

Robert Gillespie, W. N. Heggate, James Charles, John Mainham, Major A. G. Dickson, M. P. The Intercolonial Railway was one of the early Government roads and ran to Halifax as the cementing brick of the Confederation of the Provinces. The North Shore Road to Quebec afterwards was built in connection with the Montreal, Ottawa and Western to Ottawa. Then followed the completion of the Montreal, Portland and Boston, the building of the road of the Grand Trunk along the south shore to Dundee and Fort Covington, the line to Sorel; and all brought grist to Montreal's Mill.

It was reserved for the greatest tribute of all to be laid at Montreal's feet, and in 1886 the Canadian Pacific Railway was reached completion, to land at Montreal's feet the grain of a great farming country. In 1884 the earnings of the Canadian Pacific were \$5,750,521. In 1887 they were \$11,606,412. Thus Montreal reaps benefits that even her most sanguine sons could not foresee ten years ago. From Quebec to Vancouver the distance is 3077 miles, and besides this the railway has acquired nearly a thousand miles of road in the old Provinces.

The officers of the Company are President, Sir George Stephen, Bart.; Vice-President and General Manager, W. C. Van Horne; who may be looked upon as the guiding spirits in the grand undertaking, whose complete confidence in the future of Canada and of the ultimate success of Canada's transcontinental road has never for a moment flagged. Mr. C. Drinkwater, for many years assistant to Mr. Hickson, of the G.T.R., is Secretary, while Mr. Van Horne has for Assistant Manager, Mr. T. G. Shaughnessy, whose push and enterprise, coupled with his extended experience in matters of detail, have proved him an invaluable help to the Vice-President. Mr. George Olds, the Traffic Manager, and Mr. Lucius Tuttle, Passenger Traffic Manager, were both well known in the railway world of the United States before they came here, and have done good work in building up the business of the road. The other officers are: Comptroller, I. G. Ogden; Treasurer, W. Sutherland Taylor; General Superintendent Ontario and Atlantic division, T. A. Mackinnon; General Superintendent Eastern division, C. W. Spencer, General Superintendent Western division, W. Whyte; General Superintendent Pacific division, Harry Abbott; General Freight and Passenger Agent Western and Pacific division, R. Kerr; General Passenger Agent Ontario and Atlantic division, D. McNicholl.

At the present moment two great railway stations are in process of erection. The first is the Grand Trunk's Bonaventure Depot, to cost \$300,000. The Canadian Pacific's new Bonaventure is the second of these and will cost fully \$300,000.

ELECTRIC CURRENT.

The Montreal Telegraph Company, Dominion Telegraph Company and Canadian Pacific Railway Telegraph Company give communication with every part of the known world. These Companies make use of no less than ten cables. Three from North Sydney, C. B., to Heart's Content, Newfoundland, and thence to Valentia, Ireland; one from North Sydney, C. B., to St. Pierre, Miquelon, thence to Brest; two from St. John,

N. B., to Canso, N. land; one *via* New York two *via* New York with Weston-Superior. The telephone service used was by Grant, an electric was used by the P. find that a whisper Sise, of the Bell T. and Hamilton, th. Niagara, some 5,0

Montreal's m. tory, and after the hishment of mills boots and shoes, su. The consequence v. by the result of mo. that more money c. came the inevitabl. there were but sev. a million spindles, product of the loom. tal put into these. unbleached to the. curtain goods, plai. manufacture. Th. three mills in Cana.

The Hochelag. 000 yards of cotton. ton Co., Merchant. Cotton Co., Hamilt. Magog Print and. Montreal.

The iron and. real Rolling Mill w. iron pipe, horse-sh. Railways shops tur.