

# YESTERDAY and TODAY



**A CENTURY  
OF RAILWAY  
PROGRESS**

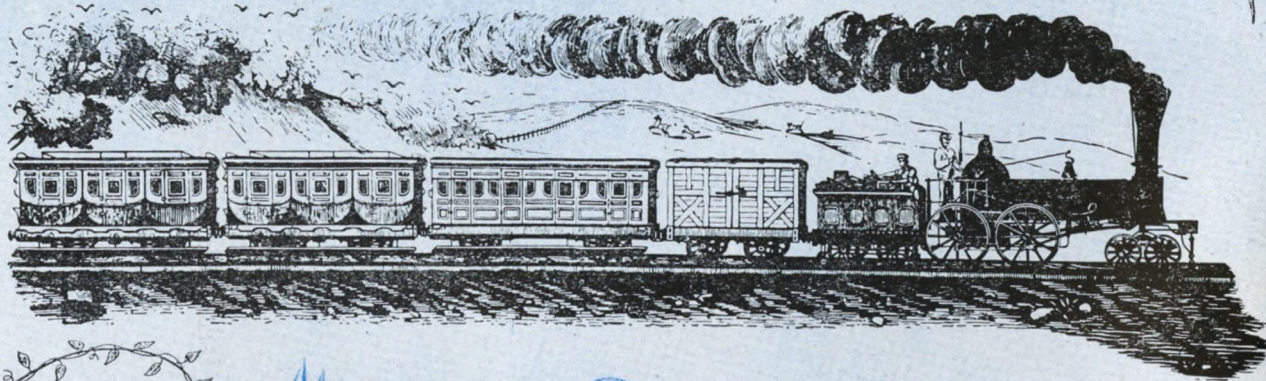
**1847**



**1947**



The first train to travel on the Island of Montreal ran in 1847, between Montreal and Lachine. (From an old print.)







At the banquet which followed the inaugural trip over the Montreal and Lachine Rail Road, a hundred years ago, His Excellency Lord Elgin, Governor-General of the British Provinces of North America, said, "I trust that the time is not too far distant when this railroad will be but a link in the chain, which, if it does not bind together the two oceans, will, at least, unite the various dependencies of Great Britain in North America."

His words were prophetic and events went far beyond his modest expectations. Link by link the chain was forged until it did bind together Atlantic and Pacific. The first railway on the Island of Montreal is today only a small, though important, link in the great chain that is the Canadian National Railways, with its 24,000 miles of lines, the largest railway on the continent. Not only does this system serve the principal agricultural, industrial and tourist centres in every province of Canada; not only does it serve old and important cities in Canada and the United States and pioneer in the development of the new North, but it operates steamships, a widespread telegraph system, an express service to all parts of the world, owns twelve hotels and owns Trans-Canada Air Lines with its more than 10,000 miles of routes.

With the increase of steamboat traffic on the rivers and lakes, the people of Montreal, then a city of 57,000, began to feel the need of a railroad to by-pass the Lachine Rapids. Canada's first railway, the Champlain and St. Lawrence between Laprairie and St. Johns, also part of the Canadian National, had

been going since 1836 and going well. Deciding that railways were here to stay, and satisfied that a line was needed to connect Montreal with Lachine Wharf, Hon. James G. Ferrier, founder of the railroad, sent to Scotland for an engineer. Alexander Millar arrived late in 1845 and began the preliminary surveys.

