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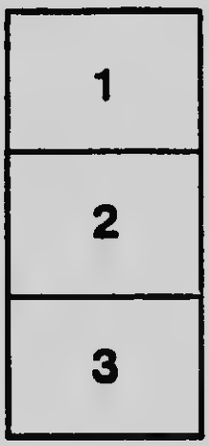


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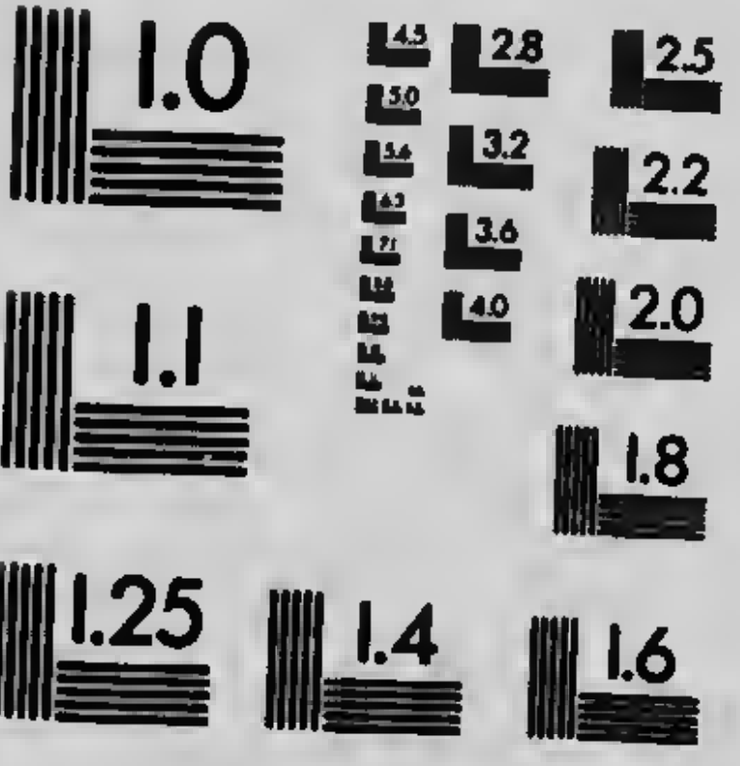


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# GRAND TRUNK RAILWAY SYSTEM

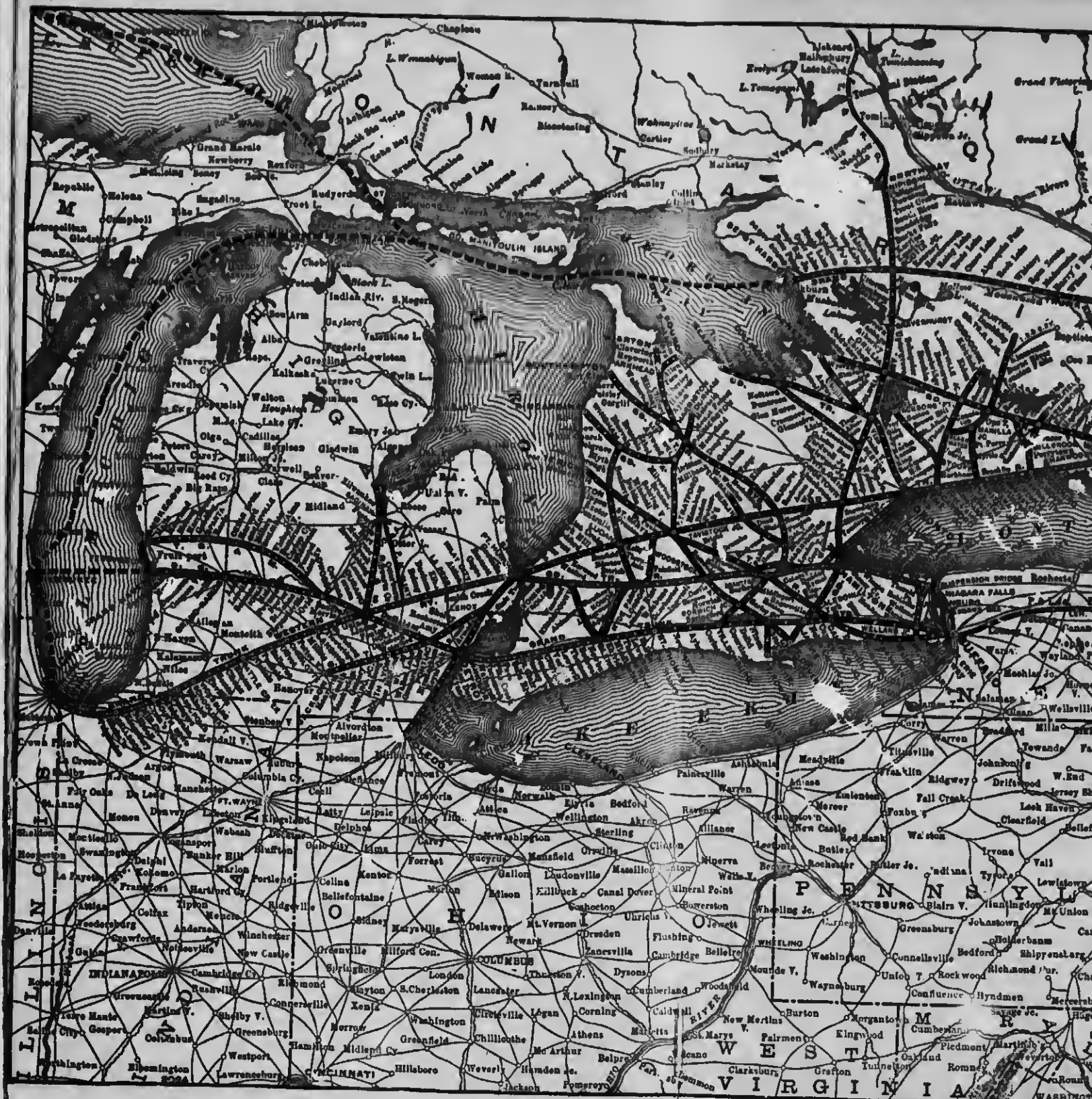
## 1896 - 1907.

