

for years made the city the headquarters of their freight department in connection with the South-west division—Buffalo to Detroit. J. H. Hanna is division freight agent at present in charge of this office.

THE TORONTO, HAMILTON & BUFFALO RAILWAY.

The people of Hamilton are proud of the railroad that connects the trunk lines of the east and west within the borders of the city, which they can regard as their "very own." This is the T. H. & B. Railway, which was completed in 1854 and has its general offices in Hamilton, at the depot on James street south. This building is one of the most elegant structures in the city and is a model of luxurious convenience, affording passengers every accommodation that the ingenious enterprise of railroad managers has been able to concentrate under one roof. There are only two other cities in Canada that have passenger stations equal to this one.

The T. H. & B. is 82 miles long and can be compared to a triangle of which Hamilton is the apex, connecting with the Michigan Central Railroad at Waterford on the west and at Welland on the east. There are about 20 miles of track belonging to the T. H. & B. in Hamilton, the Belt Line running across the city and into the Smelting Works, the Stock Yards and nearly all the factories at the north end. The Aberdeen station at the west end is used exclusively for freight and is surrounded by the machine shops and round house, which holds 12 engines. There is also room for 500 cars in the sorting yards at this point. The freight sheds lie between Walnut and Wellington streets, in the south-eastern portion of the city. Here there are two spacious buildings devoted to the freight department, one built of brick 320x40 feet, with two loading tracks and standing room for 20 cars, and a corrugated iron shed 500x40 feet, besides 10 team tracks with a capacity of 20 cars each. The T. H. & B. is equipped with a large quantity of rolling stock, including 15 A1 engines and the most comfortable passenger coaches that have been built. There are about 500 men employed on the road, of whom 340 are located at Hamilton. The track throughout the whole length is built in the most substantial manner and maintained in the best possible condition. The officers of the road are: J. N. Bockley, Rochester, N.Y., president; E. F. Backus, general freight and passenger agent. Mr. Bockley is a lawyer of considerable prominence in the States. Mr. Backus, whose whole time is devoted to the road, is the one upon whose shoulders the whole burden of the management falls, and the efficiency of the service is largely due to his keen foresight and unrelenting and energetic supervision, every detail receiving his personal attention. Prior to Mr. Fisher taking hold of affairs, all machine work was done elsewhere, but under his administration this has been changed, a complete equipment for repairing engines, cars, etc., has been installed and all this kind of work is done in Hamilton and some little car-building also.

There has been a steady increase in the business and earnings of the road. For the year ending June 30, 1899, the returns showed that in the passenger department 157,704 train miles were run, carrying 174,139 passengers, and that 492,221 tons of freight were carried over 117,274 train miles. The year's earnings were: Passenger, \$87,459.00; freight, \$224,959.00; other traffic, \$29,119.00, total, \$341,537.00. The total earnings for the year ending June 30, 1900, were \$404,112.28, of which \$105,863.46 was derived from passenger and \$298,248.82 from freight business. The business of the first three months of 1900 shows as in case of from six to eight thousand dollars per month over that of the corresponding period last year. To provide for the increased traffic that is expected during the Pan American



STUART STREET STATION, G. T. R.

Exposition the company has recently ordered two new engines and five new passenger coaches.

The T. H. & B. route is the shortest and quickest to Detroit, Chicago and the Western States. Connections are made with the N. Y. C. & H. R. R. R. at Buffalo. The C. P. R. trains from Toronto run into the James street station and carry the traffic thence to all parts of the Dominion.

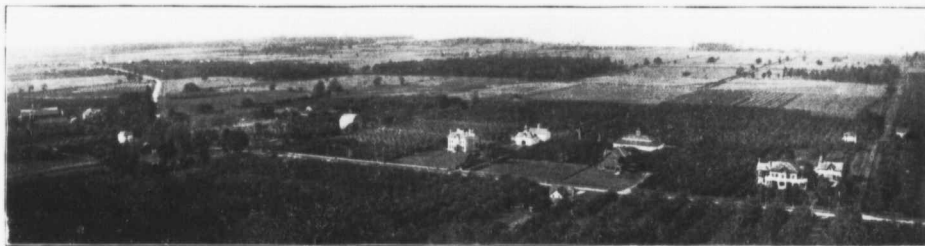
HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY.

Until C. J. Myles and some other business men in Hamilton took the matter in hand, there was no convenient way of reaching the fruit-growing district that lies along the south shore of Lake Ontario between Hamilton and Niagara. Through their efforts the Hamilton, Grimsby & Beamsville Electric Railway was built and commenced operations in October, 1894. This road at present extends as far as Beamsville, a distance of 23 miles, and—under powers recently conferred by the Ontario Legislature—will shortly be continued to St. Catharines, and probably ultimately to Niagara. A traveler stopping over a couple of hours at Hamilton can, by taking the H. G. & B. cars at the company's station on Main street—with which close connections are made by the Street Railway—visit the Fruit Garden of Canada and continue his journey without making and alteration in his holiday programme.

The H. G. & B. road is equipped with large and elegant cars, which run every hour, week days and Sundays alike. Its tracks run down Main street to the city limits, thence to the Mountain side and parallel with the T. H. & B. Railway, where the best efforts of the steam and electric railroads may be seen side by side. The trip over the road affords excellent opportunities for seeing the fruit farms at their best, with splendid views of Lake Ontario, Hamilton Bay and the Beach. The first point of interest is Reservoir Park, with its great artificial lake, into which the purest water from Lake Ontario is pumped for the city service. Leaving this beautiful scene, the cars pass in quick succession the Stony Creek battlefield, Fruitland, Smith's, Winona, Grimsby and Grimsby Park, reaching

Beamsville in 40 minutes. Every house on the road has been made a station and an express office. Shippers have but to place their consignments—large or small—on their own platforms with their bills of lading, the cars stop and the packages are taken care of and dispatched by the desired road without delay. The Dominion Fruit Express service is operated over the road and shippers can pack their fruit and deliver it to the cars that stand for their accommodation on the sidings at Smith's station until six o'clock in the evening and have the assurance that it will be delivered in Montreal and other distant points early on the following morning. The T. H. & B., Michigan Central and C. P. R. cars are placed on the tracks every day during the shipping season, and a very good idea of the busy scene is given by the illustration that is printed in this edition of the Industrial Recorder, showing the warehouse, track and trains at Smith's siding.

The officials of the H. G. & B. are a very accommodating lot of people. Excursions are run over the road on Sundays and public holidays at reduced rates. Grimsby Park is a favorite resort for people from all over the country during the summer, who find this road a great convenience, the cars stopping at the park gates. Residents who desire to come up to Hamilton for evening entertainments in parties of fifteen or more can have the fine electric coach Winona (the most handsomely furnished and complete electric passenger car in Canada) placed at their service for a special run, without extra charge. The following gentlemen constitute the board of directors of the H. G. & B.: C. J. Myles, president; William J. Harris, vice-president; R. S. Martin, treasurer; Alfred C. Myles, L. Bauer, R. S. Morris and Robert Ramsay. A. J. Nelles, the manager of the company, has made himself popular with passengers and shippers by his courteous and obliging manners, and under his superintendence the service of the road is maintained in the highest state of efficiency. The electric power to operate this road is developed at Stony Creek, where the company has its yards and power house, with enormous engines and dynamos, which send the mysterious current over A.



BETWEEN WINONA AND GRIMSBY, ON THE H. G. & B.