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distance, enter
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other lines. In direct communication with Halifax, Portland, Boston, New York, Chicago, Buffalo, Toronto, Winnipeg, Duluth, Ottawa, Quebec, and intermediate points. The lines of railway traced on the map would leave Montreal like a spider in the centre of a web, or the hub of well spread spokes of a large commercial wheel. The Grand Trunk Railway completed its road through from Montreal to Toronto somewhere about 1859, and before that had completed the Victoria Bridge, a wonder in that early day of scientific progress. Since that time this road has covered this part of the Continent of British America, and is now completing a double track over its entire length, while its direct branches extend through the States of Maine, New York, Michigan, Indiana, Illinois and Wisconsin. Its indirect branches reach San Francisco, run through to Mexico, touch Florida and cover the whole Continent. The Trunk line covers to-day about 3000 miles, and while much of its early history is associated with the name of Mr. C. J. Brydges, its former General Manager, Mr. Joseph Hickson's has been the master hand that has created its present importance. His struggle has been against the Vanderbilt and Gould systems in the United States, and his battle against these giants was a noble one, and successful. The report for the year 1854 showed that the number of passengers carried by the Grand Trunk amounted to 117,806 and the tons of freight carried to 116,571, the receipts being in all \$412,590. During the year 1883-4 the same line carried six millions of tons of freight and five millions of passengers. In 1886 its freighting was nearly as large and its passenger list about the same, its earnings being \$14,100,000.

Mr. Joseph Hickson's staff comprises men of eminent ability in the railway world, chief among whom is Mr. Wm. Wainwright, Assistant General Manager, who has for many years been associated with the line. Mr. L. J. Seargeant, Traffic Manager. Mr. James Stephenson superintends the division east of Toronto and the north division, the south division being superintended by Mr. Charles Stiff. The Chief Engineer is Mr. E. P. Hannaford, the Mechanical Superintendent, Mr. H. Wallis; the Treasurer, Mr. R. Wright, the Accountant, Mr. H. W. Walker; the Traffic Auditor, Mr. J. F. Walker; the General Freight Agent, Mr. T. Taudy; the General Passenger Agent, Mr. W. Edgar. The accounts of the Company are inspected by a Board of Audit of which Mr. T. B. Hawson, for a considerable period the auditor in chief, is secretary. Mr. S. Barker is the manager of the North and Western divisions, with quarters at Toronto, where Mr. E. Wragge is also local manager. Mr. J. Hobson is the constructing engineer at Hamilton, Mr. A. Burns is the general freight agent in Montreal. The total number of employees is about on an average 16,000 and of these rather more than a third are mechanics. The workshops usually absorb 2000 men in Montreal, 600 or so in Hamilton, 400 in London, and Stratford, severally, 300 in Brantford, 250 in Fort Gratiot, 100 in Gorham, and a small force in Portland, more or less, as required. The balance of the mechanical force consists of engineers and firemen. The workshops always find plenty to do. During the past seven years 150 new locomotives have been built and several hundreds of new cars of all kinds from the palatial order down to the flat car.

The Board of Direction is composed as follows:—President, Sir H. W. Tyler, M.P., Lord Claud Hamilton, M.P., Hon. Frank Smith, Toronto, Messrs. Robert Young,