SEE SUMMARY, PAGE 15.

1908

X


Republic
Helen
M
Metropolitan
Gladstone
Crown Point
La Crosse
Shelby
St. Anne
Sheldon
Montica
Hoopeston
Ewan
La Fayette
Attica
Danville
Veeds
Gulick
Terre Ha
Salem City
Ge
Worthington
ILLINOIS


L. HURON
L. ERIE
L. ONTARIO
MICHIGAN
OHIO
INDIANA
ILLINOIS
PENNSYLVANIA
WEST VIRGINIA
NEW YORK
Detroit
Toledo
Cleveland
Buffalo
Rochester
Erie
Pittsburg
Columbus
Cincinnati
Indianapolis
Fort Wayne
Chicago
Sault Ste. Marie
Mackinac
Grand Rapids
Kalamazoo
Lansing
Saginaw
Bay City
Flint
Port Huron
Ann Arbor
Jackson
Battle Creek
Niagara Falls
Rochester
Syracuse
Utica
Albany
Schenectady
Troy
Binghamton
Elmira
Ithaca
Oswego
Watertown
Ogdensburg
Plattsburg
Lake Champlain
Lake George
Saratoga
Hudson
Poughkeepsie
Newburgh
Yonkers
New York
Brooklyn
Jersey City
Newark
Trenton
Philadelphia
Wilmington
Baltimore
Washington
Harrisburg
Reading
Lancaster
Scranton
Wilkesbarre
Allentown
Bethlehem
Easton
Pittsburg
Allegheny
Johnstown
Altoona
Erie
Meadville
Oil City
Titusville
Warren
Franklin
Butler
New Castle
Beaver Falls
Washington
Wheeling
Parkersburg
Charleston
Huntington
Clarksburg
Fairmont
Morgantown
Martinsburg
Hagerstown
Cumberland
Frederick
Annapolis
Richmond
Norfolk
Portsmouth
Petersburg
Lynchburg
Roanoke
Alexandria
Fredericksburg
Williamsport
Harrisburg
Gettysburg
Carlisle
Chambersburg
Shenandoah
Pottsville
Mauch Chunk
Stroudsburg
Delaware Water Gap
Dover
Wilmington
Salisbury
Ocean City
Cape May
Atlantic City
Camden
Burlington
Trenton
Princeton
New Brunswick
Perth Amboy
Elizabeth
Paterson
Hoboken
Jersey City
Long Branch
Asbury Park
Freehold
Red Bank
Toms River
Barnegat
Manchester
Lakehurst
Lakewood
Bridgeton
Millville
Vineland
Woodbury
Camden
Haddonfield
Moorestown
Mount Holly
Medford
Pemberton
Hightstown
Princeton
Flemington
Phillipsburg
Easton
Bethlehem
Allentown
Reading
Pottstown
Norristown
Chester
Media
West Chester
Coatesville
Downingtown
Phoenixville
Pottsville
Shamokin
Sunbury
Lewisburg
Bloomsburg
Danville
Milton
Williamsport
Lock Haven
Clearfield
Du Bois
Kane
Ridgway
Emporium
Wellsville
Olean
Salamanca
Jamestown
Dunkirk
Fredonia
Westfield
Chautauqua
Lake Erie
Lake Ontario
Lake Huron
Lake Michigan
Lake Superior
Lake St. Clair
Detroit River
St. Clair River
Niagara River
Niagara Falls
Suspension Bridge
Welland Canal
Erie Canal
Chesapeake and Ohio Canal
Ohio River
Potomac River
Susquehanna River
Delaware River
Hudson River
Mississippi River
Missouri River
Rocky Mountains
Appalachian Mountains
Alleghany Mountains
Blue Ridge
Catskill Mountains
Adirondack Mountains
Green Mountains
White Mountains
Berkshire Hills
Long Island
Staten Island
Manhattan Island
Blackwell's Island
Governor's Island
Ellis Island
Bedloe's Island
Liberty Island
Coney Island
Rockaway Beach
Sandy Hook
Cape Cod
Cape Ann
Boston
Providence
Hartford
New Haven
Bridgeport
Stamford
Norwalk
Danbury
Waterbury
New London
Norwich
Middletown
Meriden
Springfield
Worcester
Fitchburg
Lowell
Lawrence
Haverhill
Newburyport
Salem
Gloucester
Lynn
Chelsea
Cambridge
Somerville
Medford
Malden
Everett
Quincy
Weymouth
Braintree
Hingham
Plymouth
Fall River
New Bedford
Taunton
Attleboro
Pawtucket
Woonsocket
Newport
Bristol
Warren
Barrington
Portsmouth
Concord
Manchester
Nashua
Keene
Claremont
Portland
Bangor
Augusta
Lewiston
Auburn
Biddeford
Saco
Kennebunk
Portsmouth
Dover
