

cago—forming a belt or transfer railway around the southern portion of that City and having a mileage, of main line 23.3 miles, second track 17.8 miles and sidings 73.3 miles. Capital Stock \$1,200,000.

These two Terminal Railways form as valuable terminal properties as are located in the metropolitan city of Chicago.

The total mileage in 1908 of the entire Grand Trunk system was 5192 miles; with one-half interest in the Detroit and Toledo Shore Line—78.9 miles; a one-seventh interest in the Toledo Terminal Railway—56.84 miles, and a one-fifth interest each in the Chicago & Western Indiana Railway with 48.5 miles and the Chicago Belt Ry. with 21.3 miles of main line of Railway.

The Pontiac, Oxford and Northern Ry., extending from Pontiac to Caseville, Mich., was originally organised under the laws of the State of Michigan in 1889, and was a re-organisation of the Pontiac, Oxford and Port Austin Railroad Company, organized under the laws of the State of Michigan in 1881, and opened for operation in 1883—having a mileage of 100 miles. The Pontiac, Oxford and Northern Railroad was acquired by the Grand Trunk Western Ry. (a subsidiary Company of the Grand Trunk Railway Company of Canada) and possession taken December 1st, 1909. Capital Stock, \$1,000,000, all of which is owned by the Grand Trunk Western Railway; bonds \$400,000, in the hands of the public. Not including these terminal railways the total mileage December 31st, 1910, was 5,292. The gross earnings of the System were \$49,470,156.

SECOND, OR DOUBLE, TRACK.—Of the more important improvements or additions made to the railway, the construction of the second track must take the first position. The double tracked main line now extends from Ste. Rosalie, P.Q.—38 miles east of Montreal—and St. Johns, P.Q., 27 miles south of Montreal—to Chicago, Ill., a distance of 907 miles. The main line from Niagara Falls to Hamilton, Ont., and