* arrived at the G. W. Dock soon after, and quite a number of our people went to see her; but she did not remain sufficiently long to give them an opportunity of inspecting her internal arrangements,—much to the disappointment of a number who had never seen any steam vessel built after the model of the ocean steam packets.

They are both fine specimens of naval architecture—if we may use the term; and we have no doubt will be good sea boats, fit to brave the storms on Lake Michigan at all seasons of the year.

It is expected the connection between Milwaukee and Grand Haven will be kept up continuously, through their means, even during the most severe winter weather.

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MARCH  
25  
1859

**THE DETROIT EXTENSION OF THE GRAND TRUNK**  
—The work of track-laying on this road is to be begun the present week, commencing at this city and laying north. This will be extended about five miles forthwith, and shortly be pushed forward to Port Huron. We understand the Michigan gauge will be laid down at first, in order to enable the road to be ballasted. Unless this is done, the road cannot be ballasted until the Canada gauge should be brought to Port Huron by the completion of the main line. The gauge will then in all probability be changed, so as to make a continuous line to this city.

The contract for building the ferry boat of which we have spoken has been let, we understand, although the name of the successful competitor has not yet transpired. Builders offered proposals from Buffalo, Cleveland and Windsor. But we think the latter go it—at any rate we hope so.

The Road is to pass around our city, as near as we can learn, and terminate at the west side, where close connection and ready accommodation will be effected with the Central and Southern Roads. This will help property at that end of the town.—*Detroit Tribune.*

April 22 1859

**THE GRAND TRUNK FERRY BOAT.**—The construction of the Grand Trunk Ferry Boat, by Messrs. Knight & Jenkins, of Windsor, has been commenced, and it is to be finished within three months. It is to be 225 feet in length, and 43 feet beam. It is stated by the *Windsor Herald*, that it is not intended for the conveyance of passengers, but for transporting the freight cars from Point Edward to the American side of the river. There will be three tracks on the deck of the vessel, of two widths, to enable either the cars of the broad guage of the Grand Trunk or those of the Michigan roads, to be taken on, and each track to accommodate six cars. The vessel is to have no engines, but is to be navigated across by a wire cable, anchored above the depot, on the principle of the experiment made here last summer—the success of that experiment having, it would seem, been sufficiently satisfactory to warrant its adoption on a practical scale.

MAY 20  
1859



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**GRAND TRUNK PASSENGER FERRY BOAT.—**  
The Grand Trunk Railway Company, as we intimated some time ago; have contracted with Messrs Knight & Jenkins for the building of a ferry boat for conveying cars and freight across the river at their depot here; and which boat is now being built at Windsor. We understand the Company are about to commence the building of a passenger ferry boat, to be used at Point Edward. It is to be built on the spot, under the superintendence of Mr. Robert Steed. Our neighbor says Mr. S. has got the contract for building the vessel in question. This is not so. He is merely engaged to oversee the work; there is no contract in the case.

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MAY 20, 1859

**GRAND TRUNK EXTENSION TO DETROIT.**—We find an article in a late No. of the *Detroit Tribune*, on the extension of the Grand Trunk Railway from Port Huron to Detroit, and the progress of the work, and buildings on the line, from which we condense the following information:—Forty miles of the track eastward from Detroit are laid,—twenty of this fully ballasted; and track-laying is proceeding at the rate of three-quarters of a mile a day. The iron is all on the spot, and it is confidently anticipated, that by 1st November the connection with Port Huron will be complete. By that time it is also expected the connection between this place and St. Mary's will be completed,—so that there will then be direct communication from Detroit to Portland,—with the exception of the break in the chain at Montreal, by the Victoria bridge, which is not expected to be completed till somewhat later.

The *Tribune* describes at some length the ferry-boat which was lately built at Windsor, for conveying cars across the river at the Point. This description we need not repeat; we may state, however, that she is now on the way up, and will be in her place before she is required. The *Ottawa*, which has been chartered by the Company as a Passenger Ferry-boat,—to be used for that purpose till the one now being built here is completed,—has already arrived. She has been fitted up expressly for the purpose, and her presence here is of course an indication that the Company expect soon to have work for her.

Some difficulty has arisen as to the gauge of the line between Port Huron and Detroit. The gauge on all the Michigan roads is four feet eight inches; that of the Grand Trunk and Great Western, five feet six inches. The plan at present adopted is, to lay the track on the narrow gauge, but in such a way as that one rail can be moved, so as to form the wide gauge of the Canada roads, should the Directors afterwards see fit to do so.

September  
9  
1859

**Good.**—We understand the Grand Trunk Railroad Co. have it in contemplation, as soon as they have finished their road to Detroit, to build another to Saginaw. We have no doubt but that the building of such road would be of immense benefit to the company. It would certainly add to the prosperity of our own city, opening up a country hitherto almost inaccessible to our business men.—*Port Huron Commercial.*

September 9  
1859

**GRAND TRUNK EXTENSION TO DETROIT.**—We find an article in a late No. of the *Detroit Tribune*, on the extension of the Grand Trunk Railway from Port Huron to Detroit, and the progress of the work, and buildings on the line, from which we condense the following information:—Forty miles of the track eastward from Detroit are laid,—twenty of this fully ballasted; and track-laying is proceeding at the rate of three-quarters of a mile a day. The iron is all on the spot, and it is confidently anticipated, that by 1st November the connection with Port Huron will be complete. By that time it is also expected the connection between this place and St. Mary's will be completed,—so that there will then be direct communication from Detroit to Portland,—with the exception of the break in the chain at Montreal, by the Victoria bridge, which is not expected to be completed till somewhat later.

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September  
30  
1859

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Extensive preparations are being made in Detroit for the transaction of the business which the road is expected to do, in the way of purchasing right of way into the city, and the erection of suitable buildings. There is to be a brick Engine House and Machine Shop 185 feet in length, with rear projections and extensions, of an average width of 100 feet. This will be for the storing and repairing of engines, and other machinery of the road. There will also be a turn-table. Then there are to be two Transshipment Sheds or Warehouses, each 500 feet long and 15 feet wide. These will have roofs projecting on each side 10 feet, so that a train of cars can run directly under them and goods be protected from any storm while being unloaded into the warehouse. A Passenger Depot 108 feet long and 30 feet wide, of brick, and finished off complete, is also to be put up for the accommodation of passengers. Four Baggage-Sheds, 60 feet long by 40 wide, and 800 feet of platform, comprise the list of contemplated improvements at this point, but it is no small list. The roofs of all the buildings are to be of slate. The work is already begun, and in two months more, these buildings will stand complete! Such is the energy with which the work is prosecuted. This will involve the outlay of a large amount of money, to be paid to our mechanics and builders this Fall.

The location of a passenger depot in the midst of the city is still a matter of uncertainty. Whether the right of way will be purchased and a track laid down by the side of that of the Central, to be terminated in its depot, or whether some separate location will be chosen and a separate depot be built, will probably remain undecided for some time yet. But the improvements we have enumerated are already fixed, and will be in existence in a surprisingly short space of time.

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September

30  
1859



## Opening of the G. T. Railway.

Monday last was the day positively announced for opening the Grand Trunk Railway from Detroit to St. Mary's; and the expectation of a considerable portion of our Town's people was on tip-toe for the event, which certainly may be looked upon as the beginning of a new era in the history of Sarnia. The day was somewhat dark and lowering, but, nevertheless, the train from Detroit made its appearance about 10.30 o'clock, somewhat more than an hour behind time. It consisted of three passenger cars containing about two hundred persons, and a number of freight cars. A considerable number of the passengers were eastward bound, and these were transferred from the one side of the river to the other with considerable despatch, and took their seats in the cars on this side, proceeding to their eastward destination. Another portion of the Detroiters had only intended to come on as far as Sarnia, and these, to the number of sixty or eighty, after taking a survey of our Town under the lead of Hon. M. Cameron and the Mayor, returned to Detroit by the afternoon train. We understand they generally expressed themselves pleased with the appearance and progress of the place, which on these points is far ahead of their anticipations.

The train from the east arrived in the afternoon, having on board a number of gentlemen from Toronto and other places along the line, who took the first opportunity afforded them of paying a visit to Detroit by the new mode of transit, which may now be said to be fully and permanently established. The fare from this to Detroit we learn is fixed at \$1.75; and by present arrangements a person can leave Port Huron at 8, arriving at Detroit at 11.45, A.M.; returning, can leave Detroit at 3, arriving at Port Huron at 6.55, P. M.; so that any one having two or three hour's business in Detroit can now accomplish it in one day, and at less cost, and with greater economy of time than the river route.

Going eastward, we understand the fare to

November  
25  
1859

Huron at 8, arriving at Detroit at 11.45, A. M.; returning, can leave Detroit at 3, arriving at Port Huron at 6.55, P. M.; so that any one having two or three hours business in Detroit can now accomplish it in one day, and at less cost, and with greater economy of time than the river route.

Going eastward, we understand the fare to Toronto is fixed at \$5. The eastern train leaves the Depot buildings, at Point Edward, at 10.10, A. M., arriving at Toronto at 5.15, P. M. and at Portland at 8, P. M., of the following evening—the time between Detroit and Portland being thus thirty-seven hours and a half. Coming west the train leaves Portland at 9, A. M., arriving at Montreal at 9, P. M., and at Toronto at 11.10, A. M., of the following day, arriving here at 6.20, and at Detroit at 10, P. M., in time to connect with the night express train going west on the Michigan Central Road. Under this arrangement passengers going from the west to Europe, or returning from that country, can now do so with unexampled celerity, and with every desirable comfort, there being sleeping cars on the Grand Trunk Railway on all the Night Express trains.

We understand the line is doing an extensive freight business, since it opened; large quantities of flour, pork, beef, &c., the produce of the west, being conveyed from Detroit to Portland direct, to be there shipped to England. Yesterday a considerable lot of South-western cotton was sent by this route; so that it would appear our cousins in the west (who by the bye seem disposed to give us all due credit for our Canadian ocean steam packet line,) are not going to feel shy of our Grand Trunk road as a means of carrying themselves and their goods to and from the seaboard. Some apprehension exists as to the continuance of our present reciprocal relations, partly caused by the narrow-sighted policy of our present Canadian Administration; but we hope nothing will occur to interrupt the intercourse between the two countries, which has sprung up under the Reciprocity treaty, the advantages of which are certainly mutual; but rather that the principle will extend until it embraces a wider range of products than at present; and likewise that, with reference to such articles as are to continue to be subject to duty, the scale of the tariff will be more liberal than it is at present.