Exeter
Rochester
Somersworth
Berlin
Lancaster
Littleton
Burlington
Montpelier
Barre
Rutland
Bennington
Brattleboro
Windsor
White River Jct.
Woodstock
Springfield
Ludlow
Proctorsville
Chester
Bellows Falls
Putney
Newfane
Wilmington
Dover
Marlboro
Brattleboro
Vernon
Hinsdale
Winchester
Keene
Walpole
Charlestown
Claremont
Newport
Sunapee
New London
Andover
Franklin
Laconia
Meredith
Wolfeboro
Alton
Dover
Rochester
Somersworth
Portsmouth
Exeter
Hampton
Seabrook
Newburyport
Amesbury
Salisbury
Merrimac
Haverhill
Bradford
Groveland
Georgetown
Rowley
Ipswich
Essex
Manchester
Gloucester
Rockport
Lynn
Swampscott
Marblehead
Salem
Peabody
Danvers
Beverly
Wenham
Hamilton
Topsfield
Boxford
Middleton
North Andover
Andover
Lawrence
Methuen
Dracut
Tewksbury
Billerica
Chelmsford
Lowell
Tyngsboro
Dunstable
Westford
Carlisle
Bedford
Lexington
Arlington
Belmont
Cambridge
Somerville
Medford
Malden
Melrose
Stoneham
Wakefield
Reading
North Reading
Wilmington
Woburn
Winchester
Stoneham
Medford
Everett
Chelsea
Revere
Winthrop
Boston
Dorchester
Milton
Quincy
Braintree
Weymouth
Hingham
Cohasset
Scituate
Marshfield
Duxbury
Kingston
Plymouth
Carver
Wareham
Rochester
Mattapoisett
Fairhaven
New Bedford
Dartmouth
Westport
Fall River
Somerset
Swansea
Rehoboth
Seekonk
Pawtucket
Central Falls
Cumberland
Lincoln
Woonsocket
North Smithfield
Burrillville
Glocester
Smithfield
North Providence
Johnston
Cranston
Warwick
West Warwick
East Greenwich
North Kingstown
Wickford
Narragansett Pier
Kingston
Westerly
Stonington
Mystic
New London
Groton
Waterford
Montville
Norwich
Preston
Ledyard
Stonington
North Stonington
Voluntown
Sterling
Killingly
Putnam
Thompson
Pomfret
Woodstock
Ashford
Eastford
Chaplin
Hampton
Scotland
Windham
Willimantic
Columbia
Coventry
Andover
Hebron
Marlborough
East Hampton
Middletown
Portland
Cromwell
Rocky Hill
Wethersfield
Glastonbury
East Hartford
Manchester
South Windsor
Windsor
Bloomfield
Simsbury
Granby
Suffield
Enfield
Somers
Stafford
Tolland
Vernon
Rockville
Ellington
East Windsor
Windsor Locks
Thompsonville
Hazardville
Broad Brook
Warehouse Point
Stafford Springs
Rockville
Tolland
Willimantic
Hebron
Colchester
Lebanon
Salem
Montville
Waterford
East Lyme
Old Lyme
Saybrook
Essex
Deep River
Chester
Haddam
East Haddam
Moodus
Portland
Middletown
Durham
Wallingford
Meriden
Berlin
New Britain
Bristol
Plainville
Southington
Cheshire
Prospect
Naugatuck
Waterbury
Middlebury
Oxford
Seymour
Ansonia
Derby
Shelton
Stratford
Bridgeport
Fairfield
Westport
Norwalk
Wilton
New Canaan
Darien
Stamford
Greenwich
Ridgefield
Redding
Danbury
Bethel
Brookfield
New Fairfield
Sherman
New Milford
Kent
Cornwall
Litchfield
Morris
Watertown
Thomaston
Harwinton
Plymouth
Bristol
Burlington
Canton
Simsbury
Avon
Farmington
Unionville
New Britain
Berlin
Meriden
Wallingford
Cheshire
Hamden
New Haven
West Haven
Milford
Orange
Woodbridge
Bethany
Oxford
Seymour
Ansonia
Derby
Shelton
Stratford
Bridgeport
Fairfield
Westport
Norwalk
Wilton
New Canaan
Darien
Stamford
Greenwich
Ridgefield
Redding
Danbury
Bethel
Brookfield
New Fairfield
Sherman
New Milford
Kent
Cornwall
Litchfield
Morris
Watertown
Thomaston
Harwinton
Plymouth
Bristol
Burlington
Canton
Simsbury
Avon
Farmington
Unionville
New Britain
Berlin
Meriden
Wallingford
Cheshire
Hamden
New Haven
West Haven
Milford
Orange
Woodbridge
Bethany