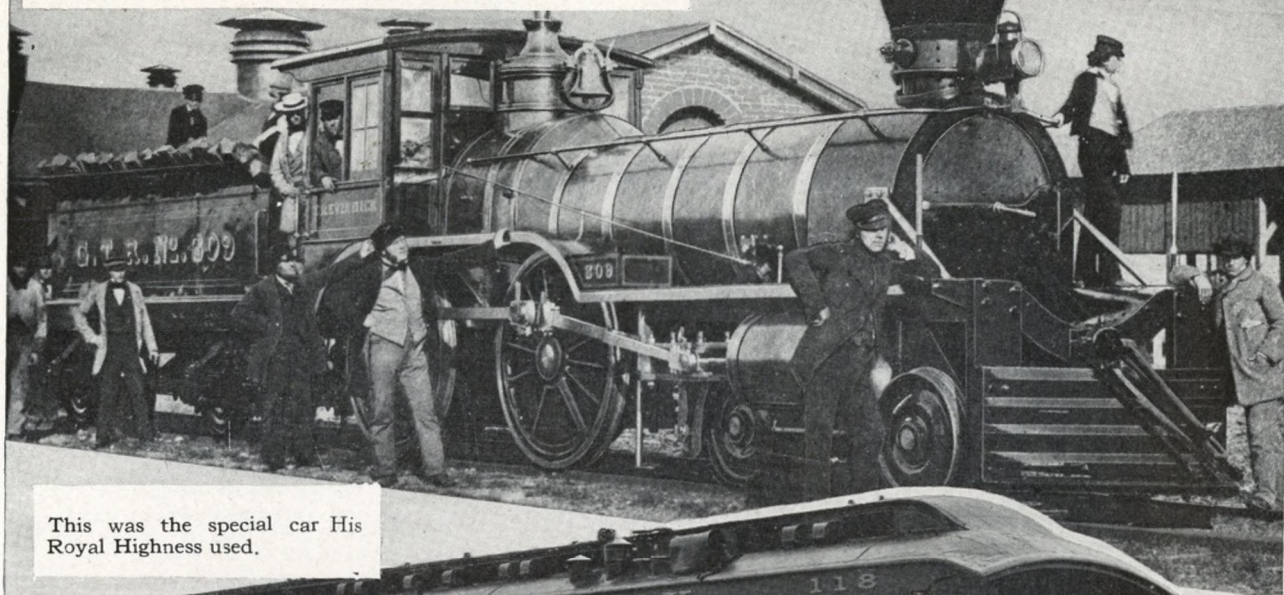
On Friday, November 19, 1847, the Montreal and Lachine Rail Road was opened. Lord Elgin and Mr. Ferrier, a large number of directors and shareholders, dignitaries and citizens at large, gathered at the open shed known as the Bonaventure Street Station. The trip to Lachine was made in twenty minutes.

The first locomotive was built in Philadelphia. Early in the following year, two other engines were brought out from Scotland. Putting them through their paces, patriotic Sandy Millar determined to show the directors (as well as the American engineers) what a sturdy Scottish locomotive could do. He hit up nearly a mile a minute. Dignity took a beating, top hats were banged against coach roofs, and the president swore he'd fire Millar. But Ferrier was a Scot; so were most of the directors and shareholders. Millar was made General Manager.

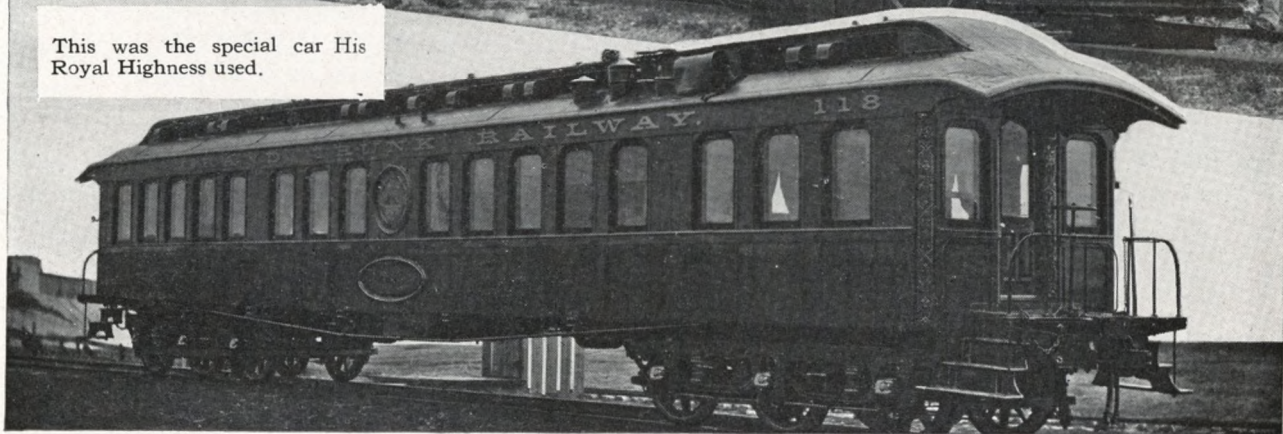
So, a century ago, the Montreal and Lachine was born. The primitive little woodburners have given place to the mighty 6400's and other Canadian National giants of the rails; the tiny strings of carriages were merely the forerunners of such famous trains as the International Limited, the Continental Limited, the Washingtonian and the Ocean Limited; the pioneer line developed into the largest railway system in North America.