November  
25  
1859

**PORT HURON AND GRAND HAVEN.**—We have always been under the impression that a connection between Port Huron and Grand Haven was a link of the utmost consequence to the Great Western Railway Company, as a measure of securing thro' traffic to and from the west for the Saginaw Branch. Such a connection would afford by far the most direct line from the seaboard to Milwaukee, of any other, and would no doubt draw a large share of the traffic, because 50 or 60 miles shorter than by Detroit; it would save both time and expense. Two years ago, the work on the section between Port Huron and Owasso, where it would connect with the line from Grand Haven to Detroit, was commenced. But in consequence of the tightness of the money market, and the great falling off in Railway traffic on account of dull times and short crops, the work was suspended, and has remained in a state of suspension ever since. We have been led to understand, however, that the construction of the line referred to is to be resumed in a few weeks; we presume under the influence of the G. W. Company; and we think this is the wisest move they could adopt, in order to secure a share of the western trade.

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**DETROIT & MILWAUKEE RAILROAD LINE.**—Late Detroit papers announced that the magnificent steamers, *Detroit* and *Milwaukee*, built at Buffalo for the express purpose of plying between Milwaukee and Grand Haven, in connection with the Grand Haven and Detroit Railway, would arrive in Detroit on their way to their destination, on Wednesday last. They accordingly arrived there on the morning of that day, and remained for the inspection of such as chose to visit them, during the forenoon. In the afternoon an excursion to Lake St. Clair was got up for the benefit

August  
26  
1859

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WILL THE PORT HURON AND OWOSSO RAILWAY BE BUILT?—There seems to be some difference of opinion on this point. Detroit papers,—the wish being perhaps father to the thought,—say it will not, that the English Directors of the Great Western Railway have put their veto on the expenditure of any funds for that purpose. On the other hand, by parties desirous of having the road built, it is asserted that Mr. Brydges, who was to sail from Liverpool, in the "Persia," on the 26th ult., has received authority from the Directors to forthwith proceed with the construction of the line; and we, without having any particular feeling in the matter, think this is the more likely version of the affair. At all events, it has always been our opinion that this connection was absolutely necessary to render the Sarnia Branch a paying investment; and we are the more confirmed in this idea since the opening of the G. Trunk. In short, if the G. W. Company do not build, or at least farther the building of the Port Huron and Owosso line, as a feeder to the Sarnia Branch, the running of the latter will in all probability be suspended altogether. With such a connection as we have mentioned,—which would indeed be a connection with Milwaukee—there can be no doubt that the whole line would pay handsomely. We think the Company must see this to be the case, and consequently that they will set about the construction of the Port Huron and Owosso line without delay.

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December 9  
1859

May 19, 1871

The Port Huron and Lake Michigan will provide a through connection with the west. It will be completed to Lapeer this week. The ultimate terminal will be Owosso, Michigan on the Detroit and Milwaukee



## Point Edward Items.

As is generally known, Pullman drawing-room cars are now run on the Grand Trunk Railway from this place to Montreal, Boston, and Eastern cities, without change; and we learn that on and after yesterday (Wednesday), the Company will also run a Pullman line of cars to Buffalo without change. The Pullman are becoming very popular with the travelling public, as passengers can be accommodated in one of these "travelling palaces" as comfortably as though sojourning in a first-class hotel. They are somewhat more expensive, of course; but what is money in comparison with comfort, as we travel through life.

MAY 19  
1871

### Through Connections with the West.

We learn that the work of extending the Port Huron and Lake Michigan Railway westward, is going steadily, though slowly forward, and that this week the line will be completed to Lapeer, forty-five miles west of Port Huron, so that on Monday next trains will be running from Port Huron to that place. We further learn that the contractor on the section between Lapeer and Flint, about twenty miles, is bound to have his contract finished by the 1st August. It is probable, however, that on account of difficulties of one kind and another, with which he has had to contend, that section will not be fully completed till the early part of September. When Flint is reached there will then be a connection with the Saginaw line, and also, though somewhat indirectly, with the Detroit and Milwaukee line, by the branch between Holly and Flint. The ultimate terminus of the P. H. & L. M. Line, however, is Owosso, on the Detroit and Milwaukee, and when that point is reached, it will afford the most direct connection between Milwaukee Railway, and the East, of any line either existing or projected. An effort will be made to complete the line to Owosso this Fall, but we believe it is rather doubtful whether this will be accomplished till next Spring. But even if it should not, the connection with Flint will bring a large amount of traffic to the road, in consequence of the railways which already converge at that point.

The Port Huron and Lake Michigan line will of course be an important feeder to the Sarala Branch of the Great Western. Both Companies are alive to this fact, and the advantages they will undoubtedly reap therefrom; and both are taking steps to avail themselves of these advantages. The P. H. & L. M. Co. have been gradually extending their dock accommodation, and permanent depot buildings will shortly take the place of the temporary structures hitherto used. Arrangements have been made between the Companies, for the transfer of freight across the river in the cars in which it is originally loaded, the barge *Kent* being now in process of fitting up with rails, &c., for that end; and she is to be towed by the steamer *Florian*, which has been purchased by the G. W. Co. for that purpose. Both Companies have commenced to build slip-docks, for landing the cars from the barge, that on this side of the river being in the meantime below the Elevator; and it is expected the arrangements for this purpose will be completed by 1st June, by which time the track on the Western will have been changed from the broad to the narrow gauge. The slip-dock on this side of river, below the Elevator is not, however, intended to be a permanent structure. As our readers are aware, there is a project on foot for constructing a tunnel between Detroit and Windsor, as a means of intercourse between the Michigan Central and Great Western Roads, and in order to dispense with the Ferry-boat now in use for that purpose. When the tunnel is completed, the iron steamer now used will not be required, and we believe it is the intention to put her to the same use here, as she at present serves between Detroit and Windsor, and to build a permanent slip-dock between the Elevator and the present freight depot. When these improvements are completed they must add greatly to the business of the Sarala Branch, and consequently to the progress of the Town generally. We see by the Port Huron Commercial of Wednesday last, that though the road was opened only as far as Capre, some 10 miles, in June last, and to Imley city, some 10 miles farther in the end of July, the gross receipts for traffic have been \$41,259; the number of passengers, 16,657; freight moved, 17,836 tons,—the running expenses having been only \$12,315. With further westward extension, and with connections with the roads in the centre of the State to which we have referred, the traffic must soon increase manifold.

MAY 19  
1871

**ALTERING THE GAUGE.**—The gauge on the Sarnia Branch of the G. W. Railway, between this place and Komoka, 51 miles, was successfully changed between Friday evening and Saturday morning, so that there was no interruption to the regular traffic on Saturday, the whole change having been effected in a little over eight hours. The work was commenced about 8:30 o'clock on Friday evening, and finished before 5 on Saturday morning, under the superintendence of Mr. Kitchen, the Track Inspector, about 250 men having been engaged in it. The first narrow gauge train reached this place at 5 A. M. on Saturday. Including the sidings, the number of miles changed was about seventy. Such expedition shows what can be done by combined effort, under proper superintendence.

JUNE 9  
1871

**The Port Huron and Lake Michigan Railway**  
is now open to Lapeer about 47 miles from Port Huron.  
An Excursion train, consisting of three cars, con-  
taining about 150 passengers, visited Lapeer on Tues-  
day last, for the purpose of celebrating the comple-  
tion of the road to that place. It is expected the  
road will be completed to Flint in October, where it  
will connect with the Saginaw and other railways,  
and will then form the most direct route to the East  
from Central Michigan. The new Ferry Steamer  
Flint, will make regular trips to the P. H. & L.  
M. depot connecting with all trains East and West.

JUNE 9  
1871

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**The increase of traffic on the Sarnia Branch of the G. W. Railway, consequent on the partial opening of the Port Huron and Lake Michigan road, is already beginning to manifest itself; and will be much more perceptible after a few weeks, when the line reaches Flint, as it will then connect with the Saginaw and other lines; and when it reaches Owosso, the point of connection with the Detroit and Milwaukee road, the increase will be still greater. Already, however, a good number of cars loaded with lumber, shingles, staves, and hoops, are being conveyed across the river, and forwarded by rail direct to their destination in New York and the Eastern States, thus showing the advantage of a uniform gauge on both lines. The means of crossing by the barge at present in use is limited and temporary, and will have to be superseded by something on a larger scale soon. The barge now in use conveys only three cars at a time and may suit the purpose for the remainder of this season; but as an evidence that something more extensive will be required, we understand that the company have already contracted for the building of a steamer, to be used for the conveyance of cars across the river, and for the passenger traffic as well, which will be sufficiently large to convey twelve cars at once. When the connections above referred to are completed, and this steamer built, the Sarnia branch will be an important feeder to the main line of the Great Western, which will always secure its share of traffic, no matter how many other roads are built.**

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July 28  
1871



### Railway News.

Our readers are aware, that for some time past our Port Huron neighbors have been using a good deal of effort to secure direct connection with the North-western part of the State, by means of a Railway from the Saginaw Valley, the terminus of which would be in their city. Several routes were proposed for this line; one by the Lake Shore to Lexington, and North-west to Saginaw or Bay City; another by a course more directly North-west; but as the attention of the Saginaw people was diverted by the efforts of parties interested in the Canada Southern Railway, who held out inducements to them to make St. Clair the terminus, the question "hung fire" for some time, without anything definite being effected. By the following paragraph, taken from the *Port Huron Commercial* of Wednesday last, we learn that there is now a fair prospect of a line being built, which will not only give them connection with the Saginaw Valley, but with that portion of the State lying between that and Lake Michigan. This line is termed the "Flint and Pere Marquette Railroad," and will connect with the Port Huron and Lake Michigan Railroad at Flint; and as it will open up a large extent of country, to which it will give an outlet, it will without doubt tend largely to increase the business of Port Huron, and also that of our Town, in consequence of the line in question forming a direct connection with the Great Western Railway. The *Commercial* says:

"We are in receipt of the intelligence that Port Huron is to be made the eastern terminus of the Flint and Pere Marquette Railroad. The source of our communication is reliable, and the thing may be accepted as a fact. And the value of this decision cannot be over estimated; cannot be too highly prized. This is a great success for Port Huron. It will open up traffic with the people of the western portion of the State, on Lake Michigan, and with the Saginaw Valley. All hail to the project! Let the glad news of the final decision of the Directors be heralded far and wide, as one more stride made by Port Huron in her irresistible onward march. This will electrify our people as a whole. 'Twill silence the grumbler and the caviller, and encourage the earnest and enthusiastic. 'Tis the dawn of a new era, and the sign and symbol of a still more rapid progress of Port Huron towards commercial prominence. She will now soon rightly assume her proper sphere of significance as a prominent port of entry, an active centre of trade and manufacture, shipping and lumbering. Her glorious natural advantages, combined with the influence of an awakening enterprising people will soon waft Port Huron far on the high road to material commercial importance and prosperity."

December 22  
1871

### The P. H. & L. M. Railroad.

The Port Huron Times is giving an account of the opening of the Port Huron and Lake Michigan Railroad as far as Lapeer, which took place on the 6th inst. This speaks of the further progress and final completion of the road, and its business prospects, which are excellent.