GRAND TRUNK SYSTEM
AND CONNECTIO
DOUBLE TRACK.

# THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

## DIRECTORS.

Sir CHARLES RIVERS WILSON, G.C.M.G., C.B., 21 Pont Street [illegible], S. W., England, President.

ALFRED W. SMITHERS, Esq., Homefield, Knockholt, Sevenoaks, Eng. Vice-President.

GEORGE VON CHAUVIN, Esq., 12 Queen Anne's Gate, London, [illegible], Eng.

JOHN ALAN CLUTTON-BROCK, Esq., Oakfield, Weybridge, England.

Colonel FREDERICK FIREBRACE, R.E., 28 Old Queen Street, Westminster, London, S.W., England.

[illegible] RICE GEORGE CARR GLYN, 60 Lombard Street, London, E.C., Eng.

A[illegible]ANDER HUBBARD, Esq., Homefield, St. Stephen's Road, Ealing, London, W., England.

Sir HENRY MATHER JACKSON, Bart., 19 Eastcheap, London, E.C., Eng.

Right Honble. Lord WELBY of Allington, G.C.B., 22 Stratton Street, Piccadilly, London, W., England.

Sir W. LAWRENCE YOUNG, Bart., 35 Lower Seymour Street, Portman Square, London, W., England.

## EXECUTIVE.

| | | |
|---|---|---|
| Sir C. Rivers Wilson, G.C.M.G., C.B. | President | London, Eng. |
| Alfred W. Smithers | Vice-President | London, Eng. |
| Chas. M. Hays | Second Vice-President & Genl. Mgr. | Montreal, Que. |
| E. H. Fitzhugh | Third Vice-President | Montreal, Que. |
| W. Wainwright | Fourth Vice-President | Montreal, Que. |
| M. M. Reynolds | Fifth Vice-President | Montreal, Que. |
| R. B. Logan | Assistant to Second Vice-President | Montreal, Que. |
| H. H. Norman | Secretary | London, Eng. |
| H. Dent | Assistant Secretary | London, Eng. |

## LEGAL.

| | | |
|---|---|---|
| W. H. Biggar, K.C. | General Solicitor | Montreal, Que. |
| M. K. Cowan, K.C. | Assistant Solicitor | Montreal, Que. |
| A. E. Beckett | Solicitor | Montreal, Que. |
| C. A. Hight | Solicitor | Montreal, Que. |
| Hon. Harrison Gray | Attorney | Portland, Me. |
| L. C. Stanley | Attorney | Detroit, Mich. |
| Kretzinger, Gallagher, Rooney & Rodgers | Attorneys | Detroit, Mich. |
| E. Donald | Tax and Land Commissioner | Chicago, Ill. |

## FINANCIAL AND ACCOUNTING.

| | | |
|---|---|---|
| M. M. Reynolds | Fifth Vice-President | Montreal, Que. |
| Frank Scott | Treasurer | Montreal, Que. |
| G. W. Alexander | Local Treas. Lines West of Detroit and St. Clair Rivers | Detroit, Mich. |
| W. H. Ardley | General Auditor | Montreal, Que. |
| J. M. Rosevear | Auditor of Disbursements | Montreal, Que. |
| Geo. B. Filgiano | Auditor of Passenger Accounts | Montreal, Que. |
| W. Clark | Auditor of Freight Accounts | Montreal, Que. |
| B. A. Nesbeth | Freight Claims Auditor | Montreal, Que. |
| J. McCowan | General Car Accountant | Montreal, Que. |