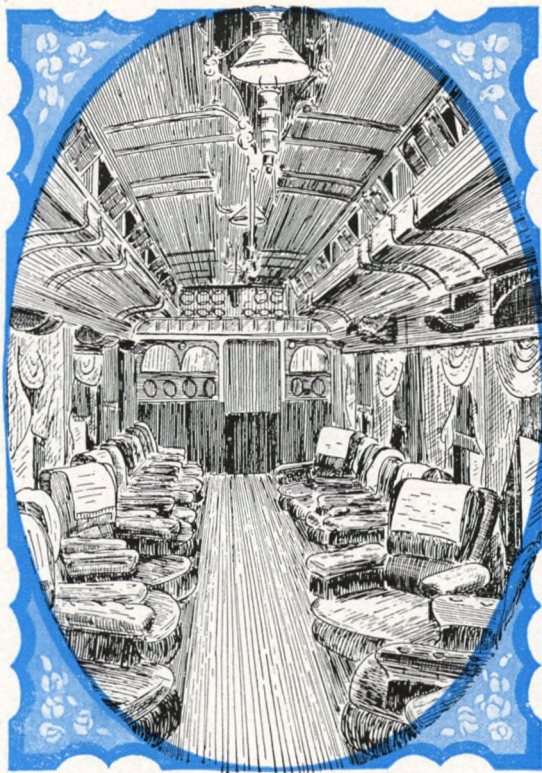
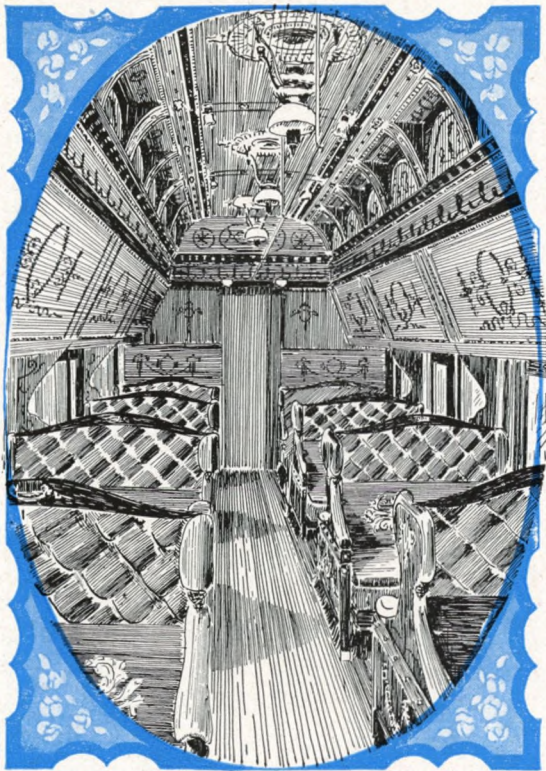
When the Prince of Wales, later His Majesty, King Edward VII, came to Montreal in 1860 and opened the first Victoria Bridge, this locomotive was put at his disposal.



This was the special car His Royal Highness used.

