

of handling over forty per cent. of the entire Canadian North-West grain shipped by water from the Lake Superior ports, and during the season of navigation in 1903, handled over 6,000,000 bushels of such grain. At Montreal the company has completed, at Windmill Point Wharf (by agreement with the Harbor Commissioners) a steel elevator of 1,000,000 bushels capacity of the most improved and modern plan, for the better and efficient handling of this large business.

As an illustration of the importance of the Canadian North-West grain trade, the shipments of wheat from Port Arthur and Fort William in Canadian vessels, for the season of navigation, 1906, aggregated nearly 32,000,000 bushels, the Grand Trunk carrying in connection with their elevators at Depot Harbor, Collingwood, Midland, Meaford, Goderich, Point Edward and Port Huron over 16,000,000 bushels, or thirty-six per cent. of the total. For the preceding year, wheat shipments in Canadian bottoms aggregated over 30,000,000 bushels, of which 9,500,000 bushels passed through the elevators at Grand Trunk ports above mentioned, or thirty-three per cent. of the whole.

Owing to the limited facilities for the handling of export traffic at the port of Montreal prior to the recent reconstruction by the Harbor Commissioners of the docks (in the course of which a portion has been raised to high-water level) and the absence of proper elevator facilities for the delivery of grain to ocean steamers in the harbor, the Grand Trunk Railway had, in order to get a proper outlet for the large volume of its export trade in summer and to take care of such traffic in winter, in the years 1900 and 1901, to increase its elevator capacity at Portland, Maine, by the erection of an additional elevator of 1,500,000 bushels capacity.

Some of the fastest long-distance trains in the world are operated over the Grand Trunk with modern up-to-date equipment and a special service of limited passenger trains is operated between the Atlantic Ocean and Chicago.

Being so firmly established in the older provinces it has seemed to be its natural destiny in the march of progress in the Western Empire in which our subject has played such an integral part, that the Grand Trunk Railway should have become identified with the Government in its project for pro-