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## TRANSPORTATION, MAINTENANCE AND CONSTRUCTION.

| | | |
|---|---|---|
| E. H. Fitzhugh | Third Vice-President | Montreal, Que. |
| W. G. Brownlee | General Transportation Manager | Montreal, Que. |
| D. Crombie | Asst. to General Transpn. Mgr. | Montreal, Que. |
| Joseph Hobson | Consulting Engineer | Montreal, Que. |
| H. O. Kelley | Chief Engineer | Montreal, Que. |
| Wm. McNab | Principal Assistant Engineer | Montreal, Que. |
| M. S. Blaiklock | Engineer Maintenance of Way | Montreal, Que. |
| W. D. Robb | Superintendent of Motive Power | Montreal, Que. |
| J. Coleman | Superintendent of Car Department | Montreal, Que. |
| Fred. Price | Superintendent Car Service | Montreal, Que. |
| W. W. Ashald | Superintendent of Telegraph | Montreal, Que. |
| C. H. McLeod | Superintendent of Time Service | Montreal, Que. |
| H. E. Whittenberger | Superintendent, Eastern Division | Montreal, Que. |
| H. F. Coyle | Assistant Superintendent | Montreal, Que. |
| L. G. Coleman | Assistant Superintendent | Belleville, Ont. |
| M. Donaldson | Superintendent, Ottawa Division | Ottawa, Ont. |
| W. R. Tiffin | Superintendent, Northern Division | Allandale, Ont. |
| P. J. Lynch | Assistant Superintendent | Allandale, Ont. |
| U. E. Cullen | Superintendent, Middle Division | Toronto, Ont. |
| A. J. Nixon | Assistant Superintendent | London, Ont. |
| C. S. Cunningham | Superintendent, Southern Division | St. Thomas, Ont. |
| F. W. Egan | Superintendent, Western Division | Detroit, Mich. |
| J. Alex. Hutchison | Chief Medical Officer | Montreal, Que. |
| W. H. Smith | Manager, Canada Atlantic Transit Co. | Montreal, Que. |

## PURCHASING.

| | | |
|---|---|---|
| A. Butze | General Purchasing Agent | Montreal, Que. |
| W. G. Burrell | Stationery Agent | Montreal, Que. |
| J. W. Kneeshaw | Assistant Stationery Agent | Detroit, Mich. |
| W. Cuthbert | Fuel and Tie Agent | Montreal, Que. |

## TRAFFIC.

### FREIGHT.

| | | |
|---|---|---|
| Jno. W. Loud | Freight Traffic Manager | Montreal, Que. |
| John Pullen | Assistant Freight Traffic Manager | Montreal, Que. |
| C. A. Hayes | General Freight Agent | Montreal, Que. |
| R. L. Burnap | Assistant General Freight Agent | Chicago, Ill. |
| A. E. Rosevear | Assistant General Freight Agent | Montreal, Que. |
| E. Arnold | Freight Claim Agent | Montreal, Que. |
| A. F. Read | Foreign Freight Agent | Montreal, Que. |
| F. R. Porter | Asst. Foreign Freight Agent | Toronto, Ont. |

### PASSENGER.

| | | |
|---|---|---|
| W. E. Davis | Passenger Traffic Manager | Montreal, Que. |
| G. T. Bell | General Passenger & Ticket Agent | Montreal, Que. |
| Geo. W. Vaux | Asst. General Pass. & Ticket Agent | Chicago, Ill. |
| H. G. Elliott | Asst. General Pass. & Ticket Agent | Montreal, Que. |
| W. P. Hinton | Asst. General Pass. & Ticket Agent | Montreal, Que. |
| J. E. Quick | General Baggage Agent | Toronto, Ont. |
| H. R. Charlton | Advertising Agent | Montreal, Que. |
| E. W. Smith | Superintendent, Dining & Parlor Car Service | Toronto, Ont. |

## EUROPEAN TRAFFIC AGENCY.

F. C. Salter, European Traffic Manager, 20 Water Street, Liverpool.
F. S. Jones, General Agent, 44, 45 & 46 Leadenhall Street, London, E.C., Eng.
J. M. Walker, General Agent, 75 Union Street, Glasgow.
J. W. Dawson, 7 Haymarket, Sheffield, England.
Pitt & Scott, 47 Rue Cambon, Paris, France.

