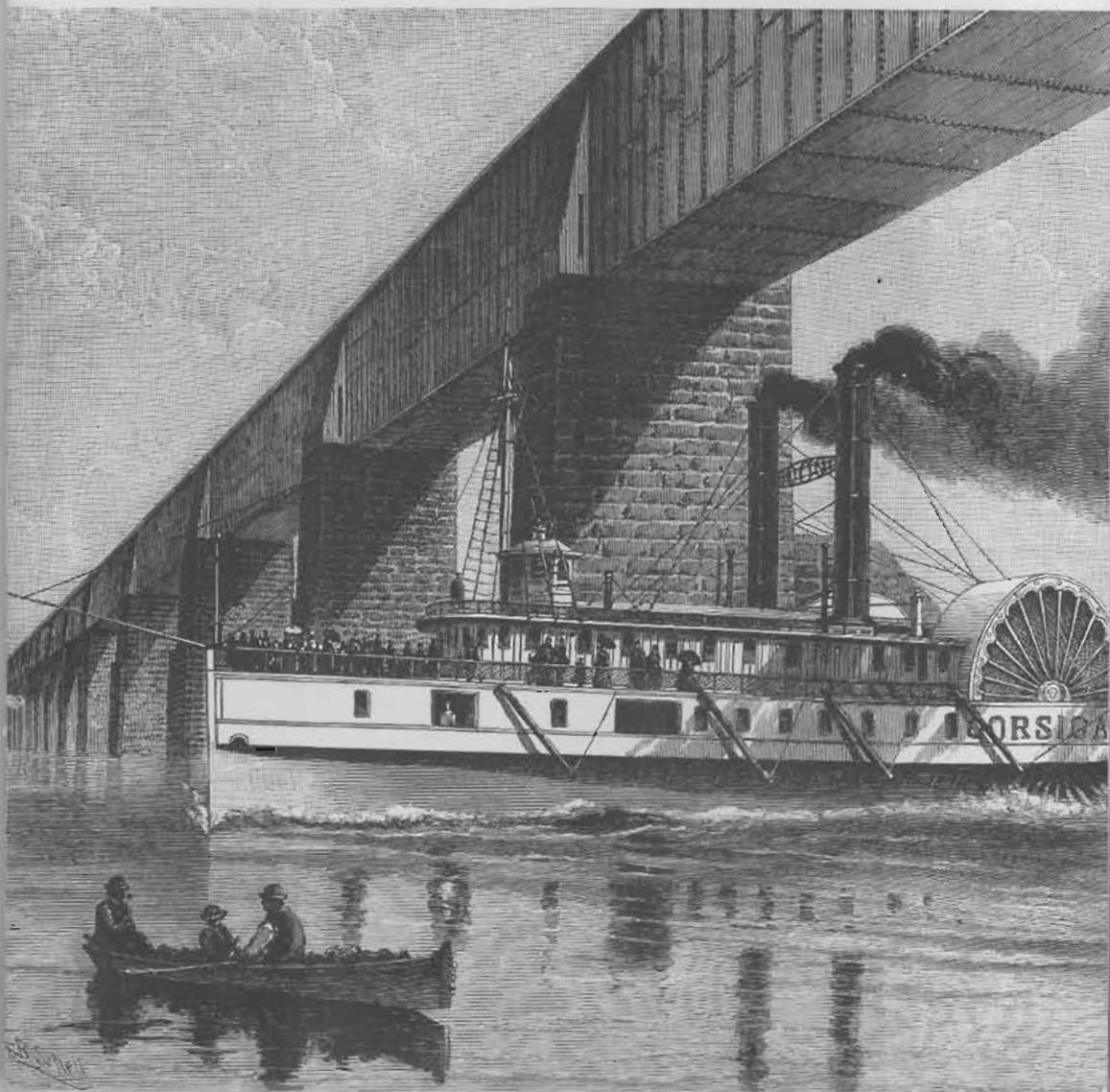
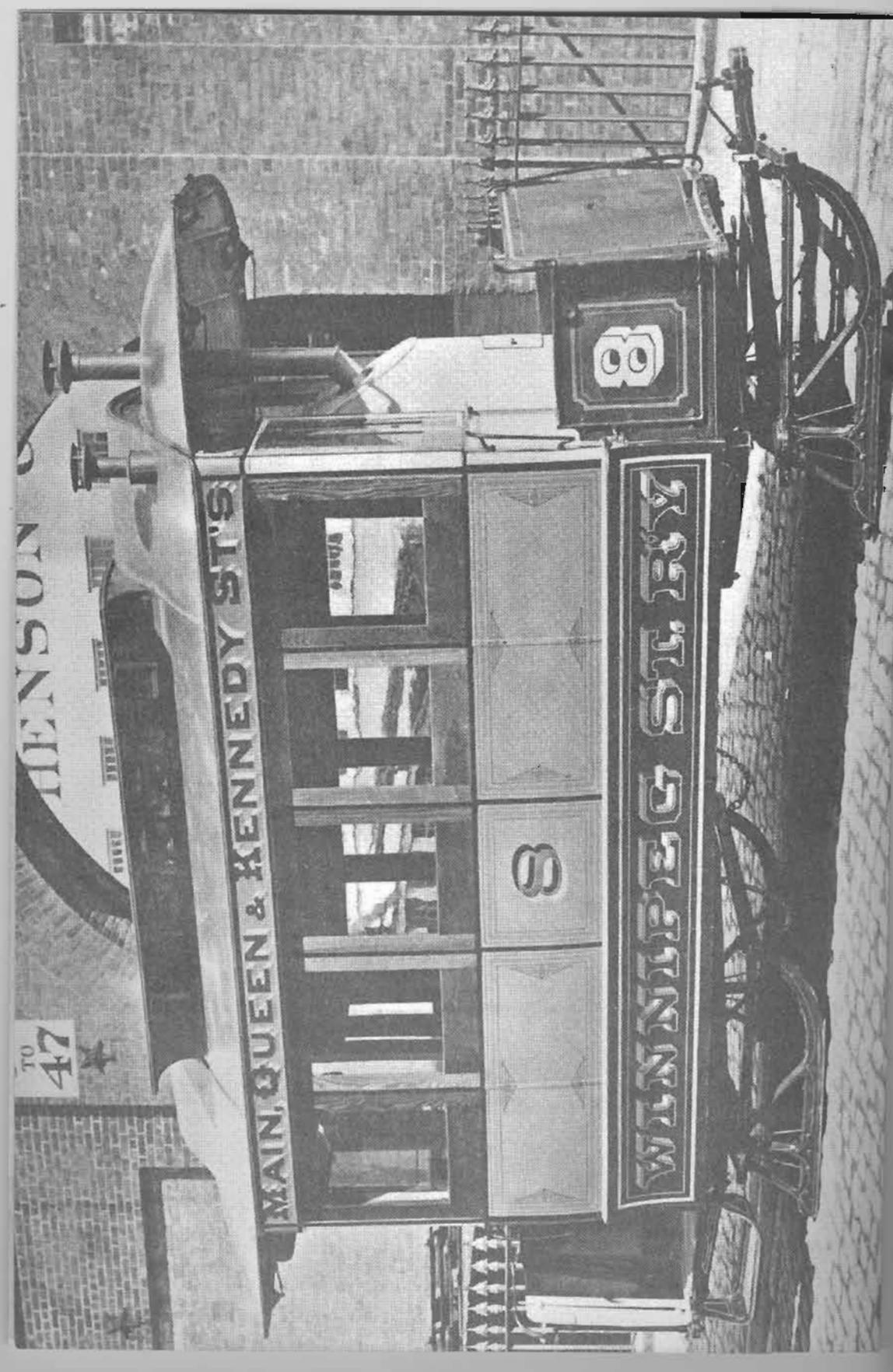


Canadian Rail



**No.366
JULY 1982**





HENSON

TO 47

MAIN, QUEEN & KENNEDY ST'S

WINNIPEG ST. RY.

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CANADIAN RAIL

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EDITOR: Fred F. Angus
CO-EDITOR: M. Peter Murphy
OFFICIAL CARTOGRAPHER: William A.
Germaniuk

LAYOUT: Michel Paulet

FRONT COVER

WHAT COULD BE A MORE ENJOYABLE
OUTING on a warm summer day in 1882
than a picnic trip to Lachine by
train and a thrilling steamboat ride
through the Lachine rapids on the
return? It is now late afternoon
and the paddle-wheeler "Corsican" is
passing under the famous Victoria
bridge just before docking in
Montreal as the happy travellers
watch the passing scenery.

INSIDE FRONT COVER.

THE FIRST CANADIAN STREET RAILWAY
WEST OF THE GREAT LAKES was the
Winnipeg Street Railway which was
incorporated on May 27 1882, and
began operation on October 20 of
the same year. Like several systems
in the East, sleighs replaced the
horse cars in winter months when
the tracks were covered with snow.
This is a builder's photo taken at
the John Stephenson factory in New
York before the sleigh was delivered
to Winnipeg.

Smithsonian Institution
photo No. 72-2813.

CALGARY & SOUTH WESTERN DIVISION
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA
BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

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Saint John,
New Brunswick E2L 4G7

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P.O. Box 99
Ste. Dorothée, Quebec H7X 2T4

ONE HUNDRED YEARS AGO

by Fred Angus

It had been a hot July in eastern North America. Only the day before fourteen people had died of sunstroke in New York, as the heat wave reached its climax. It was not that bad in Canada, but it was still very uncomfortable, so there was great relief when the cold weather came in on Friday night accompanied by violent thunderstorms. Now it was Saturday, July 29 1882, and the work week ended at noon. Even the stores would soon be closed for this was the summer that the early-closing movement began to take hold. People who lived near their place of work walked home, while those farther away took the horsecar. In Montreal the hot weather of the last week had been hard on the horses; surely there was a better way to run street cars. Certainly cable cars could not be used in Winter, but perhaps this electric railway that had opened last year in Berlin was a good idea. After all, electric lights were now being installed. Maybe in ten years there might be electric street cars.

The Montreal Daily Star that day was big - eight pages instead of the usual four; there would be lots to read that weekend. There were many things happening. A war was raging in Egypt as Britain invaded and established control there. In Far-away Indo-China the French were adding to their empire, for this was the age of colonial expansion. The war in Afghanistan had ended but there was serious unrest in Ireland, and heavy inflation in Argentina. Locally the news was not as grim, for these were good times. The Federal election had been over for more than a month, and Sir John A. Macdonald was assured of remaining in office for at least five more years. People were wondering about the bones of the prehistoric whale that had just been unearthed near Smith's Falls, or speculating on whether the Shamrocks would win the championship. One could also wonder if "Dr. Scott's Electric Hairbrush" could really perform all the wonders claimed for it, and if one was not taken in by that,



NO RADIO, NO TV, NOT EVEN MOVIES in 1882, but for only one cent you could read the news of the world, and find out the latest progress on the construction of the C.P.R., C.A. Ry. and smaller lines. Besides, the advertisements were as much of an entertainment as today's T.V. commercials.

there was still the danger of being fooled by one of the well-made counterfeit fifty-cent pieces that had just appeared in circulation in Montreal.