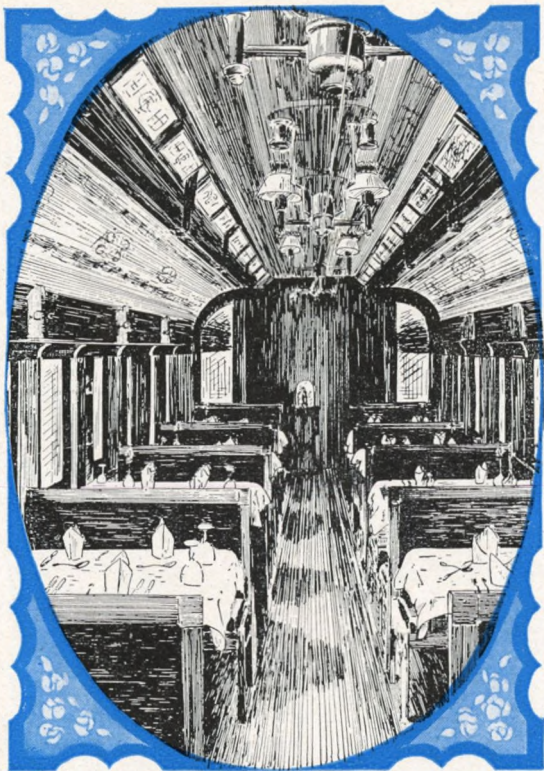






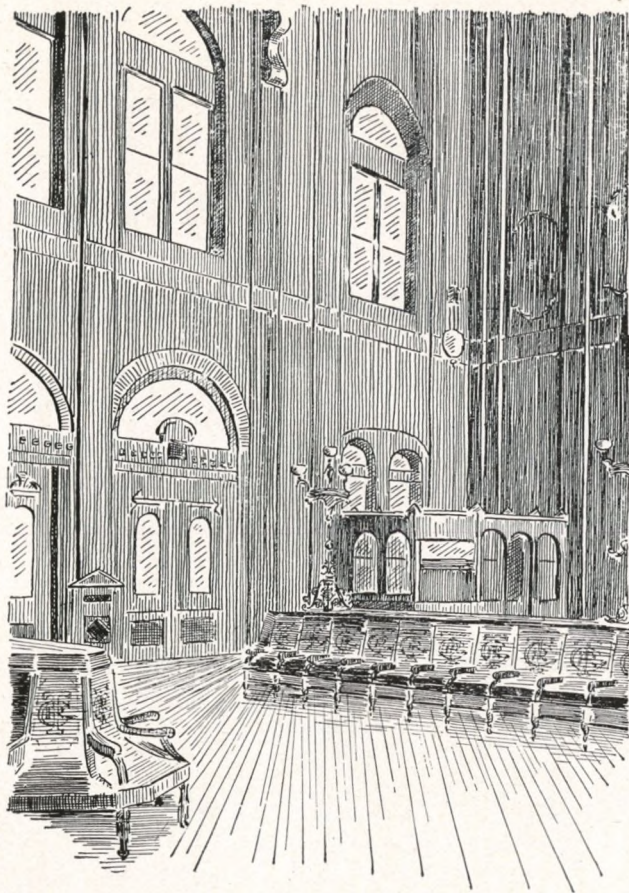
In the gaslight era of the sixties, railway equipment was much more elaborate than it is in the streamlined age, as these drawings from old prints show. On the left is a sleeping car and on the right, a parlor car.





The dining car (above) and the First Class coach (right) show something of the heaviness and ornateness that were considered to be an essential part of comfort and luxury in the days of the bustle and the handle-bar moustache.