0 900633

# THE GRAND TRUNK RAILWAY SYSTEM

## COMPRISING

| | Miles |
|---|---|
| The Grand Trunk Railway Company of Canada | 3949 |
| Grand Trunk Western Railway | 336 |
| Detroit, Grand Haven & Milwaukee Ry | 191 |
| Toledo, Saginaw & Muskegon Ry | 116 |
| Cincinnati, Saginaw & Mackinaw R.R. | 53 |
| Total | 4645 |
| Total Mileage 1896 | 4186 |
| Increase (net) | 459 |
| or | 11% |

**Review of Operation and Financial Results for Twelve Years 1896 to 1907 inclusive, under Present Management.**

| | 1896 | 1907 | Increase | % |
|---|---|---|---|---|
| Loan Capital | $122,595,584 | $137,526,397 | $14,930,813 | 12.2 |
| Share Capital | 198,627,324 | 215,741,609 | 17,114,285 | 8.6 |
| Rentals | 712,449 | 712,119 | Cr. 330 | |
| Fixed Charges, including rentals payable | 7,282,733 | 7,514,896 | 232, 163 | 3.2 |
| Dividends paid | None | 4,100,139 | 4,100,139 | .... |

Note.—Loan and Share Capital shown is net amount outstanding, and does not include the securities of subsidiary Companies held by the Grand Trunk Railway Company of Canada.

The following synopsis will show what has been accomplished in the direction of improving the earning and carrying capacity of the System, strengthening bridges, double tracking and laying heavy rail, and by the erection of new and commodious stations at the most important points; new engine houses, and coaling facilities, and the acquisition of new equipment, also the extension of sidings to industrial plants for the twelve year period, January 1st, 1896, to December 31st, 1907, inclusive.

**Additional Single Track Mileage,** added between January 1st, 1896, and December 31st, 1907.

| | | |
|---|---|---|
| Meaford Jct. to Meaford Harbor | 2.50 | Miles |
| Lynden, Ont., to Brantford, Ont. | 4.09 | " |
| Canada Atlantic Ry. | 463.50 | " |
| Total | 470.09 | Miles |

**DOUBLE TRACK MILEAGE:**

The total length of double track in existence at January 1st, 1896, was as follows:—

| | Miles. | |
|---|---|---|
| Montreal to Toronto | 268.05 | |
| Toronto to Hamilton | 38.75 | |
| Glencoe to Windsor | 79.58 | |
| Thornton, Ill., to C. & W. I. Jct. | 20.41 | |
| Sundry small pieces at various stations aggregating | 18.82 | |
| | | 425.61 |

The following sections have been opened to December 31st, 1907:—

| | | |
|---|---|---|
| Balance between Montreal and Toronto | 65.56 | |
| Montreal to St. Johns | 20.67 | |
| Hamilton to Niagara Falls | 40.89 | |
| Port Robinson to Welland | 6.98 | |
| Hamilton to Sarnia | 135.50 | |
| Port Huron and Chicago | 302.66 | |
| St. Lambert and Ste. Rosalie (31.85 M.) of which there has been opened | 28.56 | |
| Brantford to Alford | 4.05 | |
| Detroit to Milwaukee Jct. | 2.67 | |
| Sundry small pieces at various stations aggregating | 1.13 | |
| | | 608.67 |
| Increase 140% | | |

Making a total mileage of double track in operation to December 31st, 1907, of..... 1034.28

This large increase in construction of second main track of 608 miles, involved extensive changes in grades; raising or lowering the line in many places, besides reducing curvatures, and avoiding unfavorable locations which were expensive to maintain and operate.

Prior to 1896, there had been expended on double track work the sum of..... $ 5,843,669
Since that date there has been expended.. 9,089,994

Making a total to December 31st, 1907, of. $14,933,663

Extensive improvements have also been made in reducing grades on many other portions of the line, and replacing with rail weighing 80 to 100 lbs. per yard, the light sections of rail formerly in use.

**NEW RAIL**

The following statement shows the mileage, weight, and cost of the new rails (including double track) put into the road-bed during the years 1896 to 1907 inclusive:—

| Year. | 80-lb. tons. | 90-lb. tons. | 100-lb. tons. | Miles. | Cost. |
|---|---|---|---|---|---|
| 1896 | 17,723 | ..... | ..... | 142 | $ 392,685 |
| 1897 | 17,770 | ..... | 200 | 143 | 323,620 |
| 1898 | 35,050 | ..... | ..... | 280 | 630,895 |
| 1899 | 32,577 | ..... | 300 | 262 | 648,465 |
| 1900 | 45,696 | 1,620 | ..... | 376 | 1,416,540 |
| 1901 | 34,787 | ..... | ..... | 278 | 906,050 |
| 1902 | 52,380 | ..... | 200 | 420 | 1,345,455 |
| 1903 | 60,900 | ..... | ..... | 487 | 1,599,025 |
| 1904 | 32,011 | ..... | 4,728 | 286 | 824,020 |
| 1905 | 33,590 | ..... | ..... | 269 | 958,680 |
| 1906 | 40,440 | ..... | 4,215 | 350 | 1,364,545 |
| 1907 | 20,556 | ..... | 52,554 | 500 | 2,327,235 |
| | 423,480 | 1,620 | 62,197 | 3,793 | $12,737,215 |