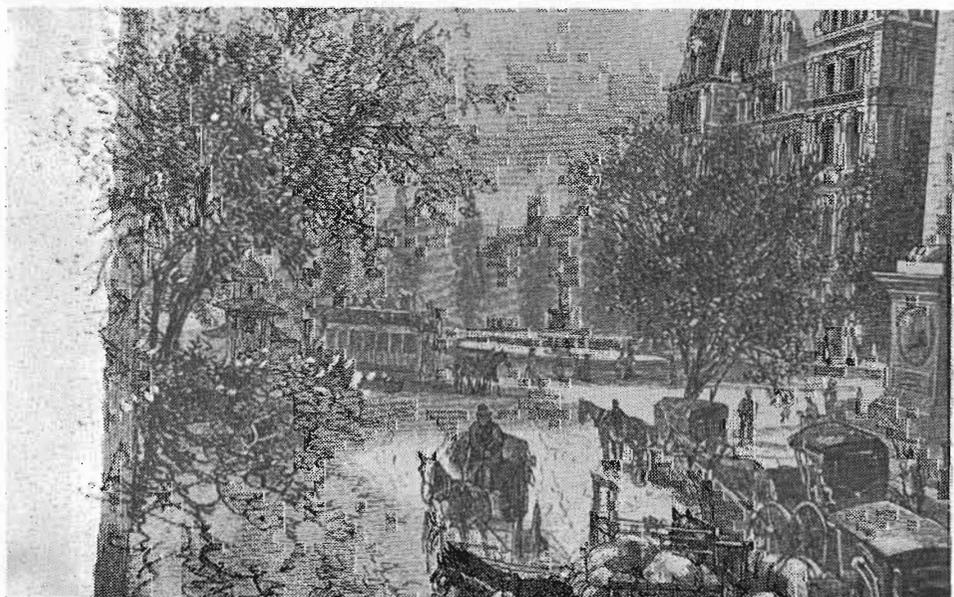
But above all the news in Canada this July a century ago was about railways. This Saturday the Star had no less than five articles of importance as well as condensed timetables of the lines out of Montreal. West of Winnipeg the construction crews of the C.P.R. were setting records as they built the line across the prairies in their rush to reach the goal of five-hundred miles that year. For the first time it looked as if the transcontinental railway might be finished after all and so complete the confederation begun fifteen years before. Under the guidance of General Manager Van Horne it even looked as if the 500-mile goal for 1882 might be reached too. The depression of the 1870's was now only an unpleasant memory, and the new West was opening up at last.

In the East too, railways were in the news. The Canada Atlantic was under construction from Coteau to Ottawa and expected to open soon. In Nova Scotia, work had begun on the line from Oxford through Pictou to New Glasgow. In Montreal, the C.P.R. had just announced that they would build their new shops on what is now Delormier Avenue, and their new passenger station was under construction on Dalhousie Square, with opening set for December. This would be much closer to the city centre than the old Q.M.O. & O. station at Hochelaga; almost as convenient as Grand Trunk's Bonaventure depot. It would even be lighted by electric light; a real innovation for 1882. But the unfortunate side of railway travel was also in evidence this July 29. Two days earlier there had been a tragic accident near



Smith's Falls when two locomotives and ten cars were wrecked in a collision in which the engineer of one of the trains died a horrible death. The line was still blocked that Saturday but would soon be clear.

The following five articles are all taken from the Montreal Daily Star of July 29 1882 and show in a most vivid way just how much railways were in the news. Most of the illustrations are from a book entitled "Picturesque Canada" which was published in 1882 and shows the many aspects of Canadian life in those days, some of which were closely connected with railways. So come back 100 years and read the news items and announcements just as they appeared when they were current news, in the days when the rail network of Canada was taking shape.



MONTREAL HAD DOUBLE-DECKER HORSE CARS in the 1880's, and these views, all taken in 1882, show them in action. Despite the saving of street space, double-deckers did not survive in the electric car era in Canada.

NORTH SHORE RAILWAY—

Commencing on THURSDAY, June 1st, 1882,
Trains run as follows:

	Mixed.	Mall.	Express.	Lightg. Express.
Leave Hoche- laga for Que- bec.....	6.10 p.m.	3.00 p.m.	10.00 p.m.	9.30 a.m.
Arrive at Que- bec.....	8.00 a.m.	9.30 p.m.	6.30 p.m.	2.40 p.m.
Leave Quebec for Hoche- laga.....	5.30 p.m.	10.10 a.m.	10.00 p.m.	4.00 p.m.
Arrive at Hochehaga.	8.15 a.m.	4.40 p.m.	6.30 a.m.	9.10 p.m.
Leave Hoche- laga for Jolli- ette.....	5.15 p.m.	.....	.....	.....
Arrive at Jolli- ette.....	7.40 p.m.	.....	.....	.....
Leave Jollette for Hoche- laga.....	6.00 a.m.	.....	.....	.....
Arrive at Hochehaga.	8.50 a.m.	.....	.....	.....

Trains leave Mile End Station **TEN MINUTES LATER** than Hochehaga. Magnificent Palace Cars on all Passenger Day Trains, and sleeping Cars on Night Trains. Sunday Trains leave Montreal and Quebec at 4 p.m. All Trains Run by Montreal Time. Sure connections with the Canadian Pacific Railway to and from Ottawa.

General offices—18 Place d'Armes
Ticket offices, 18 Place d'Armes, Montreal. Opposite
St. Louis Hotel, Quebec. Canadian Pacific Railway,
Ottawa.
A. DAVIS,
Superintendent.
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NORTH SHORE RAILWAY.**SPECIAL NOTICE.**

An arrangement has been made with Canadian Pacific Railway for continuance of selling tickets and checking baggage at Mile End Station. Therefore passenger trains will stop at Mile End as usual.

A. DAVIS,
Superintendent.

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Railroad**CANADIAN PACIFIC RAILWAY.**

EASTERN DIVISION.

The Only Direct Line to Ottawa
the Capital of the Dominion,

And the Great Lumbering Districts of the Upper Ottawa
River.

Through without Change, and with Speed unrivalled.
Two Fast Express Trains Daily to Ottawa, with New,
Elegant and Luxurious Parlor Cars attached.

LEAVING MONTREAL.

Morning Express, 8.30 a. m., with parlor car, for Ot-
tawa, Pembroke, Mattawa, Caledonia Springs, and
all intermediate stations.

Evening Express, 5.40 p. m., with Parlor Car, for Ot-
tawa, Brookville and all points west. Parlor Car
to Ottawa, and through Sleeping Car for Toronto,
Detroit and Chicago.

Accommodation train, 6. p. m., for St. Jerome, St. Lin
and all the other fashionable suburban Summer re-
sorts east of St. Jerome.

The time given above leaving Montreal is from Hoche-
laga Depot. Ten minutes later from Mile End.

For Tickets, Rates, and all information regarding
passenger business, apply at the Company's Ticket office.

103 ST. JAMES STREET.

GEO. W. HIBBARD,

Asst.-Gen. Pass. Agent.

W. C. VAN HORNE, | **ARCHER BAKER**
Gen. Manager. | Gen. Supt.

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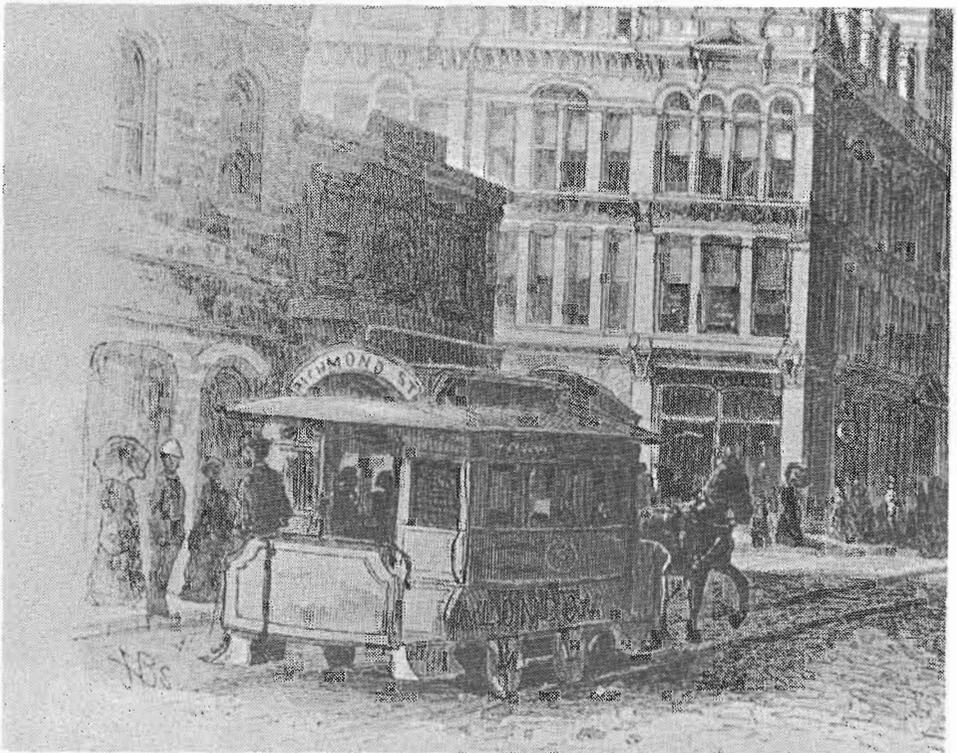
CANADIAN PACIFIC RAILWAY

Rapid Work being Accomplished.

St. Paul, Minn., July 27. -- Some of the most rapid railroad building ever done is now in progress on the Canadian Pacific, and before next spring the iron track will penetrate a distance of 663 miles west of Winnipeg. Mr. D. C. Shepard, of the contracting firm of Langdon, Shepard & Co., has just returned from the scene of operations on the extreme northern route, and where the firm has a 500 mile contract which is to be completed this year. In February last Mr. Shepard contracted to construct 500 miles of road for the Canadian Pacific, and to complete the work during 1882. Of that number of miles about 50 were partially graded and nearly completed. Work began in March, but owing to the snow and water, the late spring, and the freight blockade, operations were greatly retarded until June 1st. The initial point was Flat Creek, 33 miles west of Brandon. The grading is now all under way. The end of the track was 127 miles west of Flat Creek

on Thursday, July 27th, and the grading was completed 50 miles further, in fact the grading is all well under way to Moose Jaw Creek, midway between the 105th and 106th meridians. The grading is progressing at the rate of six miles per day, and the iron is being placed at the rate of three miles per day. The contractors have 4,200 men at work, including teamsters, and 1,600 teams. The present rate of track-laying, however, will soon be increased by four miles per day, two gangs of men being put on in reliefs, and work fifteen hours out of the twenty-four instead of eleven hours, as at present. They will show a record at track laying which has never been surpassed on this continent.

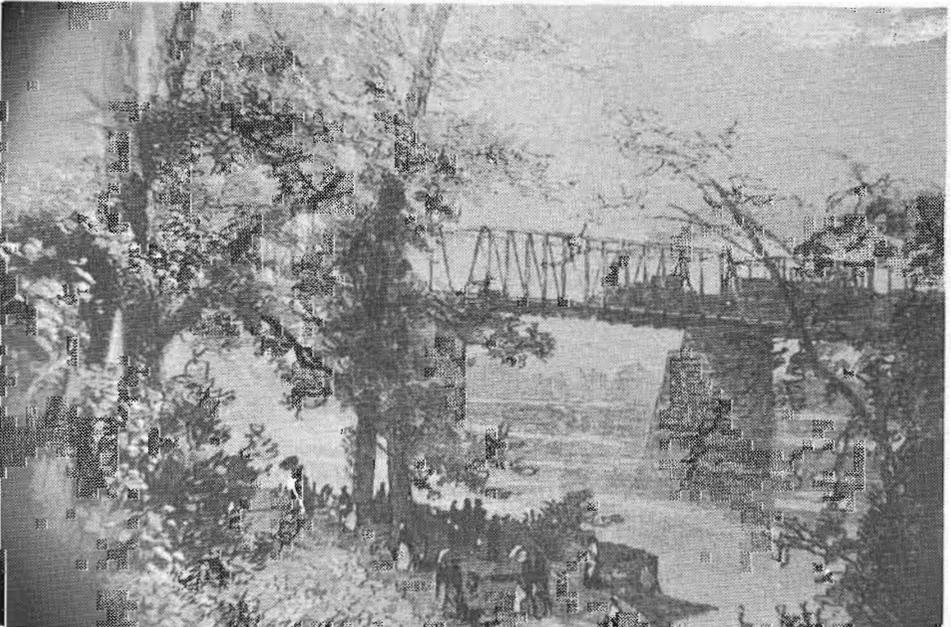
In fact, the iron now is going down just as fast as it can be pulled from the cars. Notwithstanding the adverse influences encountered early in the Spring, the contractors expect to complete the 500 miles of grading before it freezes up, and perhaps fifty miles more. The track-laying will go on all Winter, the grade will be all ironed by Spring, a distance of 653 miles west of Winnipeg. Not only that, but it is hoped to carry it fifty miles further beyond the crossing of the Saskatchewan River. Mr. Van Horne is not going to leave the road, but some of the railroad men think so. The report has been denied upon authority.