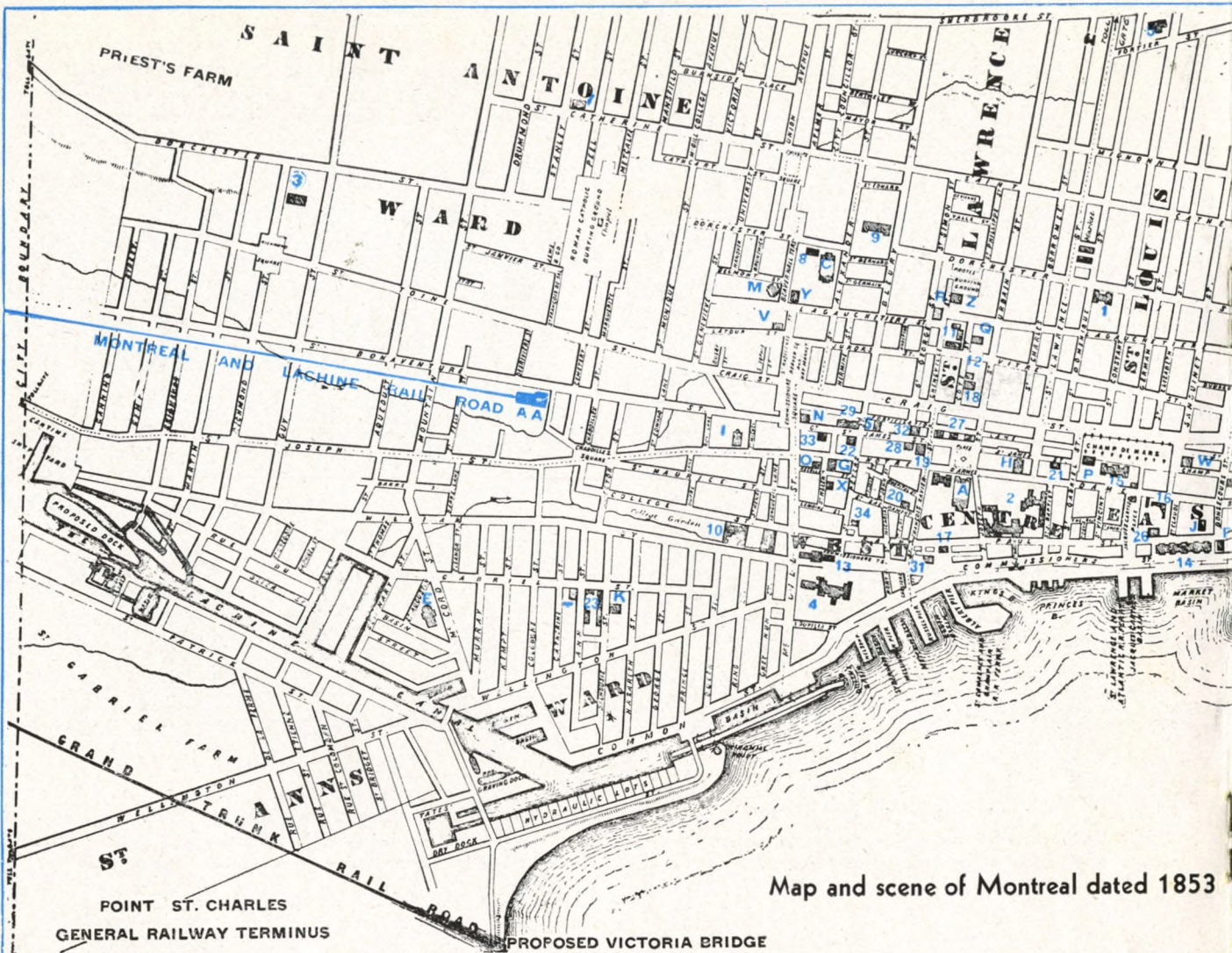


Old Bonaventure Station has been the scene of some of the most important events in the life of Montreal.



The rapid extension of railways that followed the construction of the Montreal and Lachine Rail Road was the beginning of an era of progress for the nation.







