

Perry & Lindsay, Toronto & Nipissing, and Victoria Railways, it has been better still. The head offices of the consolidated roads are situated here, and before long we expect to see the workshops and carshops here also, as this town affords unusual inducements for the erection of such. At present, by the Grand Junction, Belleville and all points east are easily reached, while, by the amalgamated lines west and north, Toronto and all intermediate points are brought within easy travelling distance. Of course the provincial capital is the great point for which travellers strike; and to enable them to reach there more easily, and at the same time to greatly facilitate the transport of heavy goods, a branch from Peterborough to Omemee, a distance of fourteen miles, aptly named the "Missing Link," is now in course of construction, and it is fully expected that trains will be running over it by the month of August. At present the Grand Junction trains leaving or coming into the town have to do so by backing up or down, but a spur line from about Townsend street to the Locks, where a fine bridge is to be erected, and thence to the main line, will considerably shorten the distance and allow the trains to run properly.

When Mr. Geo. A. Cox assumed the management of the Midland it was one of the worst lines in Canada, as regards track, bridges, rolling stock, and dividend-paying powers, but, owing to his executive management, all this has been changed, and the Midland now ranks as one of the leading American roads. The road-bed is in first-class order, steel rails have replaced iron, new bridges have been constructed, the cars are as comfortable as any in Canada, and, to cap all, the earnings of the road are increasing monthly, in a manner altogether unprecedented in the annals of Canadian lines. The officials, one and all, are thoroughly up in their business, attentive to the wants of their customers, and urbane in manner, which things have contributed more than a little to the phenomenal success of the road.

The Midland now extends from Belleville to the Georgian Bay, and has four excellent harbors to ship from, Toronto, Whitby, Port Hope and Belleville. The harbor at Midland is one of the best known, and could easily shelter all the shipping on the lakes. At Midland a magnificent elevator has been erected, and, with the large one at Port Hope, this road possesses facilities for handling grain that are possessed but by few. During the last two years an extensive business has been done with Chicago; and this season, with a line of fine steamers plying between the two places, a largely increased business is sure to follow.

A through line from Toronto to Ottawa has been talked of for years, and two or three companies were organized to carry it out, but it was not until last year that anything tangible was done. Then the Ontario and Quebec Railway Company, backed by the