"Of the entire amount of the road there are no longer any doubts. One thousand tons of iron will arrive during the present month for the road, and it is confidently expected that iron will be laid to Flint by the 1st of October. Between Cape and Lapeer the grading is very heavy, and has cost a great deal of money, and between Lapeer and Flint it will be quite as heavy. But the country through which it passes is capable of high cultivation, and with the increased population the railroad will give it, will return in time a reciprocal benefit in the way of traffic. West of Flint the grading will not be quite as heavy, and the cost of construction will be somewhat less. The officers of the road now anticipate its completion to Owosso by the 1st of December.

"The laying of iron westward from Lapeer is to be pushed forward without delay; and about the 1st of July grading parties will be sent west of Flint. Most of the grading is already completed between Lapeer and Flint, and west of the latter place about four miles of the line has been graded. At Flint the road will tap the Flint & Pere Marquette Railway, giving Port Huron communication with the Saginaw Valley, and making this route the most direct Eastern outlet by rail for all the towns in that section. The distance saved by taking the Port Huron route for all points east will be nearly sixty miles, and we see no reason why it should not be generally adopted.

"At Owosso, which will probably be the western terminus of the road, for the present, at least, it will connect with the Detroit & Milwaukee Road, giving direct communication with St. Johns, Ionia, Grand Rapids, Grand Haven, Muskegon, Greenville, and all other points on that road and connecting lines northward. For the people of these places also the Port Huron & Lake Michigan Railroad and its connections will be the shortest route East. At Owosso, connection will also be made with the Jackson, Lansing & Saginaw road, giving a competing line to the Saginaw region and points north, and by way of the Peninsular Railway, with which the latter road connects at Lansing, a direct line to the West. The Jackson, Lansing & Saginaw road also furnishes through connections to Jackson, on the Michigan Central, Jonesville, on the Michigan Southern, and Fort Wayne, an important railroad city in northern Indiana. It is altogether probable that the advantages of this line as a through route will be such, that within a year or two trains will be run without change of cars from this city to Chicago, by way of Lansing and Battle Creek, and that at no distant day palace cars will be ferried across the river to run over the Great Western to all points East.

"Arrangements have already been made for ferrying freight cars across the river, the gauge of the Great Western Railway from Barnab having been changed to correspond with that of the Port Huron & Lake Michigan; and the steamer Florence has been refitted to run between the docks of the two roads, as a passenger boat, and for towing the barge which is to carry the cars."

December  
22  
1871

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**THE SAGINAW AND PORT HURON RAILWAY.**—We see by the *Globe* of Tuesday last, that a meeting was held at the Queen's Hotel, Toronto, on Thursday last, at which were present Messrs. Courtwright and Thompson, representing the Canada Southern Railway, several of the citizens of Port Huron, and also of Saginaw, and some of our townsmen, the main object being to learn the views of the Directors of the C. S. R. in reference to the proposed branch from this place to the main line of that road in Eunniskillen, so as to form a connecting branch between the Saginaw and Port Huron road, and the Southern, via Sarnia. As our readers are aware, St. Clair and Port Huron have respectively been competing to secure the terminus of the proposed Saginaw road, but the crossing of the St. Clair River at St. Clair, during the winter season is found to be difficult. The river has been, during the entire winter, filled with heavy ice, while at Port Huron and Sarnia it has been entirely free, and no interruption has been experienced by the ferries in making their regular trips, making it the best crossing point on the whole chain of our Upper Lakes. This certainly adds to the importance of the road, tending as it will to attract to this point all the roads of the West and North. It is understood that the Canada Southern road did not make definite proposals to secure this connection. The Port Huron, East Saginaw, and Sarnia delegations, however, before they parted had a conference with persons representing another Eastern road through the Provinces; which, it is said, resulted favorably, and a definite understanding was arrived at. The gentlemen have returned home with the fixed determination of pushing forward their projects to an early completion. It is reported that enough aid has been subscribed along the line to secure the construction of the road bed, and prepare it for the iron.

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February 2  
1872

THE SAGINAW AND PORT HURON RAILWAY.—There is as yet no positive certainty that this project will be carried into operation. We learn that the citizens of Saginaw City a few weeks ago gave the citizens of Port Huron to understand, that if the latter raised \$100,000 Stock, the Saginaw people would make up the balance necessary to construct the line from Saginaw to Port Huron. This the Port Huron people have done; and a deputation was sent to Saginaw lately, to report progress. In the meantime, however, Mr. W. A. Thompson, in the interest of St. Clair and the Canada Southern Road, had paid the people of Saginaw a visit, and placed the advantages of the connection with St. Clair so speciously before the Saginawians, they felt at a loss which project to countenance. They seemed, however, to regard the Port Huron connection with a good deal of favor, one consideration being that at St. Clair the river is so long closed by ice, that the traffic must often be seriously interrupted; whereas at this point it is seldom or ever so; indeed, never would be so, if there was a proper ferry boat on the river. The Port Huron people appear determined to spare no effort to secure the connection, and articles showing the advantages of this route, over that by St. Clair, have been published in both papers; and we hope they will yet succeed in the object.

February 9  
1872



### Progress of the Grand Trunk.

For the benefit of our readers we give a condensed view of the facts and figures that show the prosperity and progress of the G. T. Railway, as set forth in an article in the *Montreal Gazette*. In 1867 the gross receipts amounted to \$6,360,868; in 1871 they reached the sum of \$9,313,014, an increase of 30 per cent. Their increase in 1871 over the proceeding year was no less than \$1,043,271, or 14½ per cent. in one year.

That the financial position of the Company, is improved, is evident from the fact that the market value of all its securities has during the last eighteen months risen in England 15 to 20 per cent., and that the balance of its second equipment bonds were during the past weeks disposed of at par, whilst the price obtained for the first half, two or three years ago, was only 85.

The track has been improved by the substitution of 110 miles of steel rails during the year, in place of iron rails, which have proved a failure. During the present year 200 miles of steel rails will be laid down, and in four years the whole main line will be laid with steel, and all the iron removed. This improvement in the track will largely improve the speed and security of the passenger train service.

The great increase of freight traffic has called for a corresponding increase of siding accommodation, and arrangements are completed for meeting this felt want during the present year. The rolling stock has been improved by the addition of twenty-two new first-class cars of the most improved construction, during the past two years; seventeen more will be completed in the current year; besides a considerable addition of second-class and baggage cars. Twenty Pullman cars are now completed, and four more will be ready for use by 1st June. Last year twenty new engines were ordered, and this year orders have been given for thirty more, to be delivered by the 1st of December next. Of freight cars 1000 changeable gauge cars for the Through Line have been added; 500 box cars were supplied, in 1870; 300 box and 200 platform cars, in 1871; and orders are given for 500 more to be delivered this year; in all an addition of 2,500 cars in three years to the freight carrying capacity of the Company.

A new iron ferry boat to be used at Sarnia, by which passenger trains will be carried to and from the American side without disturbing the

April 5  
1872



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**THE SAGINAW AND PORT HURON RAILWAY.**—We see by the *Globe* of Tuesday last, that a meeting was held at the Queen's Hotel, Toronto, on Thursday last, at which were present Messrs. Courtwright and Thompson, representing the Canada Southern Railway, several of the citizens of Port Huron, and also of Saginaw, and some of our townsmen, the main object being to learn the views of the Directors of the C. S. R. in reference to the proposed branch from this place to the main line of that road in Enniskillen, so as to form a connecting branch between the Saginaw and Port Huron road, and the Southern, via Sarnia. As our readers are aware, St. Clair and Port Huron have respectively been competing to secure the terminus of the proposed Saginaw road, but the crossing of the St. Clair River at St. Clair, during the winter season is found to be difficult. The river has been, during the entire winter, filled with heavy ice, while at Port Huron and Sarnia it has been entirely free, and no interruption has been experienced by the ferries in making their regular trips, making it the best crossing point on the whole chain of our Upper Lakes. This certainly adds to the importance of the road, tending as it will to attract to this point all the roads of the West and North. It is understood that the Canada Southern road did not make definite proposals to secure this connection. The Port Huron, East Saginaw, and Sarnia delegations, however, before they parted had a conference with persons representing another Eastern road through the Provinces; which, it is said, resulted favorably, and a definite understanding was arrived at. The gentlemen have returned home with the fixed determination of pushing forward their projects to an early completion. It is reported that enough aid has been subscribed along the line to secure the construction of the road bed, and prepare it for the iron.

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February 9 1872

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A new iron ferry boat to be used at Sarnia, by which passenger trains will be carried to and from the American side without disturbing the passengers, has, been procured and will be ready for use in May. The bridge at Buffalo will be opened for traffic by 1st December, and will enable this railway to carry passengers and freight between New York and Chicago by a route equal to any existing.

In these and other improvements the large sum £330,000 sterling over and above the ordinary working expenses of the line will be expended. When this wise policy of improvement, inaugurated and carried on under the able and judicious management of Mr. Brydges, has been completed, the Grand Trunk, we cannot doubt, will be found fully equal to the demands made upon it, and will compare favorably with the best railways of America.

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April 5  
1872

August 22, 1873

A new connection of the Great Western Railway. The Chicago and Huron Line, a new company just formed by the consolidation of the Penninsula and the Port Huron and Lake Michigan companies. This line will extend from Port Huron to Chicago a distance of 232 miles. Over 189 miles of new route are now completed leaving less than 43 miles to complete, a connection with the Trunk Lines to the seaboard.

September 5, 1873

The Grand Trunk tore up the Street Railway at Fort Gratiot.

November 28, 1873

Grand Trunk to double track the section from Fort Gratiot to Detroit.

December 12, 1873

The Grand Trunk to build a new station similar to Point Edward at Fort Gratiot.

**GRAND TRUNK LOCOMOTIVES.**—It is noticed as an interesting fact, the one hundred and fifty new locomotive engines for the Grand Trunk which were in position at Point St. Charles on Saturday last, were all built in the United States. No Engine house could supply them, and of course we have no facilities here for their manufacture. The cost of these engines would make a handsome aggregate, all of which goes into the pockets of Brother Jonathan. The new cars were chiefly made in Canada. Surely there must be room for establishing such an associate industry where there is so much railway construction as in Canada.

November 6  
1873



**✂** The Port Huron & Lake Michigan Railway was formally opened to Flint on Tuesday, 12th inst. We have to acknowledge an invitation from the Superintendent to be present on the occasion, and to express our regret that circumstances placed it out of our power to accept. We see by the Port Huron papers, however, that the affair went off pleasantly. The excursion party numbered about two hundred, occupying three fine passenger coaches. The party left Port Huron at 9, a. m. arriving at Flint about noon; and were the guests of the city of Flint during their stay; returning to Port Huron in the evening. There are now three trains a day, each way, between Port Huron and Flint, which are run so as to connect with the trains on the Sarnia Branch of G. W. Railway, to which, as it is much the shortest route between the Saginaw Valley and Central Michigan, and the East, the P. H. & L. M. Railway will be an important feeder.

