

**GRAND TRUNK**

**OFFICIAL CAR**

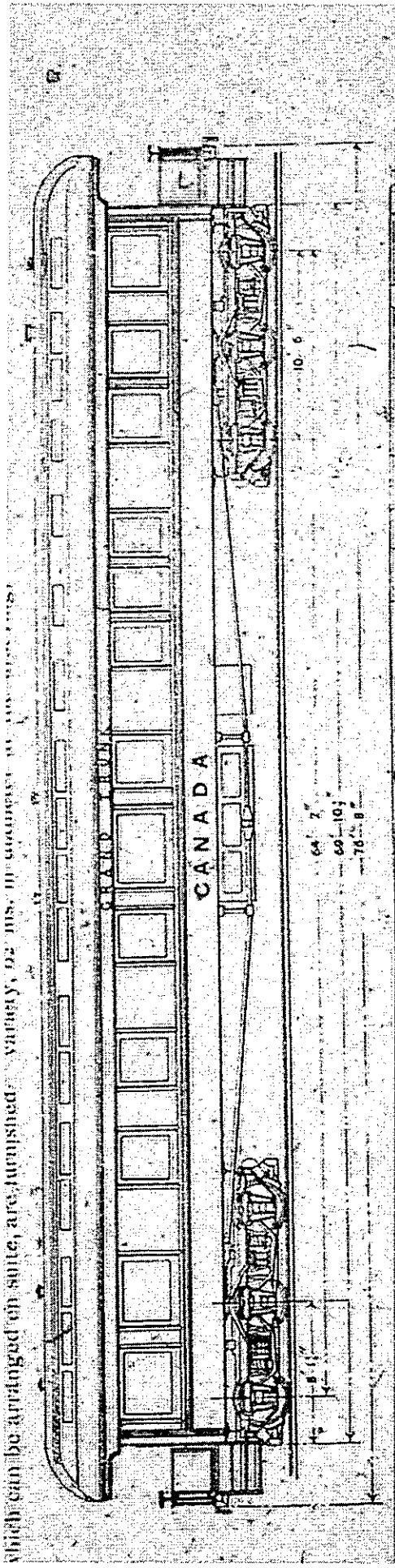
**“THE CANADA”**

e time to come.

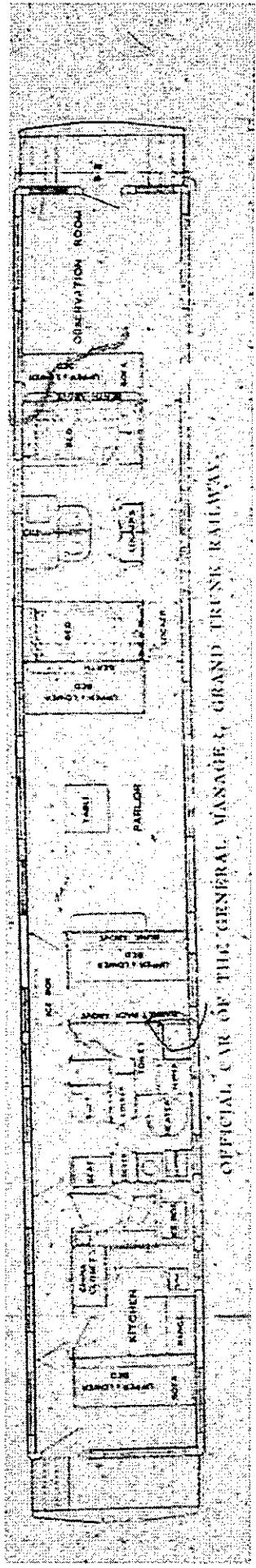
## A G.T.R. Official Car.

