

A special report prepared by
**The Globe and Mail Marketing Department
 and the Upper Canada Railway Society.**



The Globe's fast train speeds along the escarpment at Dundas, Ontario, dropping off bundles of newspapers and forging ahead to London. The train, with an exclusive cargo of Globes, ran for 20 years following its introduction in 1887. (Photo courtesy of Historical Museum, Dundas, Ontario)

Hamilton at 4:50 a.m. and London at 6:40 a.m. — a distance of 115 miles in two hours and 45 minutes. A Globe reporter filed his poetic copy: "The smoke poured from the locomotive in an inky stream and settled down like a pall which seemed miles in extent in the wake of the flying train."

Newspapers across the province noted the new development. Most, like the Ingersoll Chronicle, praised it as a "great enterprise", although the Berlin News wrote that while the paper "promises many new improvements, it has omitted to state that it will try to be more truthful in political matters."

danger has been demonstrated." The train whisked through Hamilton, Harrisburg, Paris, Brantford, Woodstock, Ingersoll and London, and was so punctual that residents of Dundas used the whistle as an alarm clock. The train ran every weekday morning for 20 years.

For Collingwood and Stayner, the railway meant life itself. It was a crucial period: Wisconsin and Illinois were opening to settlement. Canadian ports on the St. Lawrence and in Ontario had to retain their share of trade against canal and other water competition from U.S. carriers. "The Northern, the Western and the Grand Trunk

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where it lay. But there was no denying the railway's blessings. Settlers earned money by chopping wood to feed the wood-burning locomotives, while wooden water-storage tanks were erected along the routes to supply water for the engine. Railway construction work released a flood of silver wealth in districts which had rarely seen actual money.

One Canadian who took advantage of the situation was George Brown, a Father of Confederation and founder of The Globe. When the Great Western was being surveyed to run between Windsor and the Niagara River — to provide a direct link between the interior of the continent and the eastern U.S. railroads — Brown used funds from The Globe to buy wild lands in Kent County along the projected route; by 1851 he had acquired 800 acres of Crown land, and by the time the railway hove into view he had bought 3,000 neighbouring acres from private owners. (In fact, he ran for and won a federal seat in Kent, reasoning that his holdings would counteract the rural prejudice against "outside" candidates.)

In 1854 he signed a contract to provide Great Western with cordwood from his forest for the trains, paying 100 men to clear the timber and receiving \$1.75 a cord from the line. It was a flawless deal; the land was cleared for agriculture and a way station called Bothwell on Brown's land, while Brown netted \$50,000 in good years from Great Western from the cordwood piled up during the clearing operation.

The power of the rails did not escape The Globe's owner. Years later The Globe bought its own train, an engine which had been built in 1881 for the Great Western, and used to carry The Globe exclusively to points west of Toronto. No. 702 was a small engine with four overlarge drive wheels, a coal tender, one coach and a huge cowcatcher which, it was said, would have had difficulties if pitted against a cow.

The first train left Toronto at 3:55 a.m. on March 3, 1887, with brass whistle shrieking, dropping bundles of papers along the route. It reached



An early advertisement for The Globe carries an engraving of the River. "The Globe is the only newspaper in the world," it reads, "distance of 112 miles daily." Subscribers between Toronto and their morning meal.

vey issued an unprecedented "statement of concern" about a possible quake to federal and Alaska state officials. The statement coincided with predictions by geologists from the USGS and Columbia University that an earthquake of eight on the Richter scale is likely to strike an area known as the Yakataga seismic gap, 150 miles southeast of Valdez. The American Geophysical Union in Washington that they have estimated the probable location of the earthquake from past records. But they said it is impossible to know when the quake will strike. It might occur shortly or be several decades away.



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On March 7, The Globe gleefully announced that "the running of a fast train to carry only The Globe has already passed beyond the region of experiment," and "the possibility of the thing being done without disorganizing traffic and causing

danger has been demonstrated." The train whisked through Hamilton, Harrisburg, Paris, Brantford, Woodstock, Ingersoll and London, and was so punctual that residents of Dundas used the whistle as an alarm clock. The train ran every weekday morning for 20 years.

For Collingwood and Stayner, the railway meant life itself. It was a crucial period: Wisconsin and Illinois were opening to settlement. Canadian ports on the St. Lawrence and in Ontario had to retain their share of trade against canal and other water competition from U.S. carriers. "The Northern, the Western and the Grand Trunk were Canada's bid for economic protection," wrote Frank Walker. The Northern's "quick, dependable service between Toronto and Collingwood eliminated the long, tedious ship route through the Welland Canal, over the length of Lake Erie and the Detroit and St. Clair Rivers, to

The Globe.

TORONTO, CANADA.

The Globe

ESTABLISHED 1844
LEADING NEWSPAPER OF CANADA.
DAILY WEEKLY

The Globe.

TORONTO, CANADA.



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ESTABLISHED 1844.

LEADING NEWSPAPER OF CANADA.
DAILY. WEEKLY.

THE GLOBE IS THE ONLY NEWSPAPER IN THE WORLD RUNNING
A SPECIAL TRAIN OF ITS OWN A DISTANCE OF
112 MILES DAILY.

THE GLOBE TRAIN HAS BEEN RUNNING DAILY BETWEEN
TORONTO & LONDON, SINCE MARCH 3RD 1887
AND SECURES FOR THE GLOBE A DELIVERY
THROUGHOUT WESTERN ONTARIO
HALF A DAY IN ADVANCE OF
OTHER PAPERS.

An early advertisement for The Globe carries an engraving of the newspaper's fast train chugging by the Humber River. "The Globe is the only newspaper in the world," it reminded readers, "running a special train of its own a distance of 112 miles daily." Subscribers between Toronto and London were assured of a paper to read with their morning meal.