

met us at the hotel. River Trent was then a small country village. The company had a large steam mill there in which Mr. Gilmore thought I ought to make some such changes as I had made in the Gatineau mills.

#### WESTERN FEVER

After a day or two at River Trent I got leave of absence for ten days or two weeks to go to Michigan—Grand Rapids and New Ago. I had been reading about lumbering in Michigan, of the great chances for young men to go into business, and I had the western fever. I made the plans for the changes in the mill at River Trent. Mr. Gilmore was going back the same way we had come, in the same sleigh, changing horses at the different places, instead of taking the stage line from Ottawa and from Montreal to Toronto. The stage line from Montreal to Toronto was owned and run by a middle aged negro named Minck, who had accumulated considerable property which he put into that stage line, and ~~had~~ it several years before the Grand Trunk Railroad was built.

#### THE GRAND TRUNK RAILROAD

The scheme for building that road was inaugurated by a member of parliament of Canada, in 1851, or a year or so before. While in Belleville I attended a great meeting gotten up by the Hon. John Ross, whose home was in Belleville, and who stirred the people of Canada to make a move to get English capital to build it; and after parliament adjourned he went abroad and succeeded in interesting an English contractor who had built a good many railroads in England. The firm was known as Jackson, Petrow & Betz. Mr. Ross got Stevenson, a great English engineer, to go over the proposed road. They then got a big tent from Rochester, N. Y., and held a mass meeting at Belleville. Mr. Ross also got a great Irish orator from Dublin, a Mr. Rooney, to address the meeting. They had a banquet for many thousands of people, and that meeting was the first for the inauguration of the Grand Trunk.