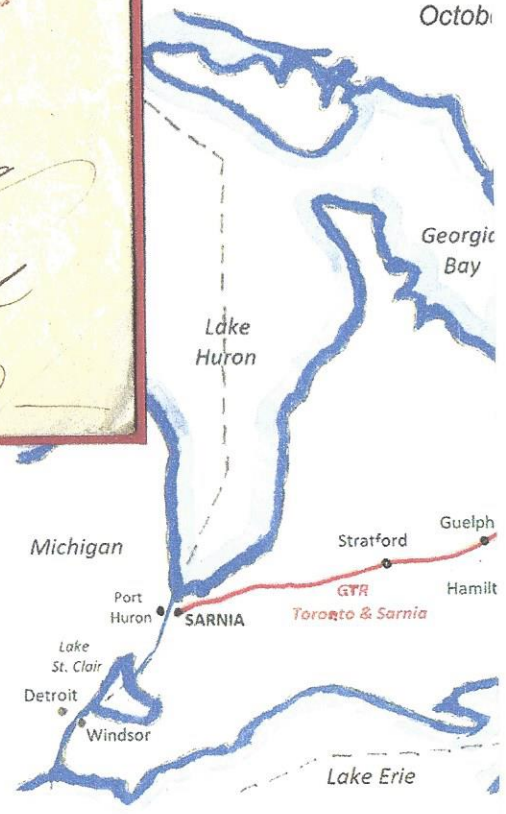


Canada's population was less than 2 million in 1850; around half in English-speaking Upper Canada and a similar and a railway would provide all-year-round communication to replace the intermittent, time-consuming winter route the **Prospectus for the Grand Trunk Railway** was launched in London, England. The GTR was to be – *"the most* then under construction, were to be taken over and completed and connected to Toronto by a Trunk Line *"built* to consortium of British contractors Peto, Brassey, Betts & Jackson, and most of the financing was to be arranged by 866 miles from Sarnia on the Canadian side of the Detroit River in the west to Rivière du Loup on the St. Lawrence



By Grand
Montreal to Br
via the St. Lawre
October



This exhibit traces the pre-Confederation development of the Grand Trunk Railway and its constituent companies, illustrating the date-stamps used on the Railway Post Offices which operated over the different sections of the system.

The date-stamps were generally of the large circular type – often incorporating direction indicia such as EAST, WEST, UP and DOWN, also letters 'A' to 'D', so various combinations are included.

The exhibit is structured as follows:-

Frame 1:	Introduction and overview. The St. Lawrence & Atlantic Railroad	Mo
Frame 2:	The Quebec & Richmond Railway The Grand Trunk Railway of Canada East The Arthabaska & Three Rivers Railway	Qu Qu Art
Frame 3:	The Grand Trunk Railway Toronto & Sarnia Railroad	Mo To

No proof strikes are known for the RPO date-stamps of this period and enhanced copies are included to improve