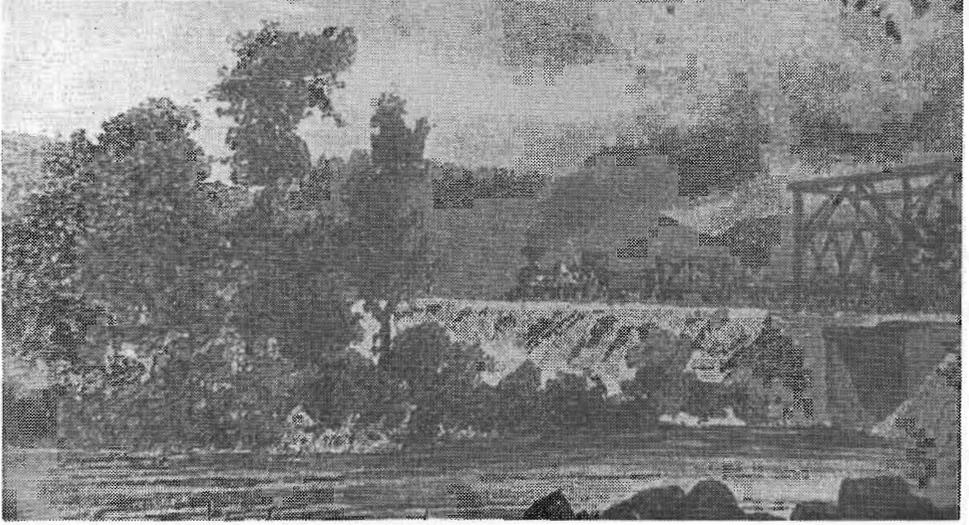
A HORSE CAR ON RICHMOND STREET IN LONDON ONTARIO in 1882. This is typical of the thousands of horse cars that provided the bulk of transit service in most of the cities of North America in the 1880's. Where there were steeper grades two horses would be used.



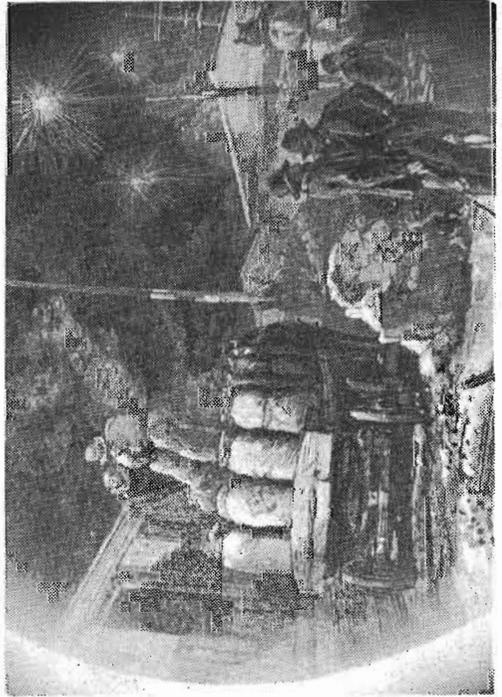
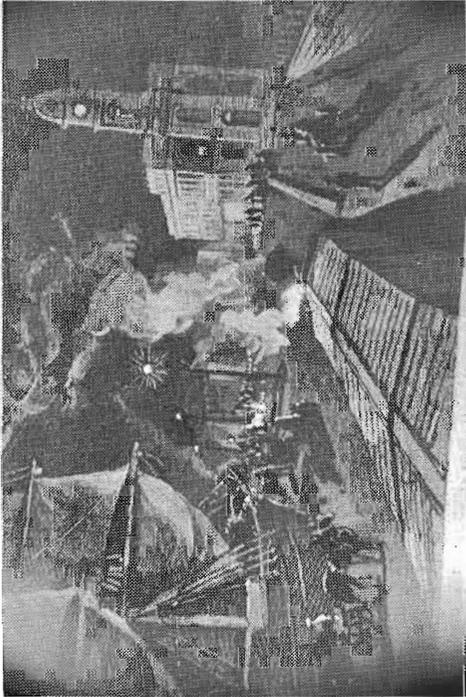
IN THE HORSE CAR ERA the rails could not be used in winter in areas of heavy snow. This view in Quebec City shows a passenger sleigh which provided service when the horse cars could not run.



THE FORMER Q.M.O. & O. BRIDGE AT BORDEAUX had just become the C.P.R.'s link to Montreal, and four years later it would be used by transcontinental trains.



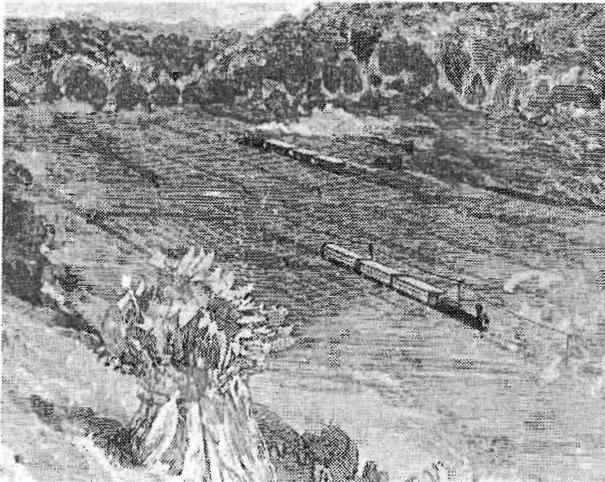
A C.P.R. TRAIN CROSSES THE KAMINISTIQUIA RIVER near Fort William. Near here the construction of the C.P. line had begun in 1875, but the last spike on the Thunder Bay - Winnipeg section had just been driven on June 19 1882, and the railhead was now hundreds of miles to the west.



MONTREAL'S PORT WAS THE FIRST TO BE LIGHTED BY ELICTRICITY, and these views show trans-shipments being made between train and ship under the brilliance of the newly-installed electric lights early in 1882.

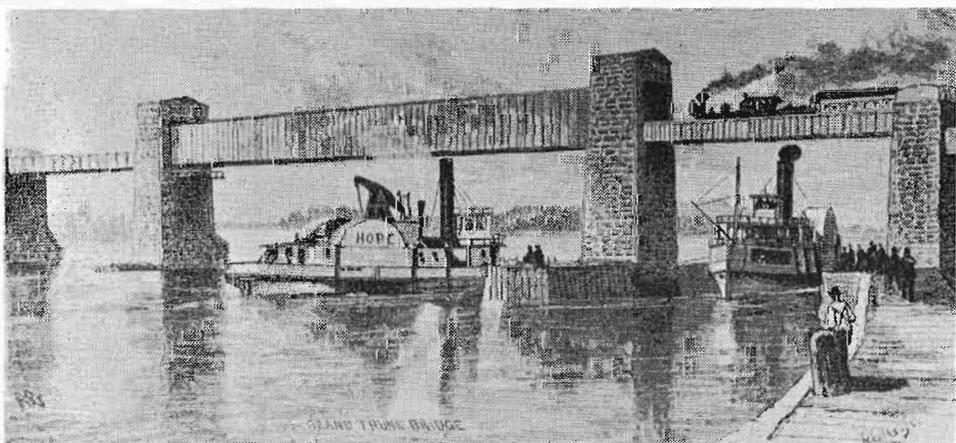
CANADA ATLANTIC RAILWAY

Ottawa, July 28. -- Trains on the Canada Atlantic Railway now run across to this side of the Rideau. It was expected that they would cross the canal and enter the city this week, but owing to the bridge not being yet completed they will not come into the city before next week. Yesterday, by a special arrangement, Rev. A.A. Cameron and other passengers were invited to make the trip from Ottawa to Coteau. The first rail on this road was not laid until the 25th of July, 1881, and it will be seen that pretty rapid progress has been made. After leaving Ottawa the first station is Hawthorne, and shortly afterwards the Mer Bleu, an extensive swamp of more than local celebrity, is entered upon. The second stopping place is Eastman's Springs, at one time a Summer resort of some prominence, and possessed of splendid mineral springs. Here a neat and commodious station house has already been erected. Bearbrook comes next, followed by South Indian, 23 miles from here. Passenger and freight trains are now running regularly to Coteau, Casselmans, Roxboro. Maxville, Kenyon, Alexandria, Glen Robertson, Ste. Polycarpe and Coteau follow in order. The road runs through the counties of Carleton, Russell, Prescott, Glengarry and Soulanges. The curves and gradients are favorable. There are no grades over twenty-nine feet per mile going east and thirty-nine feet per mile going west. The deepest cutting is only about twenty-two feet. The bridges along the line have been built by the Toronto Bridge Company. It is the intention of the Company to put a fast train on the road, making the trip from Ottawa to Montreal in three hours and a half. The plans of a low level bridge across the St. Lawrence will soon be completed and presented to the Government for their approbation. In a short time the entire line will be open to traffic, and great beneficial results are expected, more especially for the lumber trade, as this line will give a short route to the eastern markets.



FATAL RAILROAD COLLISION.

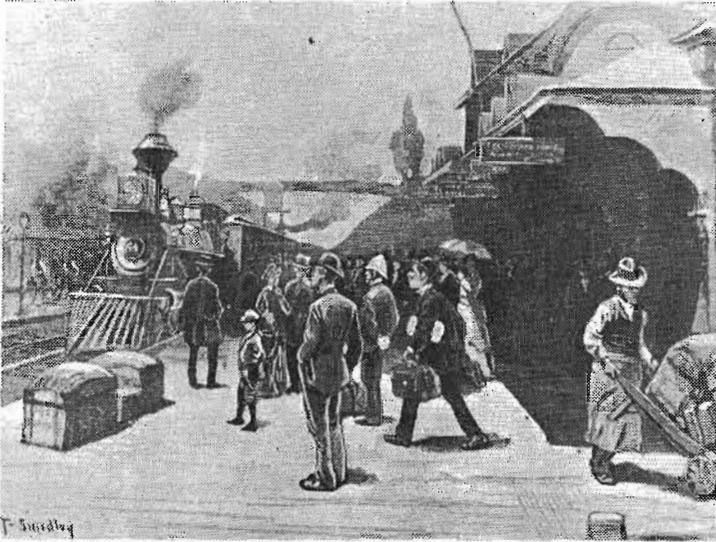
Smith's Falls, Ont., July 28. -- Edward Burns, the engineer, expired this evening, half an hour after the collision below here. The body lies in the house of John Sharpe, from whence it will be removed as soon as preliminaries can be arranged. It is now doubtful if an inquest will be required. It depends upon the wishes of his family. His two sons have arrived, and are getting all the assistance requisite from the sympathizing inhabitants, as well as others present. Some ten cars are totally wrecked, and serious damage done to both locomotives. A large crowd of passengers are delayed at Smith's Falls, but hope to have a train during the night, although the track will not be clear. They will ferry the baggage over the broken track and debris. All the employes, from the engineers down, acted nobly, sticking to their posts until just at the moment when the collision was about to take place. Burke, the fireman with Burns, thought poor Burns was with him until he saw him imbedded in the coal of the tender. Burns has a large family in Brockville, but being an industrious and steady man, leaves them in pretty good circumstances. He was 57 years of age. It was rumored that one man was thrown forty feet into a field, but it was ascertained that such was not the case. Two or three receiving slight concussions were the only injuries received by any one excepting Burns. Sir John A. Macdonald arrived by special shortly after the collision, but returned to Ottawa after an hour's dealy. At present a large force of men and officials are at work getting the line in order. As Brockville is only 28 miles from Smith's Falls, and the bulk of rolling stock being north, it is difficult to make up trains, as several engines are required at the scene of the disaster.