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NOVEMBER 28, 1873



- March 19, 1875                      Grand Trunk to build a roundhouse at  
Fort Gratiot for 22 engines.
- August 27, 1875                      Near train wreck on Grand Trunk at  
Detroit.
- September 3, 1875                      Grand Trunk to build a 10 stall  
roundhouse at Fort Gratiot.

—The Grand Trunk Railroad is laid with steel rails between Port Huron and Detroit, except the 10 miles from Port Huron to Smith's Creek. This gap will probably be filled in the present year.

MARCH 12

1875

**ACCIDENT ON THE G. T. RAILWAY.**—A very serious accident occurred on the Grand Trunk Railway on Tuesday last, about two miles East of Mt. Clemens station, resulting in the death of the Engine-driver and fireman. It appears that just as steam had been shut off for the station, a cow that was grazing inside the railway fence, suddenly ran in front of the engine, throwing it, together with four freight cars, off the track, and involving the whole in a general smash. The two poor fellows, respectively named Bartle and Morris, were both caught in the wreck, and were so shockingly scalded that they died next day. Bartle, the engineer, leaves two sisters, and Morris, the fireman, a widow and two young children, to mourn their untimely end. Both were highly respectable, steady men, and are universally regretted. The Masonic fraternity, of which they were members, have taken charge of the funeral services.

JUNE 18  
1875

**GRAND TRUNK EXTENSION TO DETROIT.**—We find an article in a late No. of the *Detroit Tribune*, on the extension of the Grand Trunk Railway from Port Huron to Detroit, and the progress of the work, and buildings on the line, from which we condense the following information:—Forty miles of the track eastward from Detroit are laid,—twenty of this fully ballasted; and track-laying is proceeding at the rate of three-quarters of a mile a day. The iron is all on the spot, and it is confidently anticipated, that by 1st November the connection with Port Huron will be complete. By that time it is also expected the connection between this place and St. Mary's will be completed,—so that there will then be direct communication from Detroit to Portland,—with the exception of the break in the chain at Montreal, by the Victoria bridge, which is not expected to be completed till somewhat later.

The *Tribune* describes at some length the ferry-boat which was lately built at Windsor, for conveying cars across the river at the Point. This description we need not repeat; we may state, however, that she is now on the way up, and will be in her place before she is required. The *Ottawa*, which has been chartered by the Company as a Passenger Ferry-boat,—to be used for that purpose till the one now being built here is completed,—has already arrived. She has been fitted up expressly for the purpose, and her presence here is of course an indication that the Company expect soon to have work for her.

Some difficulty has arisen as to the gauge of the line between Port Huron and Detroit. The gauge on all the Michigan roads is four feet eight inches; that of the Grand Trunk and Great Western, five feet six inches. The plan at present adopted is, to lay the track on the narrow gauge, but in such a way as that one rail can be moved, so as to form the wide gauge of the Canada roads, should the Directors afterwards

August  
27  
1875

The turn-table at the Point got out of order  
last week and all engines had to be ferried  
over the river to be turned on the river at Fort  
Harrison. A new table is soon to be furnished,  
the present one being pretty well worn up.

November 12

1875



—The new engine house now in course of erection for the Grand Trunk Railway at Port Gratiot, is being pushed forward, a large force of men being employed in its construction. The building is being enclosed, ready for the gravel roof, and masons commenced the other day bricking in the structure. It will probably take six weeks yet to finish the building.

November 5  
1875

April 21, 1876

Fire at the Fort Gratiot. The machine shops of the Grand Trunk Railway Company including the blacksmith and carpenter shops connected with the locomotive department situated on the Military Reservation, Fort Gratiot were totally destroyed by fire on Tuesday morning. The fire was first discovered at about 4:30. There was a pony engine in the shop.

June 16, 1876

The Port Huron Times has been informed by Mr W. L. Bancroft, Reciever of the Chicago and Lake Huron Railroad that the twenty five miles of the missing link of the road between Flint and Lansing have been graded and that the laying of iron will commence in August. Mr Bancroft is confident that the road will be completed by November.

November 24, 1876

Twenty loaded cars a day are furnished by the Chicago and Lake Huron Railway to the Grand Trunk Railway.

December 15, 1876

The extensive repairing shops in the course of erection by the Grand Trunk Railway at Port Huron are expected to be finished this month.

December 15, 1876

Arrangements have been made to commence the running of through trains over the Chicago and Lake Huron about the 10<sup>th</sup> of January next. The Grand Trunk will loan the new company 1000 cars. The line passes

through the finest portion of Michigan tapping six important roads. The distance between Chicago and Port Huron is 320 miles and to New York via the Grand Trunk Railroad will probably control the new road for 940 miles.

January 26, 1877

On Tuesday evening a locomotive of the Chicago and Lake Huron ran off the track at Battle Creek and plunged down an embankment twenty feet deep and smashed the engine to pieces. No person was hurt.

March 28, 1879

Judge Baxters descision in the CNE Railway dispute has been entirely favourable to the Chicago and Lake Huron. It gets two miles of track at Flint.

April 4, 1879

Train wrecking on the Grand Trunk for at about 8:15 o'clock Saturday night as passenger train No. 5 going east was coming down the grade four miles west of smith's Creek, the engine struck a misplaced rail and left the track. Being followed by the baggage car and two passenger cars. The engine and the tender were thrown into the ditch and the baggage car turned so that it stood directly across the track.

May 23, 1879

The Sale of the Chicago and Lake Huron Railway which was to have taken place on Wednesday was adjourned for a month.

June 27, 1879

The Sale of the Chicago and Lake Huron. The eastern division of this road was put up for sale at auction in Detroit last Saturday, under a decree of the United States Court. Among those present were Mr Joseph Hickson of the Grand Trunk and delegates of the Albany Bondholders. The virtual buyer is the Grand Trunk which desires a connection with the Flint and Pere Marquette.

July 4, 1879

Chicago and Lake Huron. Mr Hickson of the Grand Trunk has taken formal possession of the railroad. It is now part and parcel part of the Grand Trunk

July 11, 1879

There is no question about the Grand Trunk shops being built at Fort Gratiot.



July 25, 1879

The Grand Trunk run a fast train from Buffalo to Detroit via Stratford and Port Huron.

August 1, 1879

The Grand Trunks shops at Fort Gratiot. The excavations for the foundation of the large building at Fort Gratiot to be used by the Grand trunk as a machine and boiler shop is now nearly completed. It is located in the north-west corner of the Grand Trunk yards and will have a frontage of 118 feet on Michigan Street running back 70 feet. This portion of the building will be occupied by what is called an erecting shop with six pits for running locomotives in for repairs. It is to be arranged that a locomotive will run on a traveller.

August 15, 1879

The Grand Trunk have changed from wood to coal burners.

September 19, 1879

Chicago to Portland. Hickson has consolidated the Chicago and State Line and the Chicago and State Line Extension under the new name of the North Western Grand trunk. The contractors are to deliver the railway on November 15<sup>th</sup>, 1879.

November 7, 1879

The North Western Grand Trunk is nearly completed General Manager Peck was over the new line and it is expected to open December 1<sup>st</sup> (1879). A new depot at Flint is to be completed.

# TRAIN WRECKING ON THE GRAND TRUNK.

**A Passenger Train Thrown from the Track by a Misplaced Rail—One Man Killed, One Fatally Hurt and a Third Dangerously Injured—Two Men Now in Jail on Suspicion of Having Caused the Disaster**

By the Grand Trunk Mail.

At about 8.15 o'clock Saturday night, a passenger train No. 5, going east, was coming down the grade four miles west of Smith Creek, the engine struck a misplaced rail and left the track, being followed by the baggage car and two passenger cars. The engine and tender were thrown into the ditch, and the baggage car turned so that it stood directly across the track, while the passenger cars were thrown into the ditch, the third car being flat on its side. The engineer of the train, Benjamin Walters, who lives at Fort Gratiot, escaped from his cab, although he was badly burned by the escaping steam, but returned to rescue his fireman, Thos. Cowan, who had become entangled in the machinery. This he finally managed to do, but both were terribly burned. The brakeman, John Wilson, who lived in Toronto, was instantly killed, being caught between the baggage car and the wood pile at the side of the track, and is supposed to have been attempting to jump from the train. It being Saturday night, the number of passengers was unusually small, and fortunately none of them were seriously injured. A telegram for aid was immediately sent to the city, and a special train was sent out and brought in the dead and wounded, as well as the passengers. The fireman, Cowan, lived at the G. T. R. junction, but was brought to Fort Gratiot, and after lingering in great pain through Sun-

April 4  
1879

gers was unusually small, and fortunately none of them were seriously injured. A telegram for aid was immediately sent to the city, and a special train was sent out and brought in the dead and wounded, as well as the passengers. The fireman, Cowan, lived at the C. T. R. junction, but was brought to Fort Gratiot, and after lingering in great pain through Sunday, died at 8 o'clock Sunday night. He leaves a wife and two children. The body of the dead brakeman was sent to his family in Toronto. Ben. Walters, the engineer, is at his home in Fort Gratiot, and is rapidly recovering from his injuries. Dr. Hartsuff, U. S. A., of Fort Gratiot, was on the train in the third car. He was considerably shaken up, but not seriously injured. As soon as he could extricate himself, he gave his attention to the wounded, and made them as comfortable as possible before the arrival of the relief train. At the time of the accident the cause was thought to be a broken rail, but closer investigation revealed the fact that train wreckers had been at work; the foot prints of the fiends being plainly visible in the mud, while near the track a clinch bar, used for drawing spikes was found. The fishplate, which held the rails together, had been removed, and a number of spikes drawn, so that when the train struck, the rails spread apart. The train was running 30 miles an hour at the time of the accident. The foot prints found near the track were traced to the house of Henry Hines and John King. King had been employed by the company, but had been discharged. Hines is still a section hand. Both men were arrested and brought to this city, and are now locked up in the station house, awaiting examination. The general opinion among the railroad authorities, though they are very reticent, is that they are on the right track. The passengers on the wrecked train, with those on the Buffalo train following, arrived in this city about 3 o'clock Sunday morning. A wrecking train was sent out Sunday and succeeded in getting the track clear by midnight, and at an early hour this morning brought in the train and the two cars which still re-

April

4

1879

## CHICAGO TO PORTLAND.

### The Grand Trunk's Victory over Vanderbilt.

Detroit, Sept. 4. —The following is from this morning's *Free Press*: General-Manager Hickson, of the Grand Trunk Railway, arrived in Detroit yesterday morning from Chicago, whither he went to look after the extension of his road. His mission was successful in every particular. On Tuesday he effected a consolidation of the Chicago and State Line and Chicago and State Line Extension Railroads, under the new corporate name of the North Western Grand Trunk Railway Company. The new company has already let a contract to build a steel railroad from the State line between Illinois and Indiana to Valparaiso, a distance of twenty-eight miles. The contractors are to deliver the road ready for business on or before November 15th, 1879. This virtually completes a continuous line from Port Huron to Twenty-sixth-street in Chicago.