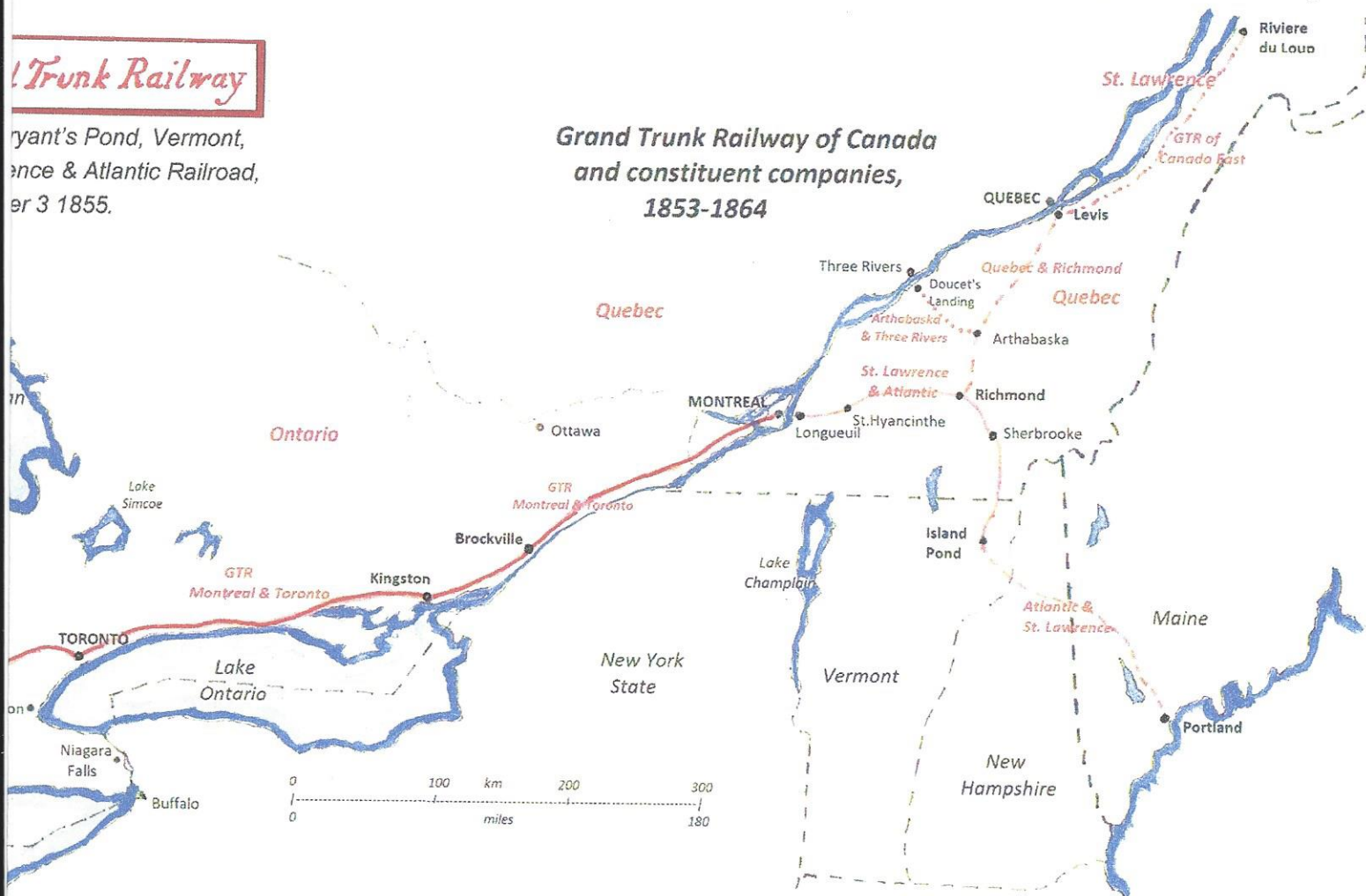
Items of particular note or rarity (fewer than 10)

Railway", 1853 – 1867

r number in French-speaking Lower Canada. Only Montreal, Quebec City and Toronto had populations of over 50,000 s over frozen land, lakes and rivers. Local financial resources were inadequate for such a venture, so on April 12th 1853 **"the first comprehensive system of railway in the world"** - the St. Lawrence & Atlantic and the Quebec & Richmond Railways, **"first class English standards"**, along with a bridge spanning the St. Lawrence at Montreal. The line was to be built by a British bankers Thomas Baring and George Carr Glyn. By the end of 1859 the Grand Trunk Railway of Canada covered e in the east, and a further 35 miles were added in 1864 with completion of the Arthabaska & Three Rivers Railway.

Grand Trunk Railway

ryant's Pond, Vermont,
nce & Atlantic Railroad,
er 3 1855.



Montreal to Island Pond (VT) via Richmond

148 miles, opened 1853.

Quebec to Richmond

102 miles, opened 1853.

Quebec to Rivière du Loup

115 miles, opened 1859.

Arthabaska to Three Rivers

35 miles, opened 1864.

Montreal to Toronto via Brockville and Kingston

333 miles, opened 1856.

Toronto to Sarnia (incorporating the Toronto & Guelph Rwy).

168 miles, opened 1859.

ove readability and identification. Most of the date-stamps were short-lived but a few survived into the early 1870s.

0 recorded examples) are indicated by a red dot ●