In this page are given elevations & floor plan of the car Canada, built last year by the Amer Palace Car Co., at Buffalo, N.Y., for use of General Manager Hays, of the G.T.R. Its dimensions are: Length over body 11 ft. 10 1-2 in.; length over all 76 ft. 8 in., including platform; width 9 ft. 10 1-2 in.; height over all 14 ft. 1 1-2 in. It has six-wheeled trucks, with a wheel-base of 10 1-2 ft. The interior is finished in mahogany, of plain design throughout, with the exception of the cabin, which is in cherry. The upholstery is dark green Ooze leather, & the floors are covered with green Wilton carpet—the series being made to match. The floor space is divided up so as to afford very ample accommodation. The two staterooms, which can be arranged en suite, are furnished

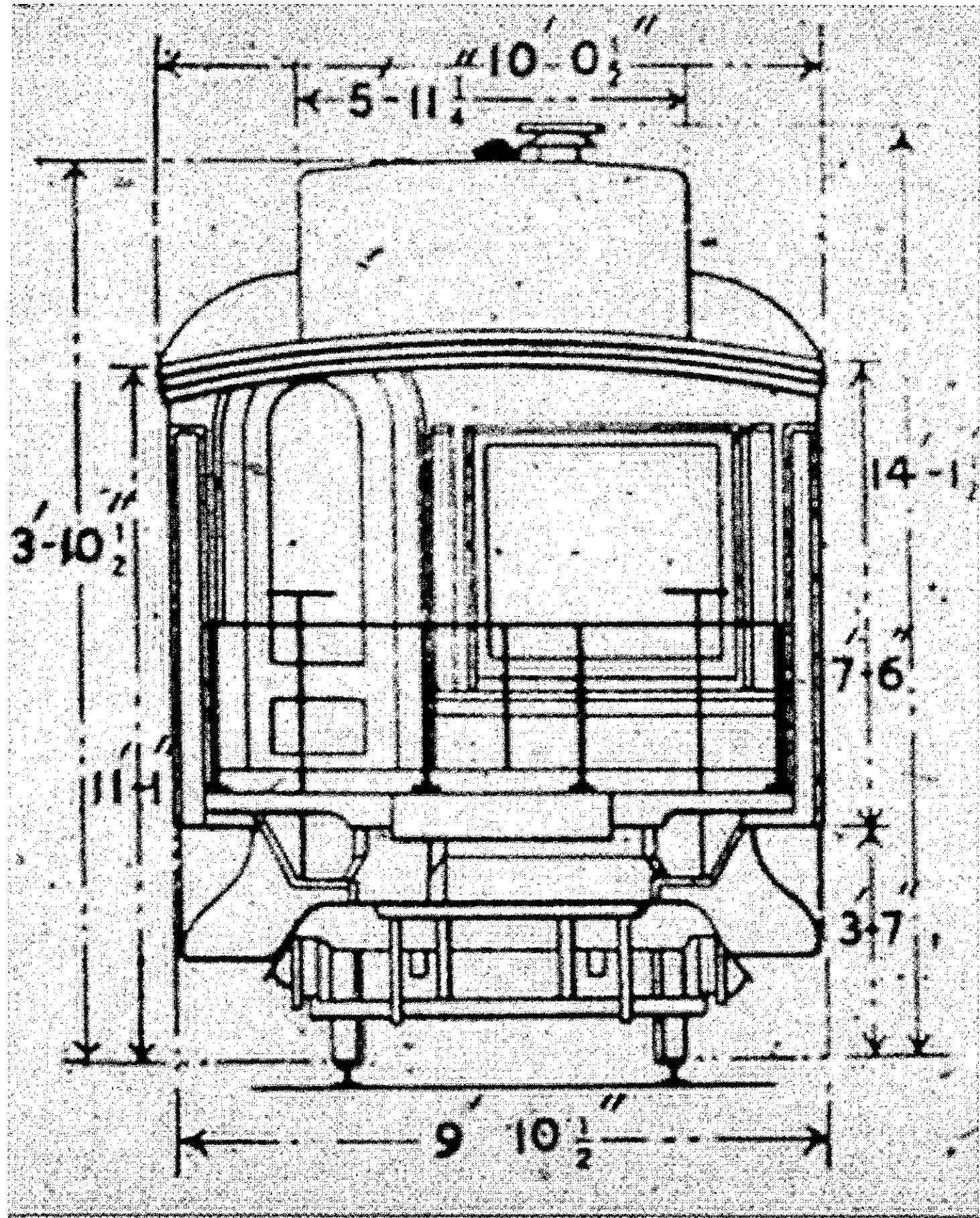
ed with the "anti-pounding" steam-heating system. In the observation room is a speed recorder.