#### VANDERBILT FORCED TO SELL.

A contract in telegrams has been made yesterday between the Grand Trunk and Vanderbilt interests for the purchase of the Chicago and North Western road, the missing link between Flint and Lansing, which Mr. Vanderbilt obtained possession of some time ago, and which he now disposes of to the undoubted advantage of the Grand Trunk. The contract has not yet been reduced to writing in exact legal phraseology, but its terms are absolutely settled, and the formal transfer will take place certainly within a fortnight. The terms of the sale have not yet been disclosed. This feature of the negotiations will render the bids for the building of an independent line from Flint to Lansing of no account. Several

September  
19  
1879





appeal, and the High Court. The former will be practically a Court of Appeal, with appellate jurisdiction; the latter will have three divisions respectively the Courts of Common Pleas, and Queen's Bench. The title of Chief Justice is abolished, and the President substituted, and the Chancellor of Ontario will sit in the High Court.

That Court will possess jurisdiction now exercised by the Courts of Chancery, Common Pleas, Bench, Assize, and County will administer cases of both civil and criminal law, though Chancery cases will, I think, be disposed of in the chancery or allowed institutions, so venal and legally superstitious. Terms, Michaelmas, Easter, &c., are swept away, and the worn out creeds of the law are placed each division of the law arrange times to suit itself. The motions, applications, &c., are so hardly classical and fustianous and phrases, so perplexing to the mind, it may be said that the law is gone. Holus bolus they are gathered out of sight and sound, and we may expect to hear the law spoken in the courts. Each case is in simple language, without technical phrases, and as brief as possible. The bill, which occupies a vast number of pages, but I think I have given you a fair idea of the general principle in which your general interest is concerned. The legal principle generally regard it favorably, and understand one of the Chief Justice is strongly opposed to it.

**THE DRAINAGE.**

In which your member, Mr. Graham, has a lively interest, is likely to attract some attention in this session. Graham obtained an order showing the number of which there had been under the two drainage acts, the municipalities by which it had been made, the sum of it of the fund, and the number of whom such payments had been made. I understand that Creighton has obtained an order showing that the only sum appropriated by the township of Warrington promptly corrected by the court, stated that \$8,000 or \$10,000 was taken from the fund. I observe that a bill on the notice paper of the drainage, though it has not yet been able to be passed.

**SCHEMATIC.**

Act threatens to be overruled.

Chicago & Grand Trunk Railway, and to go through the usual crystallizing process of exchanging the old sectional bonds for the new consolidated bonds of the Chicago & Grand Trunk.

President Hickson and General Manager Peck, of the new line, have just made a tour of inspection of all the property in Indiana and Michigan, and will inspect that of the Illinois Division Monday. The arrangements with the Burlington for the use of the latter's track from Twenty-sixth street to the corner of Canal and Sixteenth streets, where the freight-houses of the Burlington will temporarily be made use of by the new road, will be completed during this visit of the Grand Trunk people, and it is the intention to open the road for freight traffic between the 25th and 29th of this month. They are also perfecting their freight facilities, increasing the freight equipment largely, providing for sufficient motive power, and doing everything else necessary to meet the wants and necessities of the new line when opened. They hope and expect that the shippers here and in the west will appreciate their efforts to furnish them additional facilities for the transportation of freight to the east, and in return give their agents a proportionate share of the business. The Grand Trunk officials will remain in the city throughout the week.

General Manager Peck says that for the present the road will be opened for freight business only. No passenger business will probably be done until next summer. They have yet to lay 100 miles of steel rails, and make other improvements, before they will be able to compete for the passenger traffic. When they do start in, they mean to have their line in as good a condition as any road now leading to the east.

**NOVEMBER 1879**

**A FAMILY'S FEARFUL FATE.**

**Terrible Experience in a Lake Michigan Ice-field.**

Little Traverse, January 17.—On the 13th instant F. M. Rouse, Charles Odell, wife and two children, started from Beaver Island in a sail boat to go to their home, in Little Traverse. Tuesday night they attempted to land at Middle Village, but were prevented by the ice. During the night they were caught between two bodies of ice several miles in extent, and drifted with it into the lake. The boat sprang a leak, and

John Thompson, Sarnia.

In Watford, on the 13th inst., Wm. Ken, son of R. L. Hawken, stationer, aged 1 month and 21 days.

In Petrolia, on Monday, the 12th inst., Arine, beloved wife of Thomas McL., aged 18 years, 10 months, and 3 days.

At Forest on the 14th inst., Agne daughter of Mr. William Lochhead, year and 18 days. The funeral took place to-morrow at one o'clock p. m.

At Albert street, Forest, on the 15th inst., Mrs. James Frayn, daughter of Mr. A. Gavenlock, Bosanquet, in the 22nd year.

In Sarnia, on Monday, the 19th inst., son of Mr. Andrew Crawford, who died only a few hours.

**NEW ADVERTISEMENTS.**

**\$15,000 TO LEND**

On improved farms, straight loan per cent., payable yearly. This is a good opportunity for parties who have been elsewhere, to pay off their Mortgage and save interest. Apply to J. F. LISTER, Solicitor, &c.

**MORTGAGE SALE OF Valuable Freehold Property**

Under and by virtue of a Power of Sale contained in a certain Indenture of Mortgage which will be produced at the time of the sale, there will be sold by Public Auction, at the Grand Hotel, in the Village of Wyomir

**Tuesday, 10th day of February**

A. D. 1880, at one o'clock in the afternoon the following property comprised in Mortgage, viz:

The South Halves of Lots Sixteen and Seventeen, in the First Concession of the Township of Plympton, in the County of Lambton, containing two hundred acres, more or less.

This property adjoining the Village of Wyomir, on the line of the Great Western Railway, where there is a good market.

There is a never-failing spring of water on the premises.

**FINE GRAZING FARM.**

Title perfect. The purchaser will not be entitled to production of any title deeds save and except the said Mortgage and such other title deeds as are in possession of the Vendors' Solicitors.

Terms and conditions of sale may be obtained from the undersigned, and will be made known by them at the time of sale.

**PARDEE & GARVEY,**  
Vendors' Solicitors.  
**W. G. HARKNESS,** Auctioneer.

carpenter. But he had home, being that we cannot see against scoring ition may be bet-osing that what third base instead e or expert would third, providing ed with the ball it out. nor could ossession of third ad been retired. klish matter to d meet a case of ithout injury to ase running such ed where players r where for pur-orarily hold bases ntitled

the playing rules be entrusted an-ected from the associations and on the game out-anizations. It is the League dele-found themselves points requiring ing in outside as-he confusion. and

building of an independent Flint to Lansing of no account. Several have been received in response to an advertisement published some weeks ago, but they were never opened, Manager Hickson having all along been reasonably confident of his ability to secure the Chicago and North Eastern. The advertisement for bids seems to have had the desired effect on Mr. Vanderbilt.

#### THE OUTLET AT CHICAGO.

In respect to the Grand Trunk outlet at Chicago, Manager Hickson says he expects that through trains will be running from Chicago to Portland by a route exclusively owned by the Grand Trunk before the 1st of September next. All the Grand Trunk representatives now in the city express themselves as thoroughly satisfied with the arrangements that have been perfected, and they seem to be enthusiastic over the subject of future business with the North-West. C. B. Peck will take charge of the operations of the North-Western Grand Trunk Company.

Much talk has been created in Halifax by General MacDougall driving a four-in-hand team through a funeral procession which was proceeding across the common to the cemetery. One of the carriages in the funeral was nearly upset by the General's horses.

members of the medical profession admit that they know of no preparation producing such a result as these Wafers. When taken they effect a permanent cure of the druggists and country dealer box.

#### Great Condition

As a condition medicine, "Darley's Condition Powders, Heave Remedy," has no equal in this respect. are astounded horses that were supposed down and almost worthless use of a few packages been healthy and sound condition the disease having been cured, and have been sold more than they would have brought; when you want a get "Darley's Condition Powders, Heave Remedy." We are perfectly satisfied with the result the name and see that it is M. J. M. & Co. is on each package & Lyman, Toronto, Ont., Canada. Sold by all medical

#### A CARD.

To all who are suffering from secretions of youth, nervous weakness, loss of manhood, &c., will send will cure you, FREE OF CHARGE. Remedy was discovered by a man in America. Send a self-addressed envelope to REV. JOSEPH T. INMAN, Station 1

November  
1879

January 23, 1880

Hickson is at Chicago. The North Western Grand Trunk is to be the Chicago and Grand Trunk. They are ready to open the line. It will use the Burlington tracks from 26<sup>th</sup> Street to the corner of Canal and 16<sup>th</sup> street in Chicago. Plans to open January 26<sup>th</sup> to 29<sup>th</sup>.(1880).

February 6, 1880

Iron for the Port Huron and NorthWestern has arrived.

February 13, 1880

Chicago and Grand Trunk. Engine No. 5 while switching in the NWGT yard on Monday afternoon struck a bad rail and ran off the track breaking the draw bar and both hoses. She was repaired shortly afterwards.

February 13, 1880

The Grand Trunk are to build a branch from Lansing to Grand Rapids and operations are to commence on April 1<sup>st</sup>.

February 13, 1880

Six new locomotives have been received during the past few days for the Northwestern Branch of the Grand Trunk all starting out their duties within an hour of two after arrival. The total number of engines for th branch now amount to thirty-three.

February 20, 1880

The first train of freight over the Chicago and Grand Trunk from Chicago , a consignment of grain direct to Liverpool passed through here (Point Edward) last Tuesday. We understand there is some further ballasting to

be done before the new line will be thoughtly in operation. It is expected to be completed in a week.

February 20, 1880

The last rail of the Port Huron and Northwestern to Carson was laid last Saturday.

February 20, 1880

Port Huron shop at Fort Gratiot an addition to the Grand Trunk shops is nearly completed.

February 27, 1880

The new train for through passenger service between Port Huron and Chicago is about ready to work.

February 27, 1880

Four locomotives engines running light passed through west on Sunday evening for the new line. We understand that there are several more on the way west.

April 7, 1880

Grand Trunk President Hickson is in Chicago with Chicago and Western Indiana Railway officials to start using that line from the 26<sup>th</sup>.

April 16, 1880

The Grand Trunk ere long will have all their wood burners changed to coal burners, especially on the western section.

April 30, 1880

Through to Chicago. Passenger trains are now running over the new Grand Trunk route. Tuesday morning last the first through train from Chicago over the newly acquired Grand Trunk route left Port Huron. It consisted of a baggage and mail car, two day coaches, two

Pullman coaches, all painted a rich wine colour and of uniform size. At the junction a dining coach and a sleeper were added. A train also leaves for Saginaw and Bay City.

June 4, 1880

A Grand Trunk fast train runs Detroit to Buffalo. It leaves Detroit at 10:30 P.M. and arrives Buffalo at 7:00 A.M.

September 17, 1880

By a recent decision of the Illinois Supreme Court in favour of the Chicago and Western Indiana Railway Company's entrance to Chicago has been secured to several companies seeking connections there and among others to the Chicago and Grand Trunk.