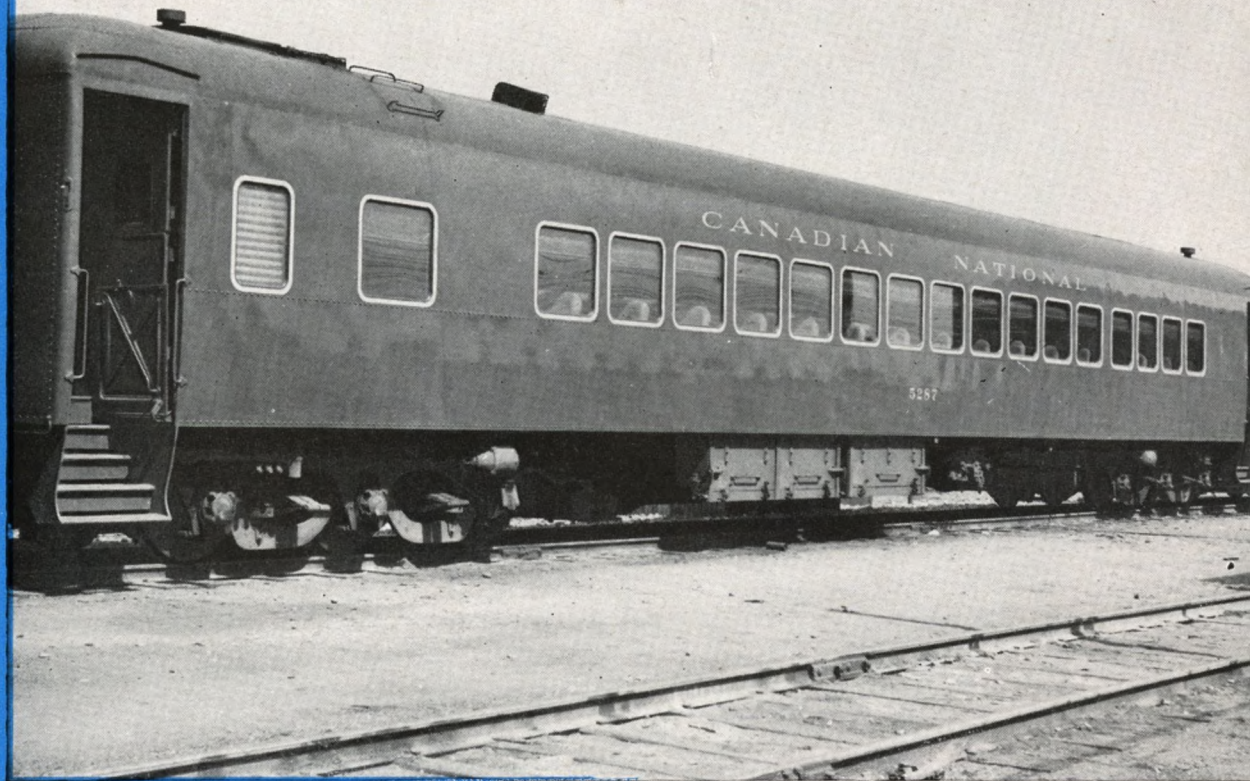






One of today's crack trains of the Canadian National Railways linking the two oceans.





A modern all-steel and air-conditioned passenger coach in service today.



