

GRAND TRUNK SYSTEM

While the Great Western was being operated as an independent company the line from Glencoe to Windsor, Ont., was double tracked and completed for service in October, 1874—a total distance of 79.6 miles.

During the period from October, 1900, when the work was first undertaken, to January, 1904, the laying of the double track on the Grand Trunk Western Railway from the portal of the St. Clair Tunnel at Port Huron, Mich., to Thornton Junction, Ill. (near Chicago) was proceeded with—the line from Thornton Junction to C. & W. I. Ry. Junction having been double tracked in 1892; the total distance being 323 miles.

The line of the Detroit, Grand Haven & Milwaukee Ry. also has a short section of double track, from Milwaukee Jct. to Jefferson Ave. Bridge, Detroit, Mich., a distance of 3.5 miles.

JOINT TRACKAGE AGREEMENTS.—Under terms of contracts, dated September 23rd, 1873, and May 28th, 1884, the Grand Trunk granted the Connecticut and Passumpsic Rivers Railroad Company (now Boston & Maine R.R.) the use of its railroad tracks between Lennoxville, Que., the point of connection, and Sherbrooke, a distance of three miles, including the terminal facilities at the latter place, for a period of 99 years, from November 1st, 1871, or until November 1st, 1970, at a rental of \$1750. per annum, and an additional amount of \$700. per annum for the maintenance of the track between Lennoxville and Sherbrooke.

Effective January 1st, 1896, the Grand Trunk leased, for a term of 99 years, the line between Valleyfield and Beauharnois, Que., 13.25 miles, to the St Lawrence & Adirondack R.R. Company—now controlled by the New York Central. Rental, \$10,000. per annum.

Under terms of agreement, dated May 13th, 1896, the Grand Trunk grants to the Canadian Pacific Railway the