October 22, 1880

A C&GT stock train was in a race with the Michigan Central.



## Chicago & Grand Trunk.

From the Sunday Tribune, Chicago.

General Manager Hickson, of the Grand Trunk, accompanied by a large staff of officials both from the main line and the Chicago branch, arrived in the city yesterday to complete the arrangements for the opening of the new line to this city, and to transact other business connected with the Northwestern Grand Trunk. The gentlemen who are with General Manager Joseph Hickson are W. J. Spicer, General Superintendent; M. Walker, General Accountant; A. J. Reed, Private Secretary; John Blackwell, Master Mechanic, and several others of the Grand Trunk Railway; C. B. Peck, General Manager; E. W. Meddaugh, General Solicitor; Henry Funnell, General Superintendent; J. C. James, Chief Engineer; Chas. Percy, Treasurer; C. W. Prescott, Master Mechanic, and several others of the Northwestern Grand Trunk Railway. There also arrived with Mr. Hickson the Hon. J. B. Brown, of Montreal, one of the leading stockholders of the Northwestern Grand Trunk, who makes a tour of inspection of the property in which he is so largely interested. After getting through this work Mr. Brown intends to extend his trip as far west as the Pacific Coast. During yesterday afternoon the Directors of the Illinois and Indiana Divisions of the new road held a meeting at the Palmer House. This is one of the series of meetings held during the week at various points along the line to make preparations for the consolidation of the various sections of the Northwestern Grand Trunk Railway, which is hereafter to be known as the Chicago & Grand Trunk Railway, and to go through the usual crystallizing process of exchanging the old sectional bonds for the new consolidated bonds of the Chicago & Grand Trunk.

President Hickson and General Manager Peck, of the new line, have just made a tour of inspection of all the property in Indiana and Michigan, and will inspect that of the Illinois Division Monday. The arrangements with the Burlington for the use of the latter's track from Twenty-sixth street to the corner of Canal and Sixteenth streets, where the freight-houses of the Burlington will temporarily be made use of by the new road, will be completed during this visit of the Grand Trunk people, and it is the intention to open the road for freight traffic between the 25th and 29th of this month. They are also perfecting their freight facilities, increasing the freight equipment largely, providing for sufficient motive power, and doing everything else necessary to meet the wants and necessities of the new line when opened. They hope and expect that the shippers here and in the west will appreciate their efforts to furnish them additional facilities for the transportation of freight to the east, and in return give their agents a proportionate share of the business. The Grand Trunk officials will remain in the city throughout the week.

General Manager Peck says that for the present the road will be opened for freight business only. No passenger business will probably be done until next summer. They have yet to lay 100 miles of steel rails, and make other improvements, before they will be able to compete for the passenger traffic. When they do start in, they mean to have their line in as good a condition as any road now leading to the east.

January 23  
1880

Passenger Trains Running over the  
New Grand Trunk Route.

The train will leave the station at 10:00 a.m. and will arrive at Port Brown from the west at 11:00 a.m. and at 5:00 and 10:00 p.m.

April 30  
1880

A large force of workmen are now engaged in tearing down the old depot of the Chicago & Grand Trunk Railway at Battle Creek preparatory to building a large and elegant structure at once. It will be two stories high, and will contain the general offices located at that point. It will also have commodious waiting rooms and a fine eating room.

September 3  
1880

—It is said that the Grand Trunk Railway Co. contemplate the erection of a mammoth round house at Port Gratiot during the coming summer, capable of holding twenty-two engines.

The Grand Trunk Railway are going ahead with their improvement at Fort Gratiot. A shed, 24 by 200 feet, to be used as a transshipping freight house is about completed. In a short time they will ship all freight and stock by their own cars, east. This will give employment to a good many more men. A quantity of new sidings have also been laid to accommodate the increasing traffic.

November 12  
1880



- March 25, 1881                      The Grand Trunk and the Great Western Railways amalgamated.
- July 8, 1881                        Accident in the Fort Gratiot yard.
- July 22, 1881                      The Grand Trunk purchase land in Fort Gratiot so to increase the shops.
- July 29, 1881                      The Chicago and Grand Trunk are undergoing improvements, much track is being relaid.
- August 12, 1881                    A Union Depot at Port Huron. The people of Port Huron are rejoicing over an arrangement made during Mr Hickson's recent visit to Poin Edward by which a Union Station for the Northwestern, the Grand Trunk and the Chicago and Grand Trunk is to be erected in that city. The new depot will be erected at the foot of Church Street on the flats between the Black River and the present Grand Trunk station, while a station for the accommodation of the people of Fort Gratiot and those living in the northern part of the city will be erected on Thomas Street.
- September 16, 1881                The Grand Trunk have laid track across Michigan Street Fort Gratiot.
- December 23, 1881                Two Mogul engines for the Detroit Division of the Grand Trunk passed through here on Saturday last and two more on Wednesday (December ) 21<sup>st</sup>. They ar from the Rhode Island Locomotive Works, Providence , R. I. They are the largest class of locomotives and they will

draw fifty cars. The Grand Trunk are going to erect more large car shops at fort Gratiot. They will be situated near the light-house. It is believed this will give employment to three hundred more men than now employed at the Fort.

December 23, 1881

The Grand Trunk are anxious to get their passenger depot down near the foot of Court Street this winter and are willing to make terms with the Port Huron and NorthWestern Company.

The Detroit Free Press says: On the 15th instant William R. Callaway, now superintendent of the Bay City Division, Michigan Central Railroad, will take the position of General Superintendent of the Chicago and Grand Trunk Railway, with headquarters at Chicago. On the same day C. B. Peck, General Manager of the Chicago & Grand Trunk Railway, will drop that title and become Traffic Manager of the line.

MAY 6

1881

Lansing may now be said to be certain of having the division shops of the Chicago & Grand Trunk Railway located there, as the Republican of that city on Saturday morning announced that the entire bonus of \$10,000 required to secure them had been pledged except \$350, which would be raised without difficulty.

MAY 6 1881

The Grand Trunk Railway are building a locomotive in Port Huron which, it is claimed, will burn hard coal. This experiment is looked forward to with considerable interest amongst engineers and railway men.

July 30  
1886



The yard engine on the Port Haron narrow gauge railway, ran over the track leading to the drawbridge, on Wednesday, while the bridge was open. The tender remained on the track, and the engine hung suspended and half buried beneath the water in Black River. The engineer and fireman jumped off before it took its header and thus escaped a ducking.

August 24  
1888

# THREE KILLED.

## In a Collision on the C. and G. T. R.

### TWO EXPRESS TRAINS COME TO- GETHER AT IMLAY CITY.

#### Two Port Huron Men Among The Injured

From Monday's Daily.

A report was current in railway circles about town this morning that a serious collision had occurred on the G. T. R. at Imlay City, Mich., about 7.30 o'clock this morning. The collision is said to have been between No. 1 express going to Chicago and No. 6 express coming east, and was attended by serious loss of life, one engineer and five others being reported killed. The above report was later on verified. The collision as above stated took place between trains No. 1 and No. 6. The train from Chicago was just pulling into the depot on time when the east bound train which was an hour late came thundering along at full speed and crashed into the express which was just about coming to a standstill at the station. The baggage car of train No. 1 telescoped the mail car of No. 6 and threw the latter cars off the track. Both engineers and firemen jumped when they saw that a collision was inevitable. They all escaped with bruises except Engineer Thos. Fairbank, of Battle Creek, who fell on his face and was crushed with the wreckage so bad that he died shortly afterwards. Two railway mail clerks Edward Reid, of Lennox, Mich., and Chas. Stewart, of Lansing, Mich., were also killed in the collision.

Engineer P. Mahar, of train No. 1, of Port Huron, was badly injured in the collision. He has two ribs and one foot broken.

Chas. Stenbush, of Davidson, Mich., was also among the injured and had one of his feet broken in the smashup.

S. Truslee, brakeman on train No. 1, of Port Huron, had one leg cut and badly bruised.

R. Burdon, of Lapeer, a travelling man, who was a passenger, suffered a broken leg.

S. Caulke, baggage man of train No. 6, was also badly injured.

The passengers were badly shaken up by the mishap, and their escape from death is miraculous.

The cause of the accident appears to have been the neglect of the train crew of train No. 1 to obey orders. This train is not scheduled to stop at Imlay City, but it was

February 10  
1889

**FIRE AT FORT GRATIOT.**—The machine shops of the G. T. Railway Company, including the blacksmith and carpenter shops connected with the Locomotive Department, situated on the Military Reservation at Fort Gratiot, were totally destroyed by fire on Tuesday morning. The fire was first discovered about 4.30 o'clock, in the gable end of the roof, just over the south doors of the shop, and had there been any facilities for extinguishing it, could easily have been overcome. There was a pony engine in the shop, but no hose, and by the time the Port Huron Steamer arrived, the fire had made such progress that it was impossible to save the buildings. A good deal of the material in the shops was saved, however, by the exertions of the inhabitants. The loss on machinery and engines is estimated at \$35,000, and buildings \$10,000, on which there is some insurance; but in the meantime over fifty men are thrown out of employment. The fire originated by an employee going to the oil room, with a lighted torch, which he carelessly dropped, by which the oil ignited, setting fire to the building.

September 11

1891

## FIENDISH WORK.

## Wreck of a C. &amp; G. T. R. Passenger Train.

DELIBERATELY DONE BY  
MALICIOUS PERSONS.

## One Man Killed and Six Injured.

Battle Creek, Mich., July 12.—A wreck occurred on the Chicago and Grand Trunk Railway just west of this city at 3 o'clock this morning. The wreck was the work of some one who had a grudge against the road. After midnight the bolts were removed from the sleepers which held the rails together and the plates removed on Austin hill. Train No. 4, due here at 2.30 A.M., was twenty minutes late and running fast to make up time. The train had just passed the top of the hill and was coming down the grade when the engine and train left the track and jumped into a ditch. The train was the same one that was in the awful wreck here last fall. It consisted of the express car, baggage car, one day coach and four Pullmans. When the rails spread the engine ran about 100 feet and then went over on its side in the ditch; the tender followed and one of the Pullmans was turned across the tracks. The trucks of the cars were forced off and badly damaged. The end of the baggage car was crushed in, and all the derailed cars were stove in and partly demolished. There were 12 passengers on the train and all of them were more or less shaken up, cut and bruised, but fortunately none were badly injured. The day coach, which went over on its side, was lighted with gas, and the lights went out the instant it left the rails. The engineer and fireman were from Kilauea, and were making their first run on this section of the road. Fireman Crow was thrown several feet from the engine and his neck broken. He died almost instantly. Engineer Miller was badly cut about the face. Brake-man Mitchell, Conductor Bishop and Baggage-man Adams were also badly cut and bruised but the injuries are not fatal. The most seriously injured of the passengers is a woman named Walker from Chicago, badly cut about the head and injured internally. Many of the passengers were cut and bruised.