TWO RIVAL MODES OF TRANSPORTATION are seen at Ste. Annes Que. The Grand Trunk bridge was like a short version of the Victoria tubular bridge until it was rebuilt in the 1890's. Steamboats still carried a good share of the passenger traffic; the ones shown served the lower Ottawa river and connected with the broad-gauge Carillon & Grenville, thence via another steamboat to Ottawa. Some of this traffic would be lost that very summer of 1882 when the Canada Atlantic opened its through service between Montreal and Ottawa.

THE RAILWAY ACCIDENT.

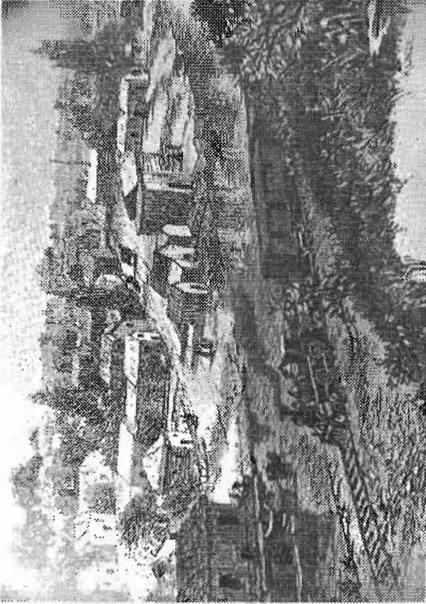
Ottawa, July 29. -- Mr. Spencer, Assistant-Superintendent of the Canadian Pacific, returned to-day from holding an investigation into the causes of yesterday's accident. He found that the engineer was to blame in proceeding onwards from Irish Creek, when he should have waited there. The loss is estimated at \$12,000. It is a curious coincidence that a son of the engineer who was killed, was discharged some time ago for doing the same thing at the same locality, running without orders.



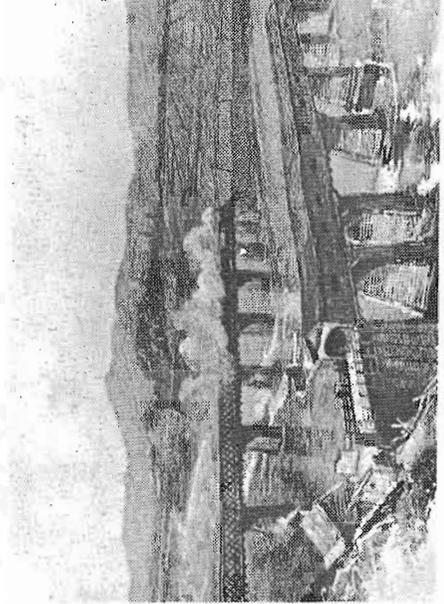
ONE OF THE EARLY LARGE RAILWAYS IN CANADA lost its identity in the summer of 1882 when the Great Western Railway merged with the Grand Trunk on August 12. This view shows the Great Western station at Hamilton, Ontario in the last days of the G.W.R.'s independent existence. A busy scene is observed as the train pulls in.



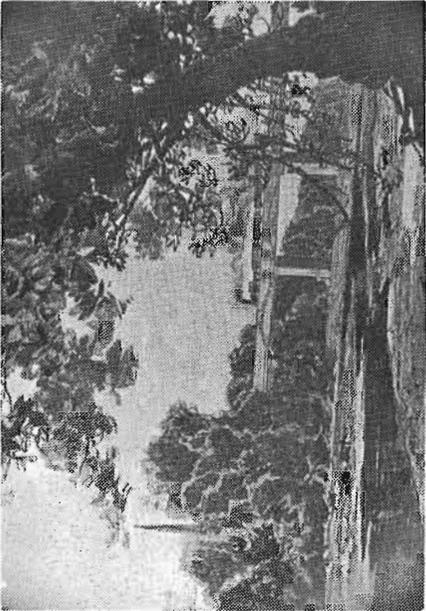
ONE OF THE STRANGEST RAILWAYS IN CANADA was the line laid across the ice of the St. Lawrence river at Montreal during four winters from 1880 to 1883. Note the extra-long timbers under the stringers which support the ties. This distributed the weight over a wider area.



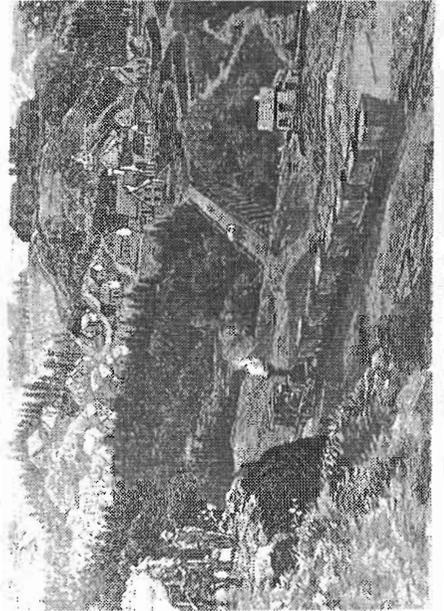
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- 1 A TRAIN ROUNDING THE CURVE AT LINDSAY ONTARIO.
- 2 THE TWO BRIDGES AT WINDSOR NOVA SCOTIA as a train crosses the railway bridge while pedestrians on the covered road bridge watch.
- 3 A PASSENGER TRAIN CROSSING THE BRIDGE AT PARIS ONTARIO.
- 4 A SMALL SADDLE-TANK LOCOMOTIVE busily pushing a cut of ore cars at the Acadia Mines in Nova Scotia.

CANADIAN PACIFIC RAILWAY.

New Workshops.

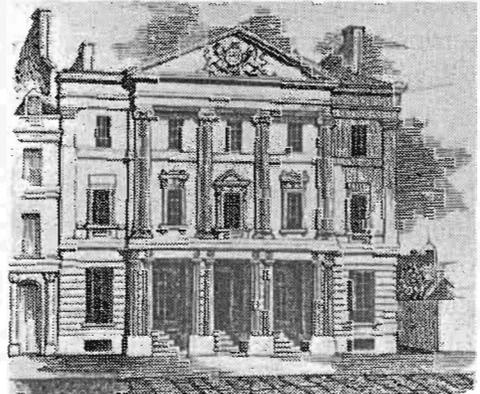
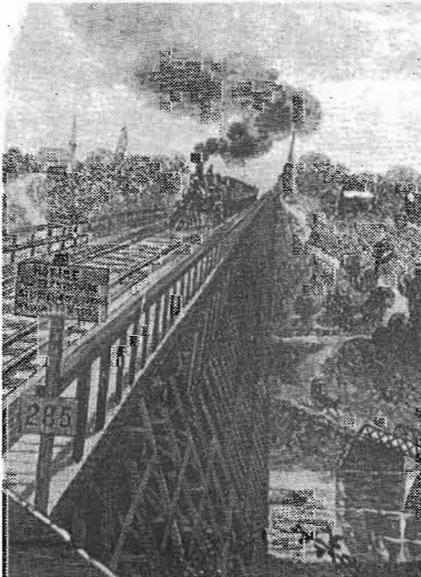
Keeping pace with the growth of their extensive system, the Directors of the Canadian Pacific Railway have just passed the plans for the erection of new workshops, work on which was commenced last Monday by the contractors, Messrs. St. Louis Bros.

The new shops are three in number. The largest of them facing Colborne Avenue will be used for the construction of locomotives, and measures 450 feet in length by 120 in breadth. It will be fitted up with all the modern appliances for the construction of locomotives.

Facing St. Catherine street, the paint shop will be erected 130 feet square, six tracks being laid through the buildings. An extensive drying house will be attached to it. Alongside this workshop a new boiler house will be built, to be fitted with three of the largest boilers in the city. The chimney will be 150 feet high.

The new smithy will be 200 feet in length by 70 feet in breadth, covered with a novel iron roof.

All the buildings will be fire proof, the construction being generally of brick and iron.



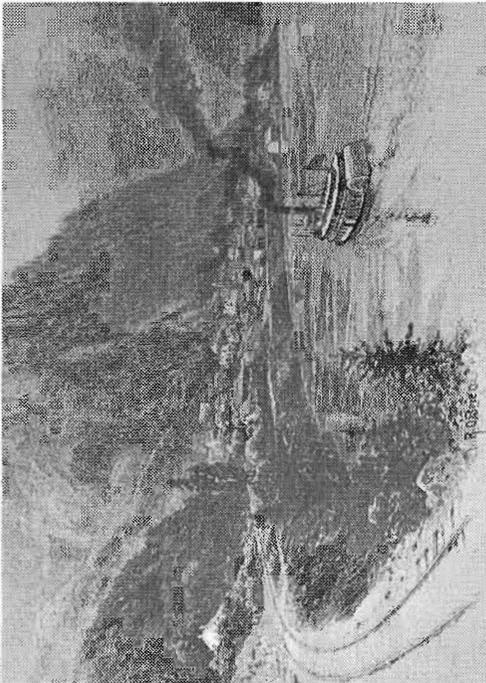
THE BUILDING ON PLACE D'ARMES THAT HOUSED CANADIAN PACIFIC'S HEADQUARTERS from its start in 1881 until the offices moved to Windsor station in 1889.

THE KETTLE CREEK BRIDGE at St. Thomas Ontario is a picturesque setting for the on-coming train. One was well-advised to pay good attention to the sign!

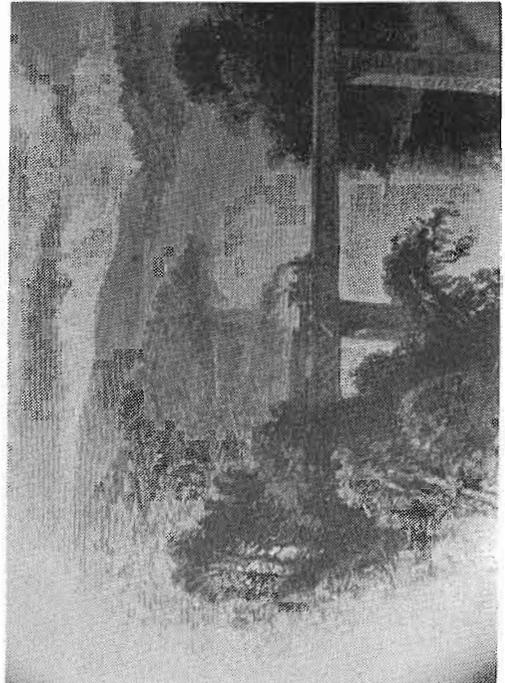
THE EUROPEAN & AMERICAN SHORT LINE RAILROAD.

New York, July 28. -- Sir Charles Tupper, the Canadian Minister of Railways and Canals, visited New York to-day for the purpose of closing a contract with the European & American Short Line Railway Company recently formed for the construction of the first section of the line through Nova Scotia, viz., from Oxford to New Glasgow via Pictou. Sir Charles having made thorough enquiry, and perfectly satisfied himself as to the ability of the company to successfully prosecute the work, executed the contract in the presence of Mr. Schreiber, an officer of the Department of Railways. The Short Line Railway was represented by Dr. Norvin Green, President of the Western Union Telegraph Company, and among the members of the board are General Vasquez, A.L. Blackman and Erastus Wiman. Mr. Blackman intends to start next week, to commence construction as soon as possible.

1



2



1 A VIEW OF YALE B.C. in 1882 during the time when Andrew Onderdonk was building the very difficult section of the Canadian Pacific up the Fraser Canyon. Yale was the head of navigation, and above that was the rushing currents of the Fraser.

2 THE BRIDGE ACROSS THE SAINT JOHN RIVER near Newbury Junction New Brunswick.

RAILWAY TIME TABLES

GRAND TRUNK RAILWAY.

GOING WEST—Express for all points West, 9.30 a.m. and 10 p.m. Mixed, 12.30 p.m. For Cornwall, 6 p.m. For Vaudreuil, 6.15 p.m. **ARRIVE FROM THE WEST**—Express, 7.15 a.m., 9 p.m. Mixed, 6 p.m. Cornwall, 9.30 a.m. From Vaudreuil, 8.30 a.m.

