

Canada Atlantic—mileage, 458; train mileage, 1,429,314; passengers carried, 368,571; tons of freight carried, 1,545,240; gross earnings, \$1,816,946; net earnings, \$569,021.

Besides these four Canadian railway systems Montreal has, by means of four American lines, direct connections with the New England and the Middle States and through train services to Boston, New York, and other American centres. One of these, the Central Vermont, which is practically part of the Grand Trunk system, has already been referred to.

The Delaware and Hudson Railroad gives a through service between Montreal and New York by way of the west shore of Lake Champlain and the Hudson valley. Its northern terminus is 50 miles south of Montreal but it has running powers into the city over the Grand Trunk line.

The Rutland Railroad runs through trains to Boston and New York by way of the east side of Lake Champlain. Thirty-five miles south of Montreal it forms a junction with the Canadian Pacific Railway and enters the city by means of that line.

The Adirondack and St. Lawrence division of the New York Central system runs through trains to New York, its lines passing through the heart of the Adirondack Mountains and down the valley of the Hudson river. Ten miles south of Montreal it forms a junction with the Canadian Pacific, entering the city over the latter's tracks. All these are well equipped railways, giving Montreal first-class connections with her southern neighbours.

Three electric railways operate on the Island of Montreal intersecting the city in all directions and connecting it with numerous suburban points. The total mileage of the three is 103 miles; car mileage, 11,554,791 miles; passengers carried last year, 50,622,367; gross earnings, \$2,041,197; net earnings, \$913,183.