There is no doubt the wreck was the result of a deliberate plot to wreck the train and take the lives of a number of the passengers. The same kind of a plot was attempted at Vicksburg last week. One of the trackmen fortunately found that the plates had been removed from the rails in the same manner as they were last night, and in time to prevent an accident. There is no clue as yet to the perpetrators of the crime, but several men are under suspicion.

Montreal, July 10.—The general manager of the Grand Trunk, Mr. J. L. Seagrants in speaking of the wrecking at Battle Creek this morning, said there was not the slightest doubt but that the outrage was the outcome of the strikes. A dispatch from the scene of the wreck stated that the track walker had just passed the place where the wreck took place, and everything was all right then. This goes to show that the perpetrators determined deliberately to wreck the train just before it passed.

## \$500 REWARD.

A \$500 reward has been offered by the company for the capture of the wreckers, and a cloud of Grand Trunk detectives are

July 16  
1894

from the engine and ran down. He died almost instantly. Engineer Miller was badly cut about the face. Brakeman Mitchell, Conductor Bishop and Baggage-man Adams were also badly cut and bruised but the injuries are not fatal. The most seriously injured of the passengers is a woman named Walker from Chicago, badly cut about the head and injured internally. Many of the passengers were cut and bruised.

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#### STRIKE NEWS

A \$500 reward has been offered by the company for the capture of the wreckers, and a cloud of Grand Trunk detectives are scouring the country on both sides of the line in hopes to make arrests.

Battle Creek, Mich., July 16.—The officers were informed this morning that three persons were heard to say Saturday on the streets that on Monday morning the G. T. R. would have a wreck and the officials would be sorry that the old hands were not taken back. The persons who heard these remarks have made affidavit to what was said, and an officer is now investigating the matter. The persons who made the remarks will be arrested and made to prove their whereabouts last night and early this morning. Sheriff Watkins has offered a similar reward (\$500) to that of the Grand Trunk managers for the arrest of the guilty parties.

#### THE INJURED

The following were injured:

Robt. W. Luzzel, bruised hips.  
Carl Hansen, Annapolis, Md., back injured and face cut.  
Mrs. Kuthon, Chicago, gash on head.  
H. A. Gurdall, mail agent on the car, bruised.  
James Neefe, Chicago, right knee hurt.  
Chris Grimes, cut on knee.

Fireman Crow, who was killed, worn a gold watch and diamond ring. He had a large sum of money in his pocket.

The outrage has caused the wildest excitement here. All of the citizens are indignant at the cowardly action.

July 16  
1894



October 27  
1893

1893

## Two Port Huron Men Among The Injured

From Monday's Daily.

A report was current in railway circles about town this morning that a serious collision had occurred on the G. T. R. at Inday City, Mich., about 7.30 o'clock this morning. The collision is said to have been between No. 1 express going to Chicago and No. 6 express coming east, and was attended by serious loss of life, one engineer and five others being reported killed. The above report was later on verified. The collision as above stated took place between trains No. 1 and No. 6. The train from Chicago was just pulling into the depot on time when the east bound train which was an hour late came thundering along at full speed and crashed into the express which was just about coming to a standstill at the station. The baggage car of train No. 1 telescoped the mail car of No. 6 and threw the latter off the track. Both engineers and firemen jumped when they saw that a collision was inevitable. They all escaped with bruises except Engineer Thos. Fairbank, of Battle Creek, who fell on his face and was crushed with the wreck, so bad that he died shortly afterwards. Two railway mail clerks Edward Reid, of Lennox, Mich., and Chas. Stewart, of Lansing, Mich. were also killed in the collision.

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R. Burdon, of Lapeer, a travelling man, who was a passenger, suffered a broken leg.

S. Caulke, baggage man of train No. 1, was also badly injured.

The passengers were badly shaken up by the mishap, and their escape from death is miraculous.

The cause of the accident appears to have been the neglect of the train crew of train No. 1 to obey orders. This train is not scheduled to stop at Inday City, but it was an hour late this morning, and had orders to pass express No. 6 at this station, which was due at time.

Train No. 6 was slowing up for the station when the west bound flyer made its appearance, travelling at the rate of more than 50 miles an hour. The engine crews of both trains saw instantly that a collision was inevitable, and jumped, a few seconds before the crash.

February 10  
1899

—A new locomotive called the "Michigan," made at the works in Taunton, Mass., arrived in Port Huron on Monday, for the C. & N. E. Railroad, and a man starts East to-day to bring another one. Four new passenger cars for this road have been received, lettered "Chicago, Port Huron and Canada."

A collision on the Chicago & Grand Trunk Railroad, Monday, near Schoolcraft, threw five cars from the track and wrecked several others. It was caused by the rear section of a freight train running into the first section.

—The steamer *Accelior*, one of the Detroit and Windsor ferry boats, has been chartered by the G. W. R. Co. to assist the Saginaw in keeping a passage open during the winter, between the Company's wharf here, and that of the P. H. and L. M. R. Co., at Port Huron. The *Accelior* arrived here on Friday last, and is now lying at Port Huron.



## SARNIA OBSERVER

- January 11, 1889                      Sunday night a Port Huron electric car while going north was run into by a freight train of the Chicago and Grand Trunk Railway.
- June 7, 1889                          The Chicago and Grand Trunk vestibule train will commence running June 26<sup>th</sup> Chicago to Portland, Maine. (The White Mountains- Sea-Shore Express).
- June 7, 1889                          The C&GT in connection with the Erie Railroad a new solid train to New York City.
- September 27, 1889                  Owing to the dense fog Tuesday morning two freight trains on the Chicago and Grand Trunk had a rear end collision near Capac. In consequence of this collision the morning train from Chicago did not arrive at Port Huron until 12:45 o'clock. As far as can be learned no one was injured. The damage to rolling stock is quite heavy.
- January 10, 1890                      The C&GT establish train dispatchers at Durand and Valparasio as well as Fort Gratiot and Battle Creek.
- January 24, 1890                      The Grand Trunk builds coaches at Fort Gratiot.
- February 21, 1890                      The C&GT needs double track as the railroad handles 400 to 500 loaded cars a day out of Chicago.

## SARNIA OBSERVER

February 28, 1890            The Chicago and Grand Trunk receive engines Nos. 132 and 133 from Brooks Locomotive Works. The C&GT received two of their new locomotives from the Brooks Locomotive Works of Dunkirk, New York which are built after the new patent adapted by the Grand Trunk Railroad. Both engines left on Saturday for the Western Division with engineer Powell and fireman Hadden in charge of No. 132 and D. Rennie and W. Sutherland with No. 133.

April 25, 1890            There is talk of laying several stretches of the C&GT with double track, Blue Island to Chicago and Vicksburg to Battle Creek.

April 25, 1890            The officials of the C&GT and the Flint and Pere Marquette agreed upon a Union Station at the foot of Court Street. The present F&PM depot will be moved to the east and fitted up as a depot for both roads.

July 25, 1890            The Chicago and Grand Trunk's new station will be near the mouth of the tunnel and land has been purchased.

August 29, 1890            The St Clair Tunnel is completed. The GTR and the C&GT both start work on new yards.

September 12, 1890            The Grand Trunk want to go to Bay City, Michigan. Looking at Cincinnati Saginaw and Mackinaw Railway.

## SARNIA OBSERVER

September 19, 1890

C&GT Smash. At Schoolcraft on September 15<sup>th</sup> No. 6 a fast west-bound passenger train on the Chicago and Grand Trunk ran into the hind end of a freight train at this place at 3:00 o'clock that morning causing the worst wreck that was ever seen here. The freight train that was run into was side-tracked to let the express pass but had backed up to allow another freight to enter the siding from an opposite direction.

October 31, 1890

It is stated that the Grand Trunk Road has purchased the road recently constructed from Durand to Saginaw and will take possession of the new acquisition on November 1<sup>st</sup>.

October 3, 1890

The CS&M is planning to run Buffalo to Bay City trains.

October 10, 1890

Locomotives for the St Clair Tunnel arrive from Baldwin Locomotive Works.

October 31, 1890

The C&GT will double track part of its route, according to Hickson.

November 14, 1890

A tunnel engine involved in a smash.

November 28, 1890

Thomas Edison inspects the St Clair Tunnel. The C&GT are laying new yards at Port Huron.

## SARNIA OBSERVER

- December 19, 1890                      A plug train will make an half hour trips between Fort Gratiot and the junction where the main depot will be. The Grand Trunk will maintain a train Fort Gratiot to Port Huron and the Tunnel.
- February 6, 1891                      Looking at a new site for the Port Huron station on 24<sup>th</sup> Street.
- April 10, 1891                         Sarnia yard engine No. 253 ran through the tunnel on a trial trip.
- June 19, 1891                         The Grand Trunk run special Swift Meat trains.
- September 11, 1891 Opening of the St Clair Tunnel.
- September 11, 1891                      Fire at the Block 1 shops at Fort Gratiot on Sunday afternoon. The shops are to be rebuilt.
- October 11, 1891                      A trial of Tunnel Engine.
- November 20, 1891                      Tunnel engine No. 601 has a separate cab for the fireman.
- December 28, 1891                      The new Chicago and Grand Trunk Tunnel Station opens February 1<sup>st</sup>.
- January 22, 1892                        The Grand Trunk ferries are for sale.
- February 5, 1892                        A fatal accident in the tunnel.
- February 19, 1892                        Grand Trunk engines 348, 355, and 359 are transferred to the Chicago and Grand Trunk. They left Point Edward to assist in hauling freight west on the Chicago and Grand

## SARNIA OBSERVER

Trunk. Engineers Thomas Bruce, Charles Dunham and A. G. Muirhead were to run the engines. Upon arriving in Port Huron the engineers were informed that the alien labour laws would not permit them to remain and they would be sent back. Mr Bruce being a native American was afterwards allowed to take his engine.

March 4, 1892

The Grand Trunk's Point Edward station is to become a summer hotel.

March 4, 1892

The Port Huron roundhouse is near the C&GT junction.

March 11, 1892

The C&GT Port Huron station opens next week.

March 18, 1892

The C&GT Port Huron station opened.

March 25, 1892

C&GT trains that run between the Tunnel and the Court Street depot will soon be discontinued.

April 1, 1892

The Three engines from the (GTR) Point Edward that were in use on the C&GT have been returned.

May 6, 1892

A landslide and washout on the C&GT.

## SARNIA OBSERVER

### WRECK OF CHICAGO AND GRAND TRUNK PASSENGER TRAIN.

Battle Creek July 16, 1894

A wreck occurred on the Chicago and Grand Trunk Railway just west of the city at 3:00 o'clock in the morning . The wreck was the work of someone who had a grudge against the railroad. After midnight the bolts were removed from the fish-plates which held the rails together and the plates were removed on Austin Hill. Train No. 6 due here at 2:30 A.M. was twenty minutes late and was running fast to make up time. The train had just passed the top of the hill and was coming downgrade when the engine and train left the track and jumped into a ditch. The train was the same one that was in the awful wreck here last fall. It consisted of the express car, baggage car, one day coach and four Pullman's. When the rails spread the engine ran about sixty feet and then went over on its side into the ditch. The fireman was killed and six persons were injured.