GOING EAST—Richmond and Island Pond, 7.30 a.m., 3.30 p.m. Mixed to Quebec, Richmond and Island Pond, 7.00 a.m. Quebec and Portland, 7.30 a.m., 10 p.m. St. Hyacinthe, 6.10 p.m. **ARRIVE**—From Quebec and Portland, 6 a.m., 7.35 p.m. Island Pond, 11.59 a.m., 6.00 p.m. St. Hyacinthe, 8.50 a.m. Mixed from Quebec, Richmond, etc., 6.00 p.m. and 10 p.m.

FOR LACHINE—7, 7.55, 9.00 a.m.; 12 noon, 3.30, 5, 6.15 p.m. and 2 p.m. on Saturdays only. Wednesday and Saturday, 11.00 p.m. St. Lambert, St. Henry and Point St. Charles, 6.45, 7.05, 8.30 a.m., 12.10, 3.00, 6.15 and 6.10 p.m. Saturday only 2 p.m. From Lachine, 7.25, 8.20, 9.35 a.m., 1, 4, 5.30, 7 p.m. and on Saturdays only at 2.30 p.m. Wednesday and Saturday, 11.30 p.m. From St. Lambert, Point St. Charles and St. Henri, 6.15, 8, 8.50 a.m., 1, 5.30, 6.45 and 8.45 p.m. Saturdays only 2.40 p.m.

CENTRAL VERMONT RAILWAY.

GOING SOUTH AND EAST—St. Johns and St. Albans, 7.15 and 9 a.m., 3.20 p.m., 6.30 p.m. Boston, 7.15 and 9 a.m., 6.30 p.m. New York, via St. Albans and Troy, 7.15 a.m. and 3.20 p.m. New York, via White River Junction and Springfield, 9 a.m., 6.30 p.m. Waterloo and Magog, 3.20 p.m. **ARRIVE**—From Boston, 8.25 a.m., 7.20 p.m. and 10.10 p.m. New York, via Springfield, 8.25 a.m. New York, via Troy and St. Albans, 8.25 a.m., 10.10 p.m.

SOUTH-EASTERN RAILWAY.

GOING SOUTH AND EAST—Boston, via Newport, 9.09 a.m. and 6.30 p.m. Local train to Knowlton and Richford, except Saturdays, 5 p.m., do. Saturdays, 2 p.m. **ARRIVE**—From Boston at 8.20 a.m. and 8.25 p.m.

DELAWARE AND HUDSON RAILWAY.

GOING SOUTH—New York, Troy, Rouse's Point and St. Johns, 7.15 a.m. and 8.20 p.m. **ARRIVE FROM**—8.20 a.m. and 10.10 p.m.

CANADIAN PACIFIC RAILWAY

LEAVE for Ottawa, 8.30 a.m., 5.40 p.m., mixed train, 7.40 p.m. St. Jerome and St. Lin, 6.00 p.m. Trains leave Mile-End Station ten minutes later than Hochelaga. From Ottawa, mixed 9.55 a.m., 12 noon, and 9.00 p.m. From St. Jerome and St. Lin, 9 a.m.

MONTREAL AND SOREL RAILWAY.

For Sorel—Bonaventure, 3.30; Hochelaga Ferry, 4.30; steamer "Montaville" (Jacques Cartier Pier), 5 p.m. **ARRIVE**—Sorel, 7.30 p.m. Tuesdays, Thursdays and Saturdays, from Longueuil Wharf, 9 a.m. Return, leave 2.20 p.m., arrive 5.10 p.m. **ARRIVE**—From Sorel, 9 a.m., Jacques Cartier Pier, and 9.15 Bonaventure Depot.

CENTRAL VERMONT RR. — FAST LINE. —

FOR NEW YORK AND BOSTON.
Three Express Trains daily to New York and Boston, with Pullman and Wagner's Elegant Parlor and Sleeping Cars attached.

TRAINS LEAVE MONTREAL

7.15 a.m.—DAY EXPRESS for Troy, Albany, New York, Springfield, New London, and Boston via Fitchburg.

9.00 a.m.—LIMITED EXPRESS for Boston, via Concord, Manchester, Nashua, Lowell, arriving in Boston at 7.00 p.m., and New York via White River Junction at 10.30 p.m.

3.20 p.m.—For Waterloo and Magog.

3.20 p.m.—NIGHT EXPRESS for New York, via Troy, arriving in New York 6.45 next morning.

6.30 p.m.—NIGHT EXPRESS for Boston, via Lowell and Fitchburg; New York, via Springfield.

GOING NORTH.

FAST TRAIN FROM NEW YORK.—The Night Express, via Troy, leaves New York at 6.30 p.m. and arrives in Montreal at 8.25 a.m.

For tickets and Freight Rates apply at the Central Vermont Railroad Office, 136 St. James street.

A. C. STONEGRAVE,
Canadian Passenger Agent.

J. W. HOBART, General Superintendent.
S. W. CUMMINGS, Gen. Pass. Agent.
St. Albans, Vt., October 27th, 1881. 863

SOUTH EASTERN RAILWAY

— AND —

MONTREAL AND BOSTON AIR LINE.

The only line running through the WHITE MOUNTAINS to PORTLAND and OLD ORCHARD BEACH. The only direct and best route to WHITE MOUNTAINS, Concord, Manchester, Nashua, Lowell, Worcester, Providence, Boston, and all points in New England; also, to the Eastern Township, Newport, Lake Memphremagog, &c.

LEAVE MONTREAL.

No. 2—9.00 a.m.—THROUGH DAY EXPRESS for Boston, with Parlor Car attached, also for Portland, with Parlor Car attached.

No. 6—6.00 p.m.—(Except Saturdays) LOCAL TRAIN for Knowlton and Richford and intermediate stations.

No. 4—6.30 p.m.—THROUGH NIGHT EXPRESS, with Pullman Sleeping Car for Boston.

No. 18—2.00 p.m.—(Saturdays only) LOCAL TRAIN for Newport, Knowlton and intermediate stations.

Passengers taking the 9 a.m. train arrive at Portland at 8.30 and Old Orchard at 9.00 the same evening, passing through the celebrated White Mountain Notch.

Elegant Parlor Cars on Day trains, between Montreal and Portland, and Montreal and Boston; and Pullman Palace Sleeping Cars on Night trains between Montreal and Boston.

No. 4 stops only at Chambly Canton, Marlowville, West Farnham, and Cowansville between Montreal and Richford, except Saturdays, when it will stop at all stations.

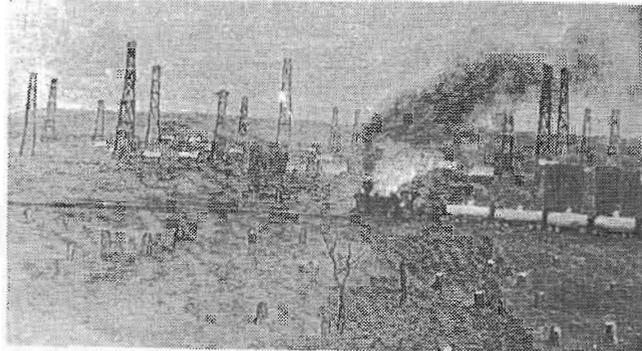
BRADLEY BARLOW,

President and General Manager.

A. A. MACKINNON,

Assistant Manager.

148x

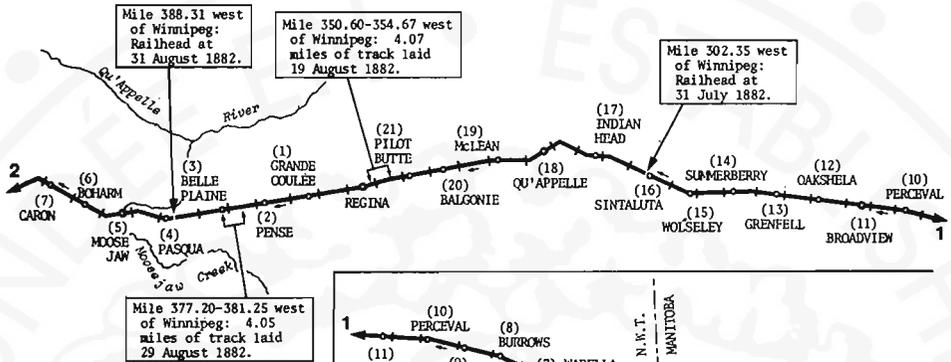


MANY YEARS BEFORE ALBERTA OIL WAS DISCOVERED Canada had a petroleum industry centered in the Petrolia-Sarnia area of southern Ontario. A train of tank cars passes an oil field with its distinctive derricks.

C.P.R. TRACK CONSTRUCTION

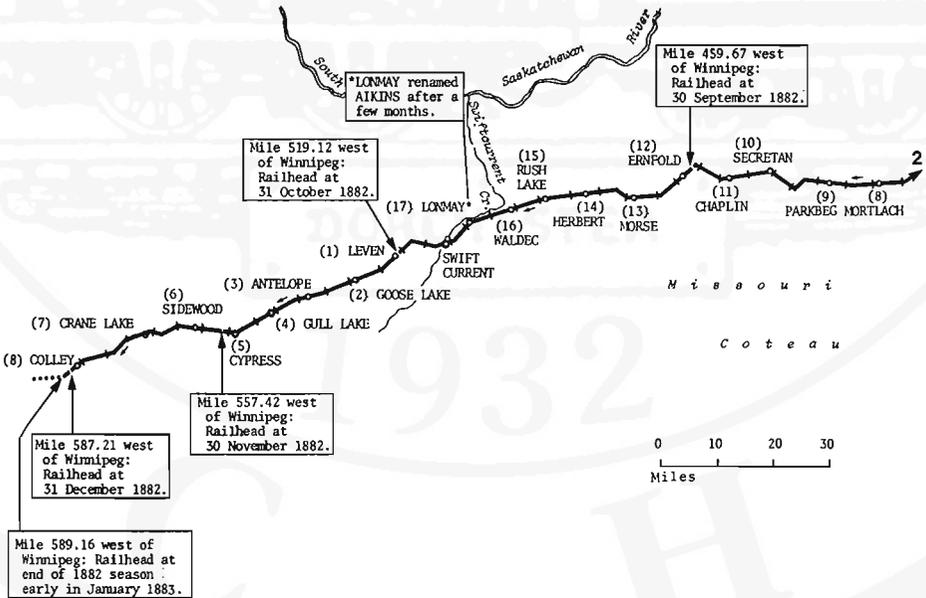
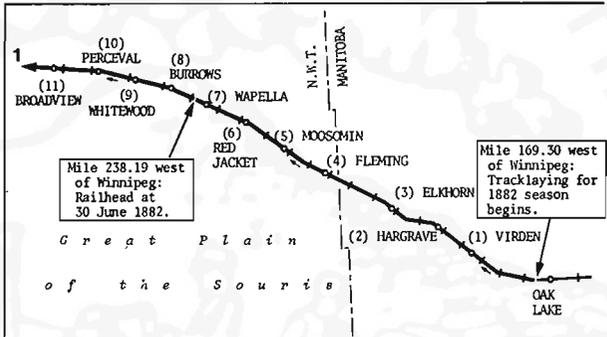
PROGRESS OF CANADIAN PACIFIC RAILWAY TRACK CONSTRUCTION
WESTWARD FROM WINNIPEG SEASON - 1882