The distances laid with the different weights of rail for the period are as follows:—

| | |
|---|---|
| 80-lb. rail..... | 3387 miles |
| 90-lb. " ..... | 11 " |
| 100-lb. " ..... | 395 " |
| Total..... | 3793 miles |

The new heavy weight rails were used to replace the lighter weight rail (70 lbs. per yard and under) which has now practically all been removed from main tracks,—such as suitable being placed on branches, sidings, spur tracks, etc.

## SIDINGS TO INDUSTRIAL WORKS

The following mileages of Industrial Tracks have been constructed during the years mentioned:—

| Year. | Miles. |
|---|---|
| 1897 | 4.05 |
| 1898 | 11 85 |
| 1899 | 13 14 |
| 1900 | 15.09 |
| 1901 | 19.70 |
| 1902 | 19.72 |
| 1903 | 19.67 |
| 1904 | 18.95 |
| 1905 | 22.31 |
| 1906 | 24.04 |
| 1907 | 15.09 |
| Total Miles | 183.61 |

## NEW STATIONS, ETC.

The undermentioned amounts have been expended under the headings shown:—

| Year. | New Stations. | New Engine Houses. | New Coal Chutes. |
|---|---|---|---|
| 1896 | $ 8,669 | $..... | $..... |
| 1897 | 8,406 | ..... | ..... |
| 1898 | 20,758 | ..... | 3,582 |
| 1899 | 40,882 | ..... | 47,566 |
| 1900 | 28,530 | 576 | 104,684 |
| 1901 | 25,235 | 17,839 | 12,189 |
| 1902 | 101,423 | 1,762 | 8,641 |
| 1903 | 167,959 | 55,481 | 31,312 |
| 1904 | 88,816 | 127,085 | 51,012 |
| 1905 | 156,382 | 151,010 | 30,404 |
| 1906 | 61,089 | 109,482 | 27,119 |
| 1907 | 87,732 | 145,170 | 39,962 |
| | $795,881 | $608,405 | $356,471 |

Total for new buildings..... $1,760,757.

To this should be added the amount expended in the construction of two handsome new fireproof buildings in the business center of the City of Montreal for the General Offices of the Company, costing $1,050,000.

The number of new stations built since 1896, is as follows:

| | | |
|---|---|---|
| Value | $2,000 and under | 79 |
| " | between $ 2,000 and $ 4,000 | 54 |
| " | " 4,000 and 6,000 | 16 |
| " | " 6,000 and 10,000 | 6 |
| " | " 10,000 and 20,000 | 6 |
| " | $22,000 | 3 |
| " | 37,000 | 1 |
| " | 43,000 | 2 |
| " | 46,000 | 1 |
| " | 54,000 | 2 |
| | Total number built | 170 |

Besides a number of small station buildings and shelters for passengers at flag stations in sparsely populated districts.

## RENEWING AND STRENGTHENING BRIDGES

Under this head the following expenditures have been made:—

| Year. | Amount. |
|---|---|
| 1896 | $ 781,274 |
| 1897 | 158,002 |
| 1898 | 413,844 |
| 1899 | 399,675 |
| 1900 | 623,265 |
| 1901 | 231,550 |
| 1902 | 629,733 |
| 1903 | 791,955 |
| 1904 | 472,672 |
| 1905 | 27,832 |
| 1906 | 379,000 |
| 1907 | 627,642 |
| Total | $5,536,444 |

In addition to the above there was spent on the reconstruction and double tracking of the Victoria Bridge at Montreal the sum of ... $1,883,678

and on the renewal and strengthening of the International Bridge at Buffalo ... $ 291,950

making the total expenditure on account of bridges ... $7,712,072

The old Suspension Bridge at Niagara Falls has been entirely replaced by the Bridge Company owning and leasing it to the Grand Trunk, with a double track steel arch span, capable of carrying the heaviest of modern locomotives. The Grand Trunk Railway Company has a perpetual and exclusive lease of the railway floor of this bridge.