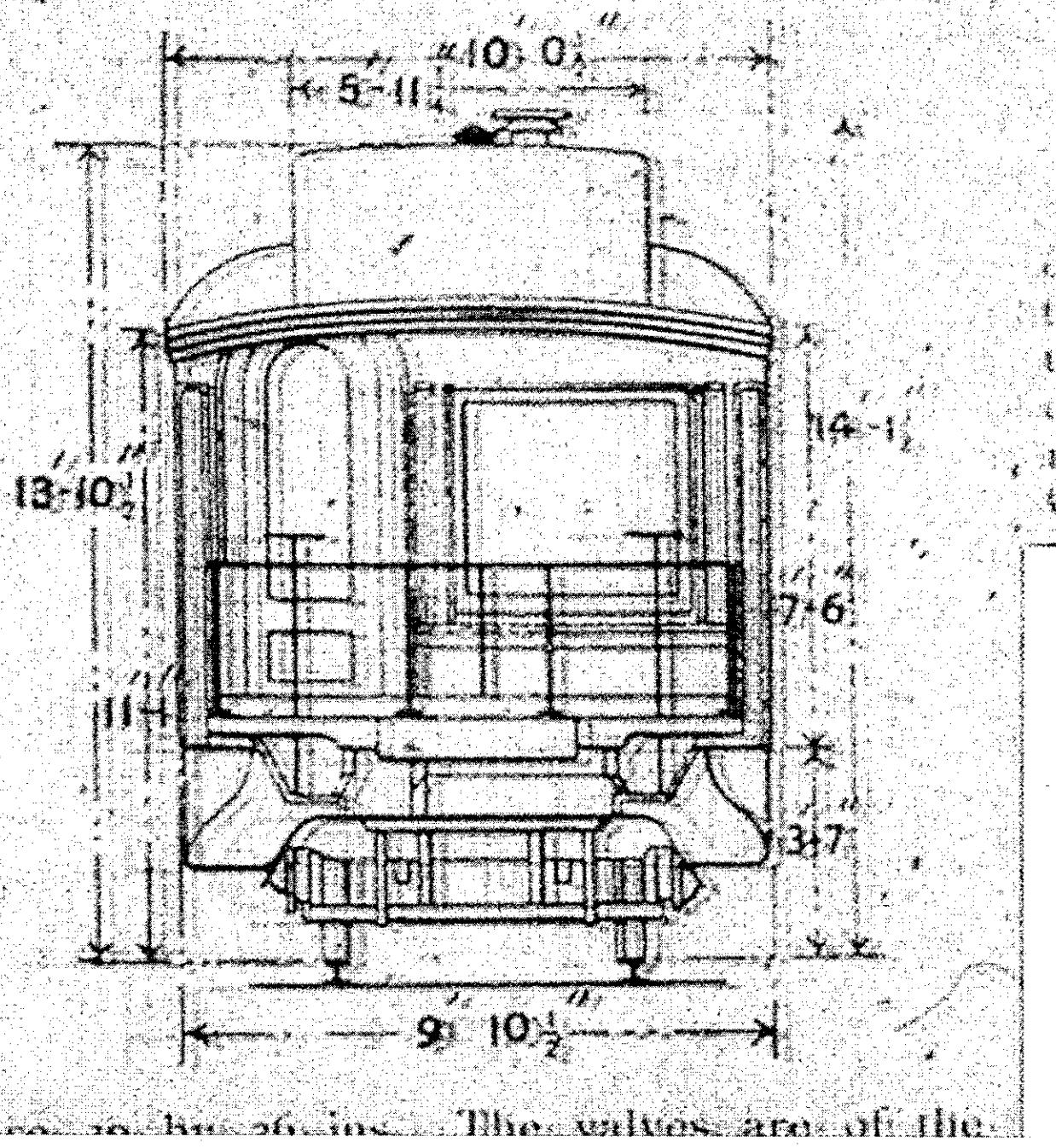
Technical drawing of a Canadian Pacific Railway (CPR) 4-6-0 locomotive, showing its side profile and dimensions.