MILES FROM WINNIPEG	SIDING NUMBER	N A M E	DATE RAILHEAD REACHED THIS POINT
169.3	--	-----	April 12 1882 (Wed)
180.2	1.	Virden, Man.	
188.3	2.	Hargrave, Man.	
196.8	3.	Elkhorn, Man.	Detailed track records not maintained until
211.1	4.	Fleming, N.W.T.	June 21 1882.
219.3	5.	Moosomin, N.W.T.	
226.5	6.	Red Jacket, N.W.T.	
235.4	7.	Wapella, N.W.T.	June 29 1882 (Thu)
243.1	8.	Burrows, N.W.T.	July 4 1882 (Tue)
249.4	9.	Whitewood, N.W.T.	July 7 1882 (Fri)
256.3	10.	Perceval, N.W.T.	July 12 1882 (Wed)
263.8	11.	Broadview, N.W.T.	July 15 1882 (Sat)
271.1	12.	Oakshela, N.W.T.	July 19 1882 (Wed)
278.9	13.	Grenfell, N.W.T.	July 22 1882 (Sat)
286.4	14.	Summerberry, N.W.T.	July 25 1882 (Tue)
294.1	15.	Wolseley, N.W.T.	July 28 1882 (Fri)
302.0	16.	Sintaluta, N.W.T.	July 31 1882 (Mon)
312.0	17.	Indian Head, N.W.T.	August 3 1882 (Thu)
323.6	18.	Qu'Appelle, N.W.T.	August 8 1882 (Tue)
332.0	19.	McLean, N.W.T.	August 11 1882 (Fri)
341.0	20.	Balgonie, N.W.T.	August 15 1882 (Tue)
347.9	21.	Pilot Butte, N.W.T.	August 17 1882 (Thu)



Track Built 1882

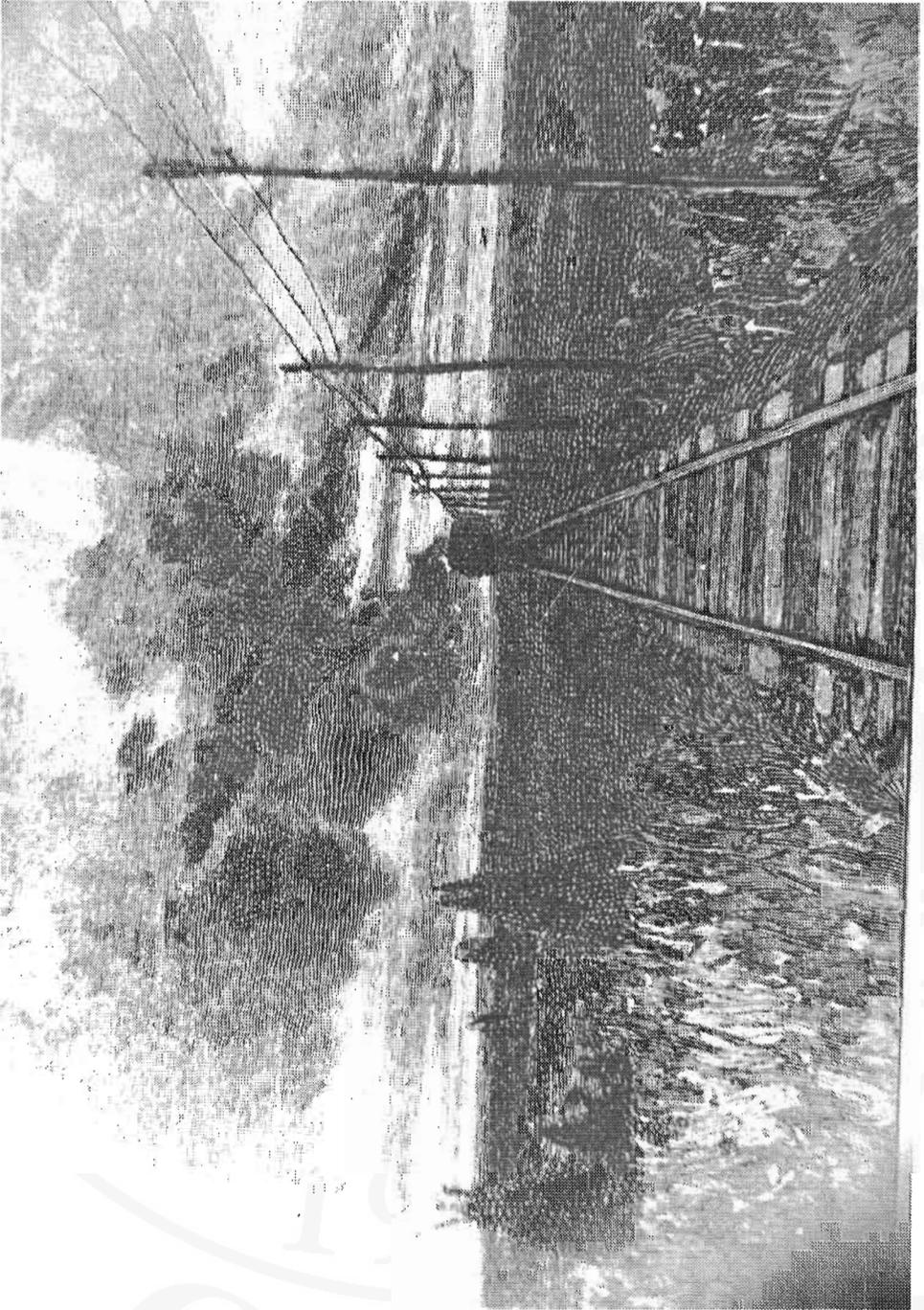
- Direction of construction.
- (16) -Indicates siding number before name assigned.



356.4	--	Regina, N.W.T.	August 21 1882 (Mon)
365.8	1.	Grande Coulee, N.W.T.	August 24 1882 (Thu)
373.2	2.	Pense, N.W.T.	August 26 1882 (Sat)
381.0	3.	Belle Plaine, N.W.T.	August 29 1882 (Tue)
390.0	4.	Pasqua, N.W.T.	September 1 1882 (Fri)
398.1	5.	Moose Jaw, N.W.T.	September 4 1882 (Mon)
406.2	6.	Boharm, N.W.T.	September 7 1882 (Thu)
414.2	7.	Caron, N.W.T.	September 11 1882 (Mon)
423.2	8.	Mortlach, N.W.T.	September 14 1882 (Thu)
432.4	9.	Parkbeg, N.W.T.	September 16 1882 (Sat)
442.8	10.	Secretan, N.W.T.	September 22 1882 (Fri)
451.7	11.	Chaplin, N.W.T.	September 27 1882 (Wed)
461.1	12.	Ernfold, N.W.T.	October 3 1882 (Tue)
471.5	13.	Morse, N.W.T.	October 10 1882 (Tue)
480.3	14.	Herbert, N.W.T.	October 14 1882 (Sat)
488.9	15.	Rush Lake, N.W.T.	October 18 1882 (Wed)
496.4	16.	Waldec, N.W.T.	October 21 1882 (Sat)
504.4	17.	Aikins, N.W.T.	October 25 1882 (Wed)
510.5	--	Swift Current, N.W.T.	October 27 1882 (Fri)
519.3	1.	Leven, N.W.T.	November 1 1882 (Wed)
528.6	2.	Goose Lake (now Webb)	November 6 1882 (Mon)
538.2	3.	Antelope, N.W.T.	November 15 1882 (Wed)
546.0	4.	Gull Lake, N.W.T.	November 21 1882 (Tue)
554.5	5.	Cypress (now Carmichael)	November 27 1882 (Mon)
565.1	6.	Sidewood, N.W.T.	December 9 1882 (Sat)
575.2	7.	Crane Lake (now Piapot)	December 22 1882 (Fri)
585.6	8.	Colley (now Cardell)	December 30 1882 (Sat)
589.16	--	- - - - -	Early January 1883.

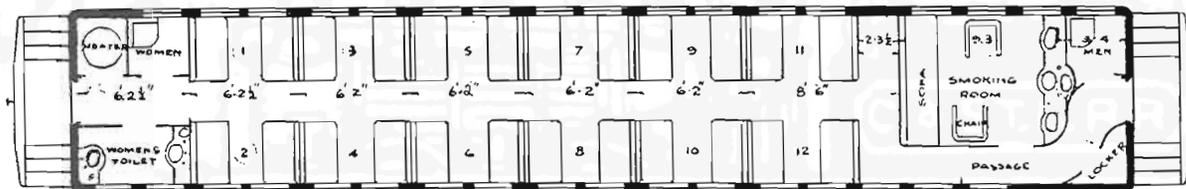
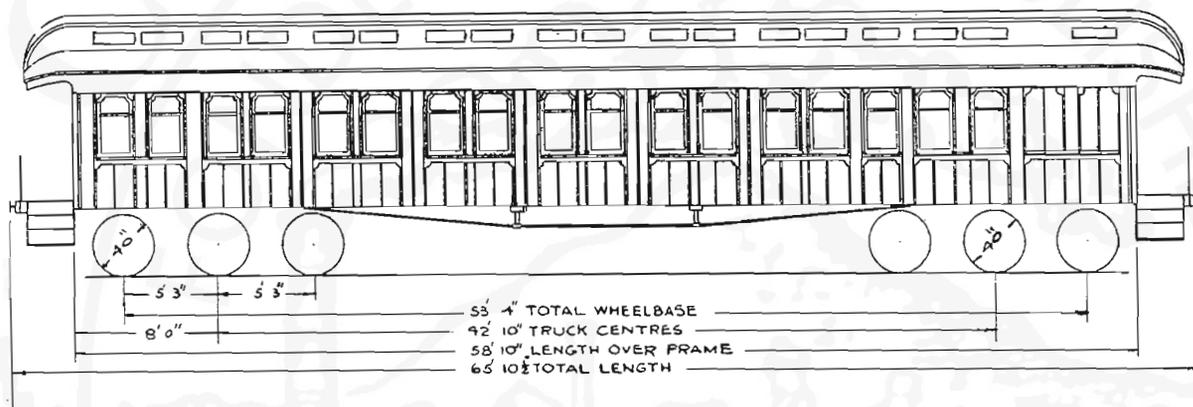
CONSTRUCTION TERMINATED FOR SEASON

This table was prepared by Canadian Pacific
Corporate Archives, Montreal.
June 2 1982.



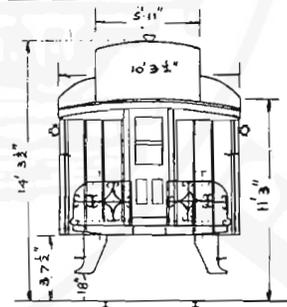
THE SPIRIT OF THE PUSH TO THE WEST is captured by this view of a C.P.R. train steaming away to the horizon on the just-completed track across the prairies. When the view was made, in the summer of 1882, the tracklayers were setting construction records which would see almost 500 miles of progress.

CANADIAN PACIFIC RAILWAY SLEEPING CAR

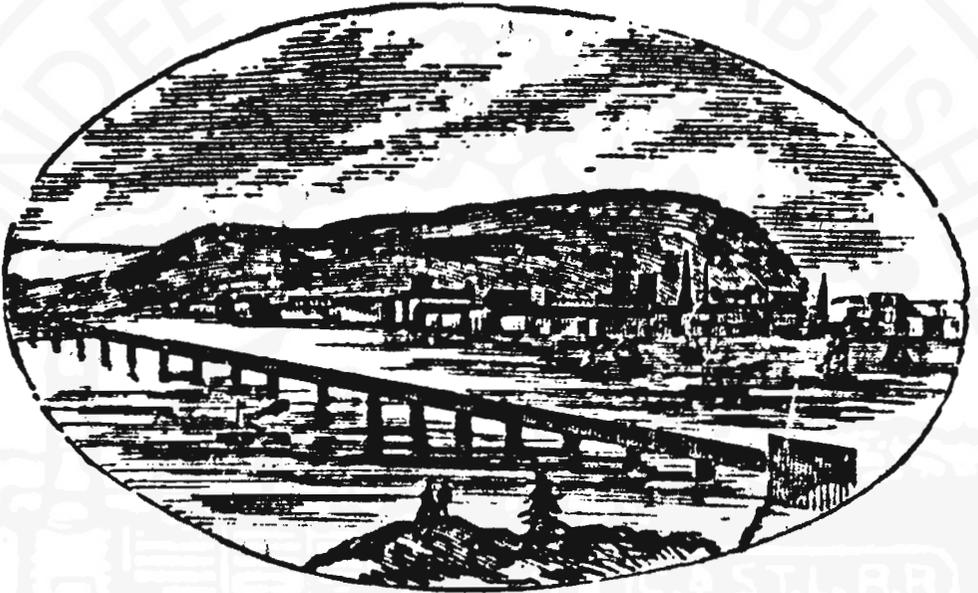


CAR	BUILDER	DATE BUILT	WEIGHT	FINISH		LIGHTING SYSTEM		HEATING SYSTEM		VESTIBULE	PLATFORM	BRAKE
				OUTSIDE	INSIDE	ELECTRIC	OIL LAMPS	HEATER	STEAM HEAT			
SELKIRK	BARNEY & SMITH	1882		WHITEWOOD	MAHOGANY		ACME	BAKER	CONSOL ²	NONE	WOOD	W. A. B.

