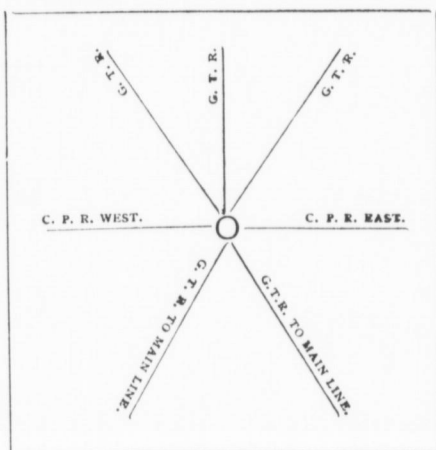


this continent, with which every year new, important and extensive trade relations are being established.



The railway system and facilities of Peterborough may be roughly represented by the following diagram, the centre of which represents the town itself, the hub of the system, and the seven lines, seven spokes, which radiate in seven different directions, giving important and extensive traffic connections with great commercial centres or with developing regions with inexhaustible resources of raw material, capable of engaging in activity the manufacturing industries of a town, ten times the industrial importance of Peterborough. Timber and minerals are in unlimited abundance, and within easy grasp of the traffic octopus of Peterborough, (for her water ways are of importance

enough to make the eighth line to complete the octave.) The water communications of Peterborough, though inland, are not without importance; to the south, it renders tributary to Peterborough the rich Rice Lake district, and in the north it opens up 150 miles of direct and lateral navigation.

The importance of Peterborough as a railway centre is further attested by the fact, that the two great railways have, in this town, the handsomest and best appointed station buildings and freight sheds, and most extensive yards outside the larger cities.

The Midland Railway station is a handsome two story structure of white brick, containing on the ground floor the usual passengers' waiting rooms, baggage and express rooms and despatchers' offices. The second story contains the offices of the engineer of the Midland Division and his staff of assistants. The Grand Trunk supplies a large mileage of siding to different manufacturing establishments, there being no less than four (3.93) miles of siding, within the town limits, besides eleven miles of main track. And the demands for increased siding accommodation are continuously arising.

The C. P. R. station is also a very handsome building of white brick, pointed with red mortar, with slate roof and all the modern conveniences: it is admitted to be one of the handsomest station buildings of a line, noted for its first-class appointments. It has also good freight sheds and grain warehouses on its own grounds, and siding mileage, after only four years operation, of two miles, constantly being extended. At the diamond crossings with the G. T. R. (Midland and Grand Junction) it has switch connections with the latter line, and the interchange of traffic, cars and trains, is accomplished with little or no difficulty. Trains of merchandise or stock may be despatched from either station of either line and received at either station. Thus, the shipper from town, or to town, from any point on the continent, has the advantage of the use of two of the greatest and most far-reaching and widespread railway systems in the world.

As before hinted, the railway connections furnished by the railways are of inestimable value to our factories and mills. With but a single exception, every manufactory or mill,