OFFICIAL CAR OF THE GENERAL MANAGER, GRAND TRUNK RAILWAY.



running, however, weighing 12,765 lbs., in working order, of which weight 12,765 lbs. are carried by the drivers. The cylinders,



The valves are of the

GRAND TRUNK  
AND THE PORTS  
OF MONTREAL,  
PORTLAND AND  
NEW YORK.

RIFF

# GRAND TRUNK'S ENTERPRISE.

**Two New Trains to be  
Put on Between New  
York and Chicago.**

## MORE STEAMSHIPS.

**Mr. Reeve Discusses the Port-  
land Developments.**

## HIGH TRANSFER CHARGES

**Montreal's Attitude Criticized—Mr.  
Brockle to be Made a Cardinal—  
Dr. Jackson's Appointment.**

(Special Dispatch to The Globe)

Montreal, Feb. 8.—Naturally the improvements which the Grand Trunk Railway has made at Portland, and the arrangement with the Dominion Line for a summer service, will

February 9  
1901

Toronto Globe

(Special Despatch to The Globe.)

Montreal Feb. 8.—Naturally the improvements which the Grand Trunk Railway has made at Portland, and the arrangement with the Dominion Line for a summer service, which will withdraw its ships from Montreal, have created a feeling of uneasiness in business circles regarding the future of this port, and this has not been alleviated by the reports in American papers that Montreal is on the decline. In connection with the subject Mr. George B. Reeve, Second Vice-President and General Manager of the G. T. R., writes as follows:—"All thinking people of good judgment must know that the interests of the City of Montreal and those of the Grand Trunk are identical, or at any rate should be, and I trust that the present management do not forget that fact. The citizens of Montreal, as well as those of the whole Dominion, are very anxious that we should keep Portland as a winter port. Every year for many years past the most prominent shippers have begged of us to put on a better service. We have endeavored to meet their wishes in that respect, and in doing so it is necessary to have steamers of larger capacity, which necessitated our spending thousands and thousands of dollars with a view of increasing the size of the wharves, capacity of sheds and elevators, as well as dredging for a greater depth of water, and this has gone on to such an extent that no thoughtful man could ignore the enormous amount of capital that was invested, apparently for only a few months' business. Again, can any commercial man say that it is good business management to have such an enormous capital lying idle for more than half the year? Would the manufacturer of winter goods refuse to manufacture summer goods and let his capital lie idle? Then why should we be expected to allow three hundred miles of our most expensive railway, besides our terminals, or what represents in the aggregate nearly \$30,000,000, to lie idle?"

February 9

1901

Toronto Globe

②

February 9

1901  
③

idle?

#### Montreal People's Duty.

"Instead of finding fault with our best endeavors to study the interests of our proprietors, if they would turn their best endeavors to securing more steamship companies to ply between Montreal, Great Britain and the continent, they would find the G. T. R. hand in hand with such action, and we would increase our rolling stock and our motive power, if necessary, in order to accommodate the increased requirements at Montreal, as we feel that we can fully take care of our share of the export traffic through Montreal as well as that of Portland. We have been for many years one of the prin-

### Excessive Transfer Charges.

When asked from which port freight could be shipped most economically, Mr. Reeve said Portland. The transfer charges at Montreal made shipping from this port more expensive than from Portland.

