

Under agreements, dated November 13th, 1878, 17th May and 27th July, 1881, the Lake Shore & M. S. Railway paid \$36,000. for trackage rights, between L. S. & M. S. Junction—West Detroit—and Brush Street Station, Detroit.

CAR FERRIES.—In November, 1905, a modern car ferry line was established by the Grand Trunk across Lake Michigan, between Grand Haven, Mich., and Milwaukee, Wis., under the incorporated name of the Grand Trunk-Milwaukee Car Ferry Co., with a capital stock of the par value of \$200,000, and an authorized issue of Bonds to the amount of \$225,000. The stock is all owned by the Grand Trunk Ry. through the Detroit, Grand Haven & Milwaukee Ry., a subsidiary line. In addition to the original car ferry ("Grand Haven") a second car ferry steamer, the "Milwaukee", was purchased and placed in service in 1908.

A similar car ferry service was also established across Lake Ontario, between Cobourg, Ont., and Charlotte, N.Y., where connection is made with the Buffalo, Rochester & Pittsburg Ry., November 14th, 1907. The Ontario Car Ferry Company is the incorporated name and the Capital Stock is \$500,000, one half of which is owned by the Grand Trunk and one-half by the Buffalo, Rochester & Pittsburg Ry.

An improvement of material advantage to the public was commenced at the national capital (Ottawa) in the spring of 1909 when work was started upon the erection of a new central passenger station and a magnificent modern hotel building, known as the "Chateau Laurier" by the Ottawa Terminal Company, a corporation organized in April, 1907, with a Capital Stock of \$250,000, all of which is owned by the Grand Trunk Ry. All the important railways centering in Ottawa use the central station building for passenger service.

Another important improvement, showing the continued progress of the Company, was completed and put into service early in 1908. This was the establishment of electric traction