

SYNOPTICAL HISTORY

right to run all classes of trains over its railway line between Bathurst Street Junction, Toronto, and Hamilton Junction, Ont., 36 miles, for a term of 50 years, at an annual rental of \$40,000. Effective May 30th, 1897.

Agreement dated November 25th, 1880, provides for use by the trains of the Credit Valley Railway (now Canadian Pacific Railway) of the Grand Trunk double tracks, Bathurst Street Junction to Brock Street, Toronto, 2285 feet. Rental, \$1500 per annum, and 8c. per freight car.

An agreement, dated 15th May, 1897, with the Dominion Government, provides for the joint occupancy of the Grand Trunk property by the Intercolonial Railway from Ste Rosalie to St. Lambert, Que., the use of the terminals of the Grand Trunk at Montreal, 38.84 miles, and the bridge over the Chaudiere River, and railway connections at Levis, Que., for a period of 99 years, from November 1st, 1897. Rental, \$140,000. per annum. The Grand Trunk retained free running rights over the Intercolonial Railway between Chaudiere Curve and Hadlow, 5.77 miles, under agreement sanctioned May 15th, 1879.

An agreement was entered into with the Wabash Railroad, dated January 24th, 1898, and effective from March 1st, 1898, granting the use of the Grand Trunk Railway lines between Windsor, Ont., and Black Rock, N.Y., via Glencoe and St. Thomas, 228.4 miles, also between Welland Junction—on the latter line—and Suspension Bridge, N.Y., via Allamburg Junction, 17.5 miles, or a total of 245.9 miles, including three ferry boats of the Grand Trunk, plying between Detroit and Windsor, on the Detroit River. Contract period, 21 years; rental \$275,000. per annum for the first five year term, \$300,000. per annum for the second five year term, \$325,000. per annum for the third five year term, and \$350,000. per annum for remainder of term.