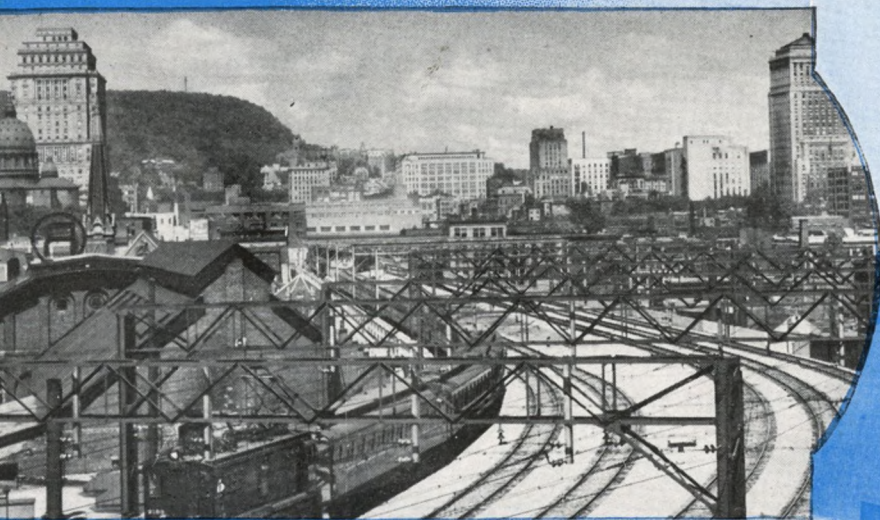




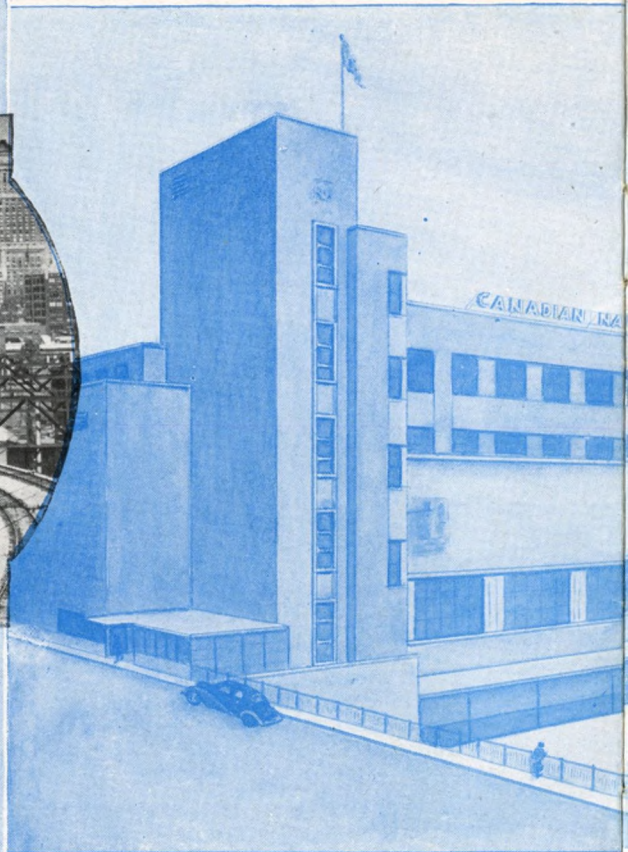
Continuous improvement of Canadian National  
equipment assures comfort for passengers in all  
types of cars.



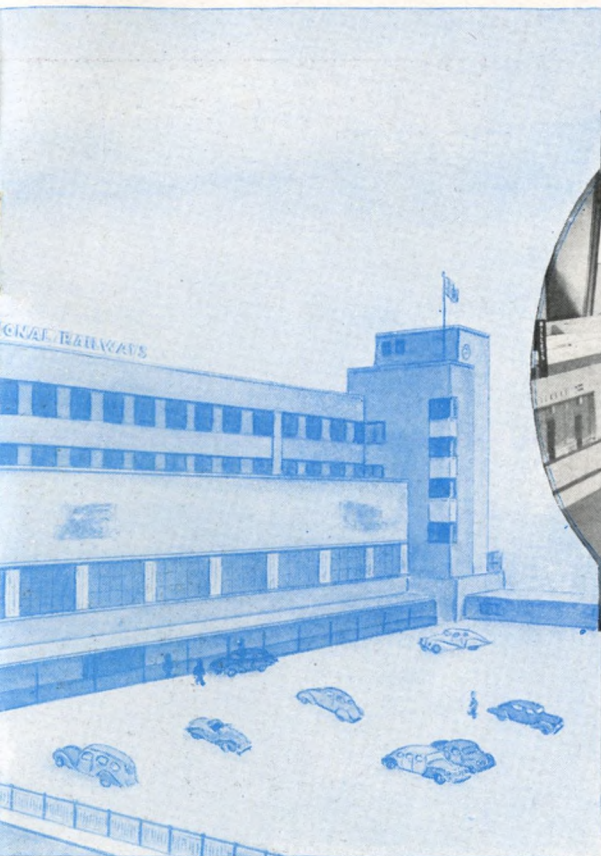




The electrification and grading of the approaches to the Central Station of the Canadian National Railways in Montreal is a good illustration of the century of progress on the largest railway system in America.







The spacious concourse of the Central Station, Montreal, is acknowledged by experts to be the best of its kind on the North American continent.



This picture, reproduced from a painting by A. Sherriff Scott, R.C.A., reconstructs the scene when the Montreal and Lachine Rail Road was opened in 1847. It shows Hon. James Ferrier, founder and president of the pioneer railway, inviting Lord Elgin, Governor-General of Canada, to inaugurate the service, now an integral part of the Canadian National Railways.

