

rejuvenation was undertaken regardless of expense. The whole of the trunk road between Montreal and Chicago was torn up, straightened, flattened, and many superfluous miles were cut out. Moreover, it was double-tracked from end to end, the length of this stretch, representing 842 miles, rendering it one of the longest double-tracked railways in the world. No less than \$16,606,445, or over £3,320,000, were expended upon this scheme of modernisation, and, as events have proved, this courageous policy, worthy of Harriman, has turned out the wisest and most profitable development recorded in Canadian railway history.

The result of this wise move was felt instantly. Traffic congestion was removed, and the commercial centres in the Middle West, obtaining quicker dispatch, embraced this route for their shipments. Passenger traffic advanced likewise by leaps and bounds, and as this became

more and more imposing no effort was spared to foster it. This policy culminated in the introduction of the "International Limited," which to-day is Canada's crack train, both in luxurious appointment and speed, covering the 842 miles between Montreal and Chicago in 22 hours. To-day, the Grand Trunk line between Montreal and Chicago is the busiest steel highway in the Dominion, and one of the most heavily patronised by freight and passenger upon the North American continent.

While overhauling was in progress the railway also pursued the wise action of buying out rivals. Odd short lengths of line here and there were acquired and consolidated into the parent system. Thus some of the most relentless competition was eliminated, and a huge system, now aggregating 5,300 miles, forming a gigantic steel web over the whole of Southern Ontario has been spun.



CARLTON AND GRANVILLE RAILWAY TRAIN.

The oldest train in America, with the old famous "Birkenhead" locomotive.