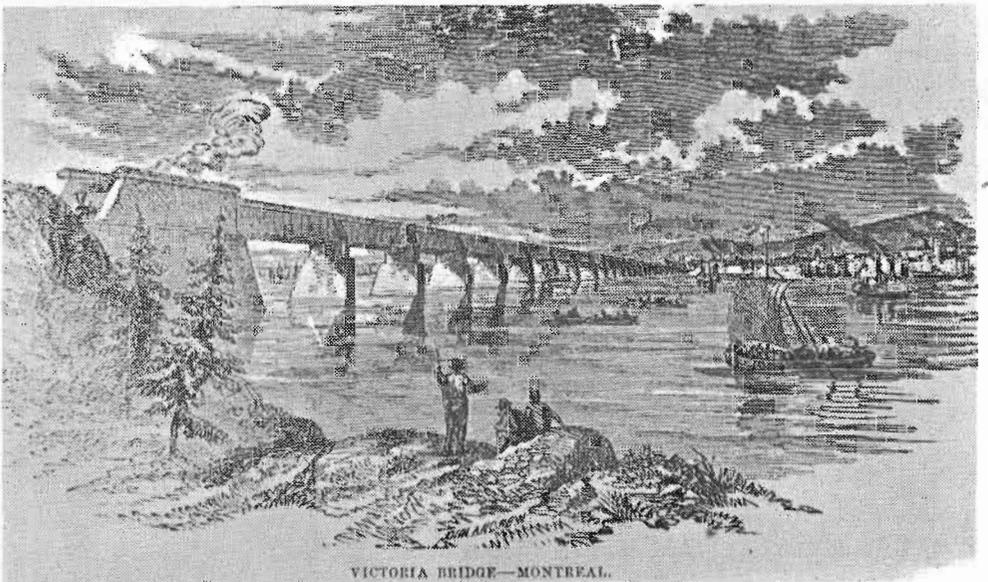
CANADIAN PACIFIC'S SLEEPING CAR SERVICE began in 1882 when three cars were ordered from Barney and Smith of Dayton Ohio for use on the new lines running west of Winnipeg. At first they may have had only numbers, but were soon named SELKIRK, IGNACE, CANMORE. They were the first of hundreds of C.P.R. sleepers, and the start of the world-famous service which continued for 97 years until it was taken over by VIA Rail. No photos of these pioneer cars are known to exist, although all three cars lasted well into the twentieth century. This drawing was made in 1902.

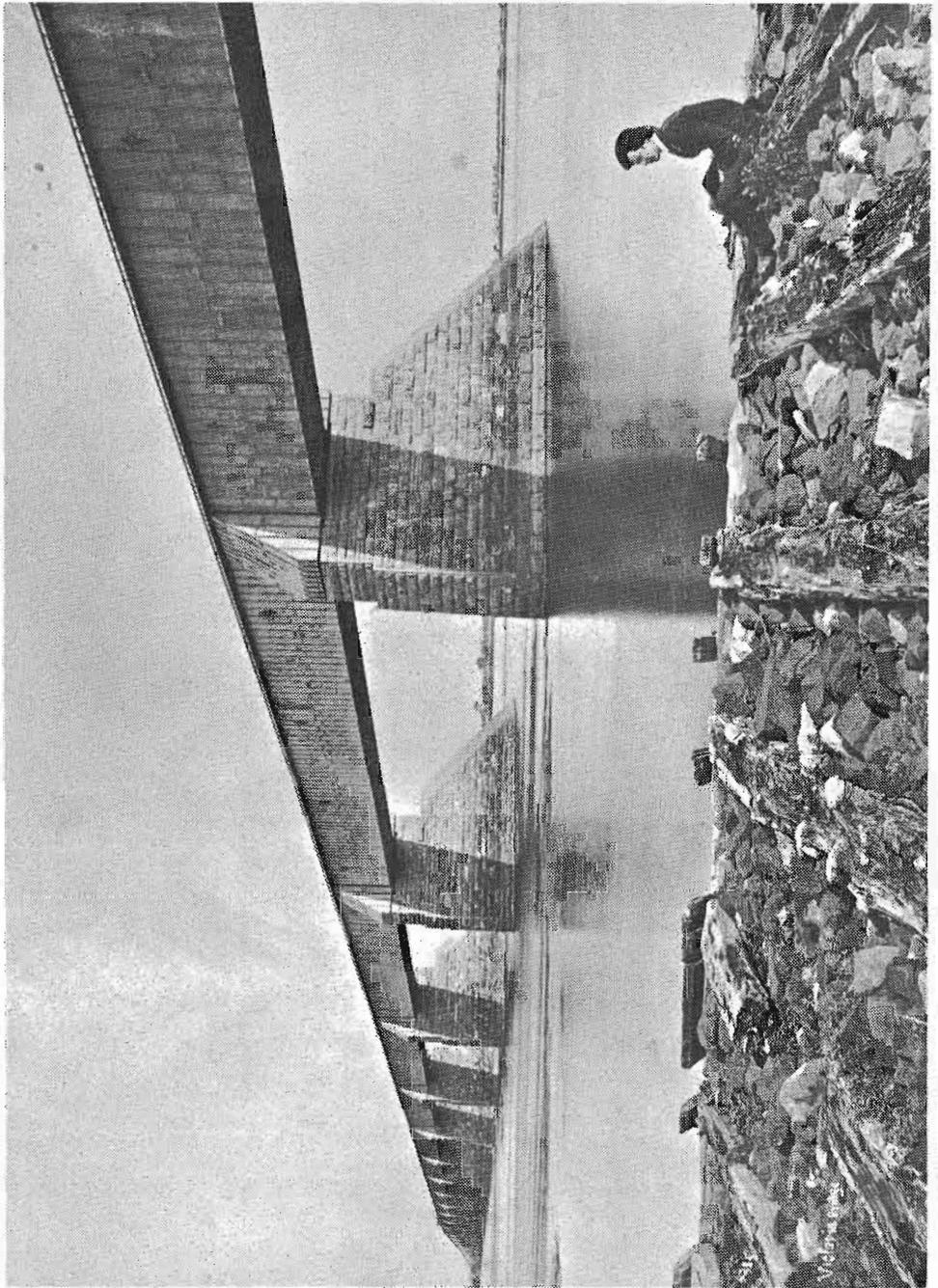


VICTORIA BRIDGE



MONTREAL AND VICTORIA BRIDGE.





THE RAILWAY WONDER OF CANADA in 1882 was still the Victoria Bridge which had been opened 22 years before. Although its biggest-wonder status was soon to be eclipsed by the then-building C.P.R. it was the most impressive sight seen by the visitor to Montreal of a century ago. Fifteen years after these views were made the bridge was reconstructed into the wider truss-work structure that stands today.

Public Archives of Canada photo No. C27985.

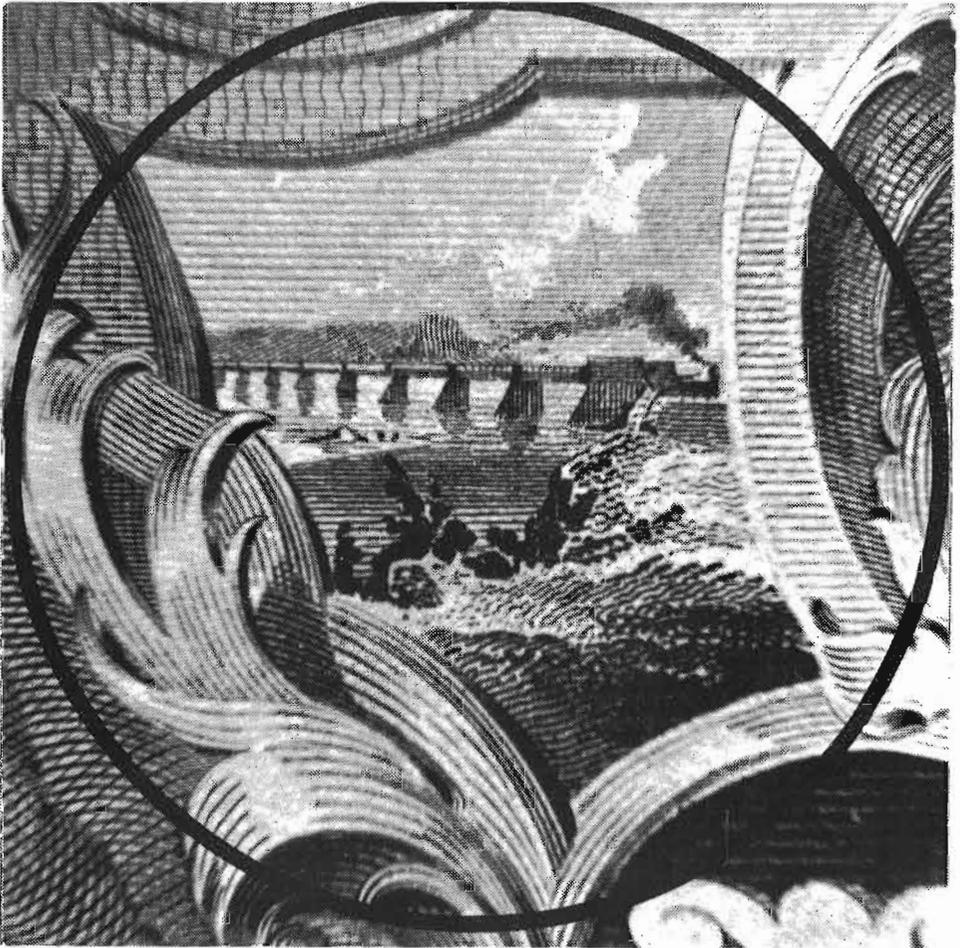


ILLUSTRATIONS OF VICTORIA BRIDGE appeared in many places in the nineteenth century, but in 1882 it even appeared on Canada's money! The Bank of Montreal's brand-new issue of \$10.00 bills dated January 2nd 1882 had as its centre piece an ornate roman-numeral "X". In the upper-left shaft of this "X" we behold a tiny but clear engraving of Victoria bridge complete with a train emerging from the South portal! A point of interest is that this issue of notes was made by the B. of M. to depict their new officers after former President, George Stephen and General Manager, R.B. Angus left the bank to become officers in the new Canadian Pacific Railway. This note issue continued until 1888.



THE OTHER NOTE THAT SHOWED VICTORIA BRIDGE was the Dominion of Canada \$4.00 bill that appeared later in 1882. Yes, the bridge is there, just under the ornate "4" on the left-hand side, and this time it is more of a broad-side view and even includes a raft going underneath. This note continued in use until 1900.

The signatures on these illustrations have been obliterated since these notes are still legal tender even after 100 years.



