

The Michigan Central Railway comes into London from St. Thomas, and is of immense advantage to the Fores' City, giving direct communication with New York over the Vanderbilt lines, to which system it also belongs. It connects directly with Chicago and the West.

The New York, Lake Erie and Western also runs through the City, which is on its direct line between New York and Chicago, via G. T. R. Its solid vestibuled passenger trains are very popular.

The London, Huron and Bruce Railway opens up a rich and important section of country to the north, which daily brings several hundred shoppers to the City.

The City owns a short line running between London and Port Stanley, which gives it all the advantages of a lake port City. This road has been operated by the G.T.R., but next year the lease expires, when it is proposed to release it under circumstances which will make it of great importance in regulating freight rates. It is proposed to bring the thousands of tons of coal which is consumed in the City annually by this route in future, which will save about 50 cents per ton in freight alone. Port Stanley is a very popular summer resort, and every year thousands of excursionists from all points of the United States and Canada flock there. The L. & P. S. R. every season carries several hundred thousand people there, the number increasing annually. The City purpose leasing this road early next year, and there is a fortune in it for the successful tenderer.

From another standpoint, London's railways are of immense advantage to it, for they give employment to over 1,300 of its best citizens, and pay monthly in wages about \$150,000. This amount will be augmented at an early date, by the enlargement of both the Grand Trunk and Canadian Pacific car shops. London pays these railways annually a freight bill of \$600,000.

