

For something like fifty years the Grand Trunk was a training school for young men who later went to the "States" to fill positions of importance and responsibility on American roads. Serving a county known chiefly for its high-grade exports of bright, competent and energetic young men, it paid beggar's wages, and could ill afford that, —hence the exodus.

After years of struggle it reached the sea at Portland and extended to Chicago, but it was by no means a first-class line. And then again it suffered by having the Atlantic Ocean between it and the men who presided over its destinies.

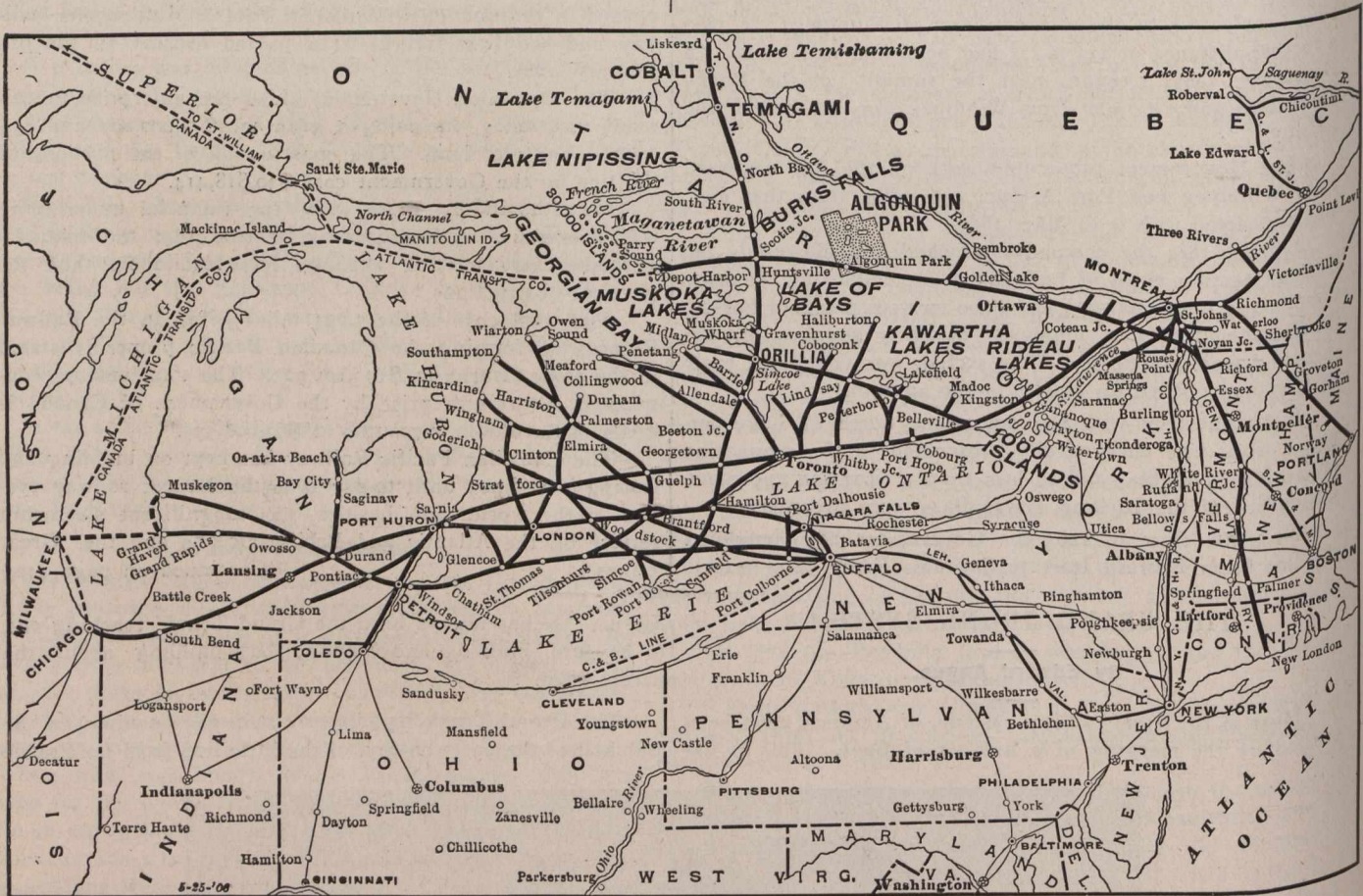
In 1896 Mr. Charles M. Hays took charge as general manager. Mr. Hays had learned his trade from the ground-up, and he knew what the road wanted. It had become a sort of Railway-Aged People's Home. The new management superannuated the aged and infirm, set young men to work and put new life into the old machine.

railway in Canada, but one of the longest continuous double track railways under one management in the world.

During the year 1909, on the entire Grand Trunk System, the number of tons of freight handled amounted to 19,233,485 tons, while the number of passengers handled was 13,916,147. According to the official reports for 1909, the Grand Trunk takes rank among the ten largest systems on the North American continent, based on the business handled (freight, tonnage and passengers), while on its lines in Canada only, it handled 1,431,754 tons of freight and 1,167,000 passengers more than the railway ranking next as a common carrier; also, according to the Government reports, it handled 25 per cent. of the total freight hauled, and 33 per cent. of all the passengers carried by all the railways in Canada.

The Grand Trunk Pacific.

The pathfinder, the locating engineer, "The man with one leg over a fence listening for a dog," is, according to



It cut the weeds on the right of way, built new bridges, doubled the main line and separated the grade crossings whenever money could be spared and wherever the municipalities would co-operate. The new management bought new rolling and electrified the St. Clair Tunnel. It raised the pay of its employees from time to time, created a plan of apprenticeship, organized night schools, and gave as prizes scholarships at McGill. It changed a second rate single-tracked railway to a first-class double-tracked line. In a single decade it trebled its carrying capacity, doubled its dividends and at the same time spent millions for permanent improvements. It took up the old sixty-pound rail and put down eighty pound, which is now being replaced with one hundred pound steel.

The present total mileage of the Grand Trunk, including its subsidiary lines, is 5,400 miles, with a double track mileage of 1,035, which makes it not only the longest double track

Jeanette Gilder, editor of the New York Critic, "the hero of the Anglo Saxon race."

When the Grand Trunk Pacific is completed and trains are travelling from Ocean to Ocean in four days, as they will be able to do with the greatest ease and safety, then will every man who had even a little part in the location of that line have reason to feel proud of his work. The result of their labors and the final location was, I have no doubt, as great a surprise to themselves as it was to President Hays and the members of the Government without whose co-operation the work would have been impossible. It is not at all likely that any of the promoters of this great undertaking ever hoped to cross the continent on a four-tenths grade, a feat made possible by the fact that the Rocky Mountain range breaks up in the Peace River county, enabling the engineers to thread their way through the broken hills. Of course, a line so nearly level costs money. Even in the Prairie section