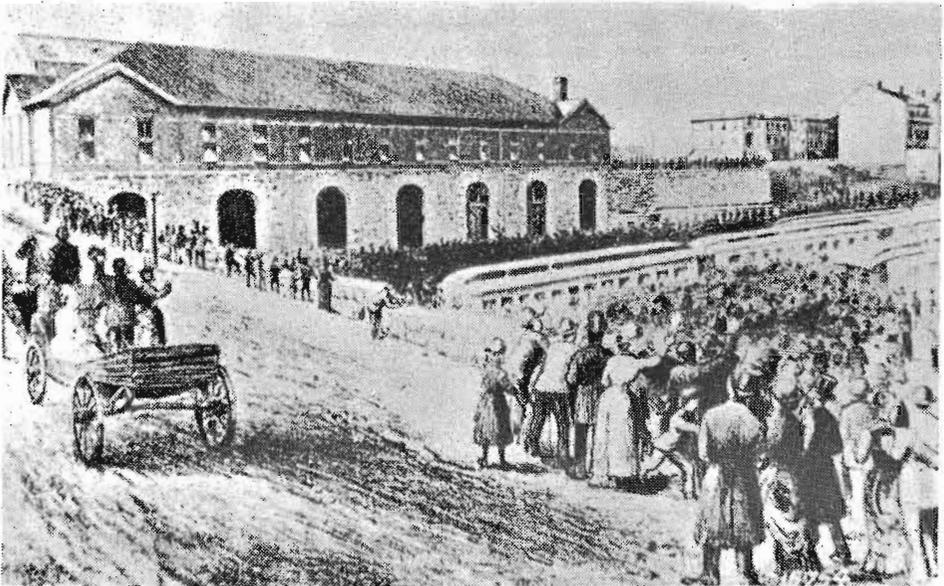
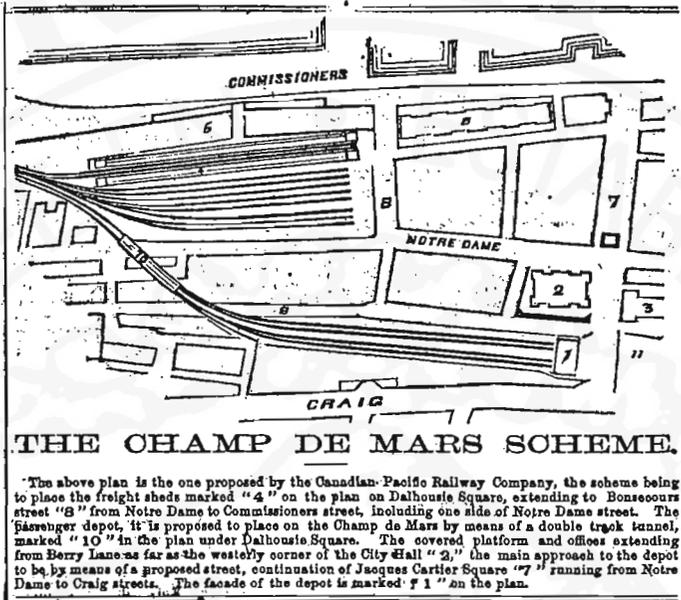
THIS TABLE IS CALCULATED FROM MONTREAL WHICH IS 14 MINUTES FASTER THAN WASHINGTON TIME

Albany, N.Y. 11.59 A.M.	Columbus, O. 11.22 A.M.	Hannibal, Mo. 10.53 A.M.	Jef'n City, Mo. 10.45 A.M.	Louisville, Ky. 11.12 A.M.	Madison, Wis. 10.56 A.M.
Atlanta, Ga. 12.16 P.M.	Detroit, Mich. 11.22 A.M.	Hamilton, Ont. 11.34 A.M.	Jacksonville, Ill. 10.53 A.M.	Little Rock, Ark. 10.45 A.M.	Macon, Ga. 11.23 A.M.
Alaska 7.37 A.M.	Danville, Va. 11.36 A.M.	Houston, Tex. 10.30 A.M.	Knoxville, Tenn. 11.18 A.M.	Leav' worth, K. 10.35 A.M.	Memphis 10.53 A.M.
Bangor, Me. 12.19 P.M.	Denver, Col. 9.54 A.M.	Hartford, Conn. 12.03 P.M.	Key West, Flo. 11.27 A.M.	Milwaukee, Wis. 11.02 A.M.	Mexico 10.18 A.M.
Buffalo, N.Y. 11.38 A.M.	Dubuque, Ia. 10.51 A.M.	Indianapolis, Ind. 11.10 A.M.	London, Eng. 4.54 P.M.	Mobile, Ala. 11.02 A.M.	Nashville, Ten. 11.07 A.M.
Charleston, S.C. 11.34 A.M.	Galveston, Tex. 10.35 A.M.			Min'polis, Min. 10.41 A.M.	N. London, Ct. 12.06 P.M.
Cincinnati, O. 11.16 A.M.	Havana, Cuba 11.24 A.M.			Monoton, N.B. 12.34 P.M.	N. Haven, Ct. 12.02 P.M.
Columbia, S.C. 11.30 A.M.					Nebraska City 10.30 A.M.
Cleveland, O. 11.27 A.M.					Newark, N.J. 11.59 A.M.

Newport, N.J. 12.09 P.M.	Niagara Falls 11.38 A.M.	Norfolk, Va. 11.49 A.M.	Ottawa, Can. 11.51 A.M.	Omaha, Neb. 10.30 A.M.	Port Hope, Ont. 11.40 A.M.	Pittsburg, Pa. 11.34 A.M.	Portland, Me. 12.13 P.M.	P. Huron, Mich. 11.20 A.M.	Providence, R.I. 12.08 P.M.
Portsmouth, Va. 11.49 A.M.	Portland, Ore. 8.42 A.M.	Paris, France 5.03 P.M.	Peoria, Ill. 10.55 A.M.	Panama 11.36 A.M.	Pensacola 11.05 A.M.	Pekin, China 1.08 A.M.	Quebec, Can. 12.09 P.M.	Quincy, Ill. 10.47 A.M.	Richmond, Va. 11.44 A.M.
Roch'ster, N.Y. 11.41 A.M.	Rio de Janeiro 2.29 P.M.	Santa Fe. 9.50 A.M.	Savannah, Ga. 11.30 A.M.	San Francisco 8.44 A.M.	Salt Lake City 9.26 A.M.	St. Paul, Min. 10.42 A.M.	St. Louis, Mo. 10.53 A.M.	St. John, N.F. 1.23 P.M.	Saratoga, N.Y. 11.59 A.M.
Springf'd, Mas. 12.04 P.M.	St. Steph'n, NB 12.53 P.M.	Sault St. Marie 11.17 A.M.	Sacramento 8.48 A.M.	Sloux City, Ia. 10.28 A.M.	Springfield, Ill. 10.56 A.M.	St. Joseph, Mo. 10.34 A.M.	Toronto, Ont. 11.36 A.M.	T'rrre Haute, Ind. 11.04 A.M.	Topeka, Kan. 10.31 A.M.
Vicksb'gh, Mia. 10.51 A.M.	Wilm'ton, N.C. 11.44 A.M.	Wheeling, Va. 11.31 A.M.							

COMPILED, DESIGNED, AND ENGRAVED FOR THE INTERNATIONAL RAILWAY AND STEAM NAVIGATION GUIDE

THE TRAVELLER OF 1882 still had to contend with a multitude of local times as can be seen in this chart taken from a tourist's guide of that year. The local times corresponding to noon in Montreal are shown for many places in North America and overseas. This confusion was not destined to last much longer, for in 1883 the concept of standard time, largely advocated by Sandford Fleming, came into being and soon spread worldwide.



DURING THE SUMMER OF 1882 there was much speculation as to the site of Canadian Pacific's new terminus in Montreal. The old Q.M.O. & O. depot at Hochelaga was too far away, and a new one at the Quebec gate was planned. One such plan, proposed that summer, appears here. Eventually the decision was made, and the new Dalhousie Square station was opened on December 4. This building was not destined to be the main terminal for long, for it was eclipsed first by Windsor Station in 1889, then the new Place Viger in 1898. But the 1882 structure still survives, not too different externally from what it was like when it saw the departure of the first transcontinental train.

HOME FROM THE ROCKIES.

What the Intrepid Major Rogers has been Doing in the Rocky Mountains.

Major Rogers, the intrepid explorer of the Rocky Mountains, who is engaged by the Canadian Pacific Railway in surveying a route across the mountains to Kamloops on the Pacific side, has just returned to this city, having finished his survey for this year, and having successfully completed what he left here last year to accomplish, namely, first, a good pass through the Selkirk range of mountains, and second, a route from the summit of the Rocky Mountains to Calgary, at which point the section under the charge of the Major ends. The survey from the summit to the latter place has been accomplished and attended with the most satisfactory results, and the line is now being located by two engineering staffs, and pushed on with all possible speed. This is rendered necessary by the marvellous rapidity and enterprise with which the track-laying is being pushed ahead, the main line at present extending to within a very short distance of the Saskatchewan River. From this point to Calgary, the distance is comparatively short, and the section from that point to the summit of the Rocky Mountains will be constructed next Summer. Major Rogers is highly satisfied with the result of his labors, and says that the route he has succeeded in finding will be upwards of 150 miles shorter than the northern pass which was surveyed by the Department of Public Works some years ago. The highest altitude at which the rails will be laid is 5,500 feet above the level of the sea, whilst the Central Pacific touches an altitude of 7,500 feet in the Sierra Nevada. The gradients, Major Rogers says, will be fewer than on any transcontinental road, whilst no summit tunnelling will be necessary. The ravines are densely wooded with the finest timber it has ever been the Major's good fortune to see, including pine, Douglass fir and cedar, while the valleys contain good pasturage on the western slope. Next year's survey will embrace the route from the summit westwards.

ALTHOUGH NO ONE IN THE EAST KNEW IT AT THE TIME, another historic event had just taken place by the end of this July in 1882. Far away in the mountains of British Columbia, Major A.B. Rogers had, on July 24, confirmed the existence of the pass through the Selkirks through which the C.P.R. would run and which would bear his name. It was not until Rogers' return to Montreal in December that the news was made public, and this historic news item is reprinted here exactly as Canadians first read it in the *Star* on December 9 1882. Note the old spelling of "Calgary". This announcement was a fitting climax to the eventful happenings of 1882.

CANADIAN PACIFIC RAILWAY.

EASTERN DIVISION.

THE GRAND WINTER CARNIVAL

Commences with the opening of THE MONTREAL CITY
TERMINUS,

On Monday, December 4th, 1882,

When Passenger Trains will commence running to and
from the NEW QUEBEC GATE STATION, which
is situated within easy access to all the
hotels, and a quarter of a mile
nearer the Post Office than
the old Conaventure
street Depot.

TO CELEBRATE THIS EVENT,

The Canadian Pacific Railway will issue RETURN
TICKETS from Montreal to all points on line of their
road

AT SINGLE FARE

FOR THE ROUND TRIP.

Tickets will be good to go Monday, Tuesday, Wednes-
day, Thursday, December 4, 5, 6, 7, and good to return
until Saturday, December 8th, 1882.

REMEMBER TO TAKE THE TRAIN AT THE NEW
STATION.

Tickets on sale at the Windsor Hotel; 103 St. James
Street, and at Quebec Gate Station.

• **GEO. W. HIBBARD,**
ARCHER BAKER, Ass't Gen. Pass. Agent.
General Superintendent. 281 7

EPILOGUE

This is the end of our brief excursion to the world of Canadian
railroading in 1882 - a world which no one now living has ever
seen in real life. We have tried to show it as it appeared to
the average person reading the papers, riding the trains and
seeing the sights. For this reason we have included a few extra
details to try and bring the era to life. In many ways it was a
very different world but in others it was much the same as the
present day. So as the sun sets over the prairie we must leave
the time of wood-burning locomotives, paddle-wheel steamboats,
wooden railway cars, horse-drawn street cars and the building of
the transcontinental railway. One is free to decide which is the
better time, 1882 or 1982, but it is certain that the people and
events of 1882 had a great influence in the making of the Canada
of today.

BACK COVER

IN 1882 AS IN 1982 the line between Montreal and Toronto was the
busiest in Canada. A Montreal-bound Grand Trunk passenger train
crosses the bridge at Port Hope Ontario. The express train made
the run in twelve hours! Today LRC trains run on the same route
in little more than a third of the time.