The train was drawn engine No. 31 in charge of Engineer Miller and Conductor Allan Bishop who live in Battle Creek. The rest of the crew reside in Elmsdale , Illinois.

August 3, 1894

Chicago and Grand Trunk engineers  
are on strike.



SARNIA OBSERVER

October 19, 1894

ARRESTED FOR THE BATTLE CREEK WRECK.

Battle Creek    October 13, 1894

The mystery surrounding the wreck of No. 6 on the Chicago and Grand Trunk here last July which was the outcome of a great strike has been solved. Four men, who had planned and executed the crime are now in custody and the evidence against them is very strong. They are Stanley Knowles, John Bodray, George w. Johnson and Ernest M. Jewett. Knowles has been shadowed by detectives and is said to have confessed.

November 2, 1894

The Battle Creek Wreck Trial.

## SARNIA OBSERVER

January 11, 1895

The Chicago and Grand Trunk has commenced operations at Vicksburg with a crew of thirty men to harvest its annual ice crop and will fill its houses at Nicholls, Battle Creek and Elsdon from the plant there that has a capacity of from thirty to fifty car loads per day. It will take over 600 car loads to fill the houses.

## SARNIA OBSERVER

October 27, 1893

### BATTLE CREEK RAILWAY HORROR

Battle Creek, Michigan

October 20. 1893

The worst accident of the year occurred at about four o'clock this morning in the yards of the Chicago and Grand Trunk close to the roundhouse in this city, by which at least twenty-five persons lost their lives and double as many were injured.

A Raymond and Whitcomb Special Train of passengers from New York and Boston returning from Chicago. The train was in charge of Conductor Scott of this city and Engineer Wooley and took orders to meet at Nicholls train No. 9, the Pacific Express, going west, due at this station at 1:30 this morning, but which was three hours late. The Conductor or Engineer, or both of the Raymond Special disobeyed orders and passed Nicholls station and collided with the Pacific Express coming west at the rate of thirty miles an hour.

The two engines were driven into each other and are total wrecks. The one on the Express was No. 153, a new "Cook" engine in use for only two weeks.

November 17, 1893

The Inquest into the Battle Creek Wreck.

December 1, 1893

November 25, 1893 The Tunnel Station burned. Shortly after eight o'clock this evening fire broke out in the Tunnel Station of the Chicago and Grand Trunk Railway and was entirely destroyed the handsome structure.

May 18, 1894

All Chicago and Grand Trunk trains now stop at the Port Huron Tunnel Station and do not run into the city as formerly.

## SARNIA OBSERVER

January 20, 1899

The Lehigh Valley train on the Chicago and Grand Trunk Railway was behind time on Tuesday afternoon and Engineer Edward Derry was crowding on all speed between Port Huron and Lapeer and a short distance west of Attica one of the side rods on his engine broke and for a short time threatened a serious disaster but only a severe shaking up for the engineer and more painful injury for his fireman resulted. Mr Derry put the engine in shape to back up to Attica and during the two hours which this occupied an engine was secured from Port Huron. The injured fireman was brought to his boarding house at the Tunnel.

## SARNIA OBSERVER

February 10, 1899

Three killed in a collision on the Chicago and Grand Trunk. Two Expresses come together at Imlay City.

A report was current in railway circles about town this morning that a serious collision occurred on the Grand Trunk Railway at Imlay City, Michigan about 7:30 this morning. The collision is said to have been between No. 1 Express going to Chicago and No. 6 Express coming east and was attended to by a serious loss of life, one Engineer and five others being reported killed. The above report was later verified. The collision as above stated took place between trains No. 1 and No. 6. The train from Chicago was just pulling into the depot on time when the east-bound train which was an hour late came thundering along at full speed and crashed into the Express which was just about coming to a standstill at the station. The baggage car of train No. 1 telescoped the mail car of train No. 6 and threw both cars off the track. Both Engineers and Firemen jumped when they saw the collision was inevitable. They all escaped with bruises except Engineer Fairbank of Battle Creek who fell on his face and was crushed by the wreckage so bad that he died shortly afterwards. Two railway mail clerks, Edward Read of Lennox Michigan and Charles Stewart of Lansing Michigan were killed in the collision.

The cause of the accident appears to have been neglect of the train crew of train No. 1 to obey orders. The train is not scheduled to stop at Imlay City but it was an hour late this morning and had orders to pass the Express No. 6 at this station which was due at 6:30.

## SARNIA OBSERVER

March 3, 1899

The Imlay City Times says an eastbound freight train on the Chicago and Grand Trunk broke in two as it came down the West Hill Tuesday morning and the the first section consisting of the engine and a few cars went through here at a terrific rate blowing their whistle as a danger signal endeavouring to keep out of the way of the back section which didn't stop, until it was over the East Hill and nearly out of sight. Fortunately there was no train to be met here or Imlay City might have been the scene of another terrible accident.

September 1, 1899      Chicago and Grand Trunk.

Heretofore each regular Engineer has had his own engine and has taken pride in keeping it up. The business of the road has increased to such an extent that hereafter the engines will be kept in continuous commission until it is necessary for them to go to the repair shops.

November 3, 1899      The Grand Trunk are making great improvements at their Brush Street depot in Detroit. The old passenger depot waiting room is being remodelled, a new freight depot to be constructed on Franklin Street which will be 568 feet long and thirty wide occupying the whole square.



## SARNIA OBSERVER

January 14, 1897

Chicago, January 7, 1897

An open switch on the Grand Trunk Railway threw a freight train into a siding at Harvey shortly after midnight and caused a wreck that fatally injured two men, hurt another seriously and resulted in the burning of an engine and the demolition of twenty loaded freight cars and their contents. The injured are Edward Bancroft of Battle Creek, Michigan, fireman, jumped from the engine and was internally injured and will die. F. Spaulding head brakeman, fatally injured in jumping from the engine, C. W. Glysson, Engineer seriously injured, jumped as the engine struck the switch. The cause of the accident is a mystery.

## SARNIA OBSERVER

March 4, 1898

A train of fifty loaded grain cars, a caboose and an Official Car arrived at Port Huron from Chicago on Monday afternoon over the Chicago and Grand Trunk Railroad.

One of the new engines No. 993 easily pulled the train at a speed of forty miles an hour. With the twenty new engines which the Grand Trunk Railroad has just ordered larger trains will be hauled and faster time will be made.

Engine No. 993- a Baldwin 4-6-0 built in 1898.

June 10, 1898

We have just received the last of an order of twenty locomotives, ten Mogul Type and Ten-wheelers for our lines west of the Detroit and St Clair Rivers and are arranging to construct in our own shops in Canada six of each of the same class.

November 24, 1909

FEEDER FOR THE GRAND TRUNK RAILWAY.

Reliable information from Montreal is that the Grand Trunk has signed an agreement to take over the Pontiac Oxford and Northern Railroad and that it will assume control of the Michigan line December 1<sup>st</sup>.

# CALIFORNIA STATE RAILROAD MUSEUM LIBRARY

## Railroad Accident Reports

Your Search Has Found 20 Record(s)

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Company Name	Report #	Location of Accident	Date of Accident
Grand Trunk Western.	1430	Michigan. Flushing.	July 8, 1928
Grand Trunk Western.	1555	Michigan. Morrice.	Aug. 18, 1929
Grand Trunk Western.	1763	Indiana. South Bend.	Apr. 28, 1932
Grand Trunk Western.	1858	Michigan. Fenton.	Sep. 28, 1933
Grand Trunk Western.	2172	Michigan. Ionia.	May 3, 1937
Grand Trunk Western.	2180	Michigan. Lansing.	Jun. 9, 1937
New York Central / Grand Trunk Western.	2309	Indiana. South Bend.	Nov. 12, 1938
Grand Trunk Western.	2395	Michigan. Kalamazoo.	Dec. 2, 1939
Grand Trunk Western.	2643	Michigan. Durand.	Oct. 30, 1942
Grand Trunk Western.	2954	Michigan. Smith's Creek.	Dec. 7, 1945
Indiana Harbor Belt / Grand Trunk Western.	3126	Illinois. Blue Island.	Sep. 6, 1947
Grand Trunk Western.	3159	Michigan. Battle Creek.	Jan. 18, 1948
Grand Trunk Western.	3378	Michigan. Andersonville.	Nov. 26, 1950
Grand Trunk Western.	3470	Michigan. Linden.	Jun. 29, 1952
Grand Trunk Western.	3485	Michigan. Burton.	Sep. 26, 1952
Grand Trunk Western / New York Central.	3534	Michigan. Jackson.	Sep. 14, 1953
Grand Trunk Western.	3837	Illinois. Thornton Junction.	Jan. 13, 1959
Grand Trunk Western.	3898	Michigan. Gregory.	Sep. 28, 1960
Grand Trunk Western / Pre-Fab Transit Co.	3993	Michigan. Charlotte.	Apr. 18, 1963
Grand Trunk Western.	4182	Michigan. Pontiac.	Sep. 7, 1971

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February 2, 1900

Sarnia Observer

A special from Battle Creek Michigan says that a Chicago and Grand Trunk engine blew up at Edwardsburg Saturday morning killing the Engineer, Fireman and the Conductor.

January 27, 1900

The Windsor Evening Record

Killed three men. Battle Creek, Michigan, January 27<sup>th</sup>. A Chicago and Grand Trunk engine blew up at Edwardsburg this morning killing the Engineer, Fireman and Conductor all from Battle Creek. Railroad officials refuse to give any further information of the the names of those killed.



# CRUSHED AND KILLED

## Sad Accident in Grand Trunk Yards at Port Huron

Engineer Riggs and John Burke the  
Victims.

A distressing accident occurred in the Grand Trunk Tunnel yards at Port Huron at 7 o'clock Saturday evening by which two lives were sacrificed, Engineer Wm. Riggs and John Burke being the victims.

The evening train from Detroit, which had just arrived, was being backed to the "X" in the west end of the yards for the purpose of being turned about when it crashed into a light engine standing on the main line in front of the telegraph office in the freight yards with great force.

John Burke, yard brakeman, was on the rear coach and was caught between the coach and tender of the engine. He was terribly crushed and killed instantly.

The force of the contact drove the tender into the floor of the cab, pinning Engineer Riggs against the fire box and boiler where he was horribly scalded and squeezed to death.

The engineer had received instructions to proceed to the Fort Gratiot yards and was waiting for his orders, the fireman being in the dispatcher's office for the same at the time of the collision.

Burke was an old railroad man, about 57 years of age, and leaves a widow and four children, the oldest son being in the volunteer service in the Philippines. Riggs was a single man and lived with his mother and sisters. He had taken out a \$2,000 insurance policy in the Maccabees only two weeks ago.

January ~~25~~ 26  
1900