When spoken to about the longer haul to Portland, Mr. Reeve said:—"The further we haul freight the more we are paid for it. While there is all this talk about the G.T.R. abandoning Montreal and spending money in Portland, it is a singular thing that the Montreal City Council are preventing our spending money here to accommodate our increasing Montreal business. During the past eighteen months the Grand Trunk has acquired possession of a block of ground on the south side of Albert street, between Chabotillez square and Mountain street. Our freight shed is situated across the street on the north side. To this we have a number of side tracks running to it across Mountain street. We want to put a track across Mountain street to our new property on the south side of Albert street, and cannot get the Council to give us permission to do it. Here is a case where we want to provide terminal facilities at our own expense to obtain room to distribute freight. It would mean an immediate expenditure of about \$80,000 and more in the future. The city gives as a reason for refusing us permission to lay this track, that we will not agree to the elevation of the track. Now we were led to believe that the city would pay one-half the cost of elevation and assume any abutment damages. Instead of this, the last offer of the Aldermen was that they would only pay one-fourth of the cost, and they then proposed that we should pay for the construction of three subways in St. Gabriel Ward, which would cost \$25,000. The city also wants the Grand Trunk to give two blocks of very valuable property for the enlargement of Chabotillez square, accepting in exchange some ground that is virtually worthless. Because we will not consent to such unfair terms we cannot get permission to use the block we have bought on Albert street, and be allowed to spend a large sum of money, which would go directly into the pockets of the laboring classes, and naturally afterwards to the merchants."

### Important Announcements.

February 9

1901

⑤

S  
SE.

be  
W  
PS.

Port-

GES

—Mgr.  
Final—

—

cial carriers of export traffic through the ports of Philadelphia, New York and Boston, and yet there has been no complaint that we were depicting the traffic through Montreal on that account, and I do hope that the good citizens will not prejudge our action. It is discouraging to those who know the policy of the management, and attracts unnecessary attention and jealousy in directions that the complaints were never intended to reach." Mr. Reeve was seen this morning. He said any report that the Grand Trunk was to abandon Montreal was silly. "Who," he said, "are the owners of the Grand Trunk? Is not the money invested in it English and Montreal money largely? Is it natural to suppose that we would be in favor of abandoning Montreal?" Still, as I said, we cannot be expected to allow 300 miles of track and \$30,000,-000 worth of terminal property in Portland to lie idle all but a few months in each year. The business is increasing, and so are the complaints against the delay in freight in transhipment at Montreal. In the past we have frequent & hauled freight to Montreal for shipment, and found the terminals so crowded we were compelled to haul it to American piers for shipment. If the efforts of the people of Montreal were directed to improving their transhipment facilities they would find the Grand Trunk as ready to meet them with freight as in the past."

Asked if the Grand Trunk intended to make use of Portland as a port of summer shipment, Mr. Reeve said:—"Certainly we do."

Asked if an arrangement had been made with the Dominion Line for a summer service from Portland, he said:—"We have; but we have not arranged for them to abandon Montreal. That was not a part of the stipulation." He said he could not, of course, speak for the Dominion Line, but it was only natural to suppose that, having found business from Montreal profitable in the past, they would continue to find it equally profitable in the future. The natural expansion of their business at Portland should require an increase in the number of ships.

#### Excessive Transfer Charges.

When asked from which port freight

R  
e  
o  
f  
T  
e  
D  
e  
o  
R  
e  
i  
c  
t  
M  
d  
a  
r  
e  
w  
o  
t  
i  
p  
A  
b  
T  
P  
M  
i  
.

S  
e  
b  
h  
u  
t  
e  
s  
y

February 9, 9

1901

(4)

merchants."

**Important Announcements.**

Mr. Reeve announced to-night that the company was negotiating with several steamship companies for a regular weekly summer service between Portland and Glasgow, and that a contract will be awarded in a few days. If satisfactory arrangements cannot be made he announced that the company will charter vessels elsewhere or construct a fleet of its own. Mr. Reeve also stated that the company contemplated adding two more through trains between Chicago and New York. These will be put on this summer, and will necessitate the construction of new equipment, involving an expenditure of something like \$100,000. Important improvements will also be made in the middle division.

February 9  
(90)

(S)