## EXPENDITURE ON NEW EQUIPMENT

| Year. | Engines. | Passenger Cars. | Freight Cars. | Total. |
|---|---|---|---|---|
| 1896 | $ 80,196 | $ 24,000 | $ 128,705 | |
| 1897 | 8,793 | 48,530 | 293,305 | |
| 1898 | 237,875 | 191,156 | 877,657 | |
| 1899 | 333,328 | 97,555 | 247,308 | |
| 1900 | 326,271 | 145,087 | 936,411 | |
| 1901 | 344,619 | 117,642 | 511,104 | |
| 1902 | 391,945 | 116,688 | 1,642,055 | |
| 1903 | 475,243 | 74,943 | 2,118,691 | |
| 1904 | 424,944 | 219,477 | 230,022 | |
| 1905 | 335,398 | 29,422 | 604,178 | |
| 1906 | 1,428,305 | 142,580 | 985,287 | |
| 1907 | 1,668,798 | 70 ,415 | 4,071,177 | |
| Total.... | $6,055,715 | $1,911,495 | $12,646,500 | $20,613,710 |

## LOCOMOTIVES

**In 1896,** the total number of locomotives on all the lines comprising the System amounted to 1,036, a considerable proportion of which consisted of engines of light tractive power. The total haulage capacity of the engines combined was..... 1,947,915 tons.

**In 1907,** the stock was 1,111 engines with haulage capacity of..... 3,577,324 tons.

An increase over 1896 of..... 1,629,409 tons. or 83.6%

The following figures show the haulage capacity per engine, together with the percentage of increase at the periods mentioned:—

| Year. | No. of Engines. | Total capacity tons. | Haulage capacity per engine tons. | Percentage of increase over 1896 | |
|---|---|---|---|---|---|
| | | | | Total Capacity. | Per Engine. |
| 1896 | 1,038 | 1,947,915 | 1,876 | .... | .... |
| 1900 | 994 | 2,106,261 | 2,119 | 8.1 | 13.0 |
| 1904 | 996 | 2,564,326 | 2,575 | 31.6 | 37.2 |
| 1907 | 1,111 | 3,577,324 | 3,220 | 83.6 | 71.7 |

## FREIGHT CARS

**In 1896,** the total number of freight cars in use for traffic was 25,515, with a total tonnage capacity of..... 473,877 tons.

**In 1907,** there were in use 32,019 freight cars with a total capacity of..... 896,035 tons.
An increase over 1896 of..... 6,504 cars.
and in tonnage capacity of..... 422,158 tons, or 89.1%

The following table shows the tonnage capacity for the years mentioned, with the percentages of increases:—

| Year. | Total No. of Cars. | Tonnage Capacity. | Average Capacity per car. | Percentage of increase over 1896 | |
|---|---|---|---|---|---|
| | | | | Tonnage Capacity. | Per Car. |
| 1896 | 25,515 | 473,877 | 18.57 | .... | .... |
| 1900 | 25,341 | 534,819 | 21.10 | 12.7 | 13.6 |
| 1904 | 28,689 | 733,915 | 25.58 | 54.9 | 37.8 |
| 1907 | 32,019 | 896,035 | 28.00 | 89.1 | 50.8 |

The above figures include Canada Atlantic Railway equipment, which being largely of old type, and small capacity, unfavorably affect the comparisons.

The following statement gives in a summarized form the amount expended under the foregoing heads:—

| | |
|---|---|
| New Rails | $12,737,215 |
| New Double Track | 9,089,994 |
| New General Office Buildings | 1,050,000 |
| New Stations | 795,881 |
| New Engine Houses | 608,405 |
| New Coal Chutes | 356,471 |
| Renewing Bridges | 7,712,072 |
| New Engines | 6,055,715 |
| New Passenger Cars | 1,911,495 |
| New Freight Cars | 12,646,500 |
| Total | $52,963,748 |

The following figures show the increase in the Pay Rolls in each of the undermentioned Departments:

| | 1898 | 1907 | Increase | % |
|---|---|---|---|---|
| Conducting Transportation... | $3,842,921 | $6,474,605 | $2,631,684 | 68.5 |
| Maintenance of Way..... | 1,756,949 | 3,423,582 | 1,666,633 | 94.8 |
| Motive Power Department... | 2,983,030 | 5,903,009 | 2,919,979 | 97.9 |
| Car Department..... | 913,903 | 1,670,045 | 756,142 | 82.7 |

The total pay roll figures for the System in the year 1898 (the earliest year with which a reliable comparison can be made) was..... $ 9,969,717

and in 1907..... 18,274,427

An increase of..... $ 8,304,710

or 83.3%

While much of this increase is due to the larger business handled, a very considerable proportion is due to increases in rates of wages paid to the various classes of employes, ranging from 20 to 30 per cent. in the wages of both skilled and unskilled workmen and corresponding increases in the higher branches of the service.

That the Company has not been unmindful of the welfare of its many employes during the period under review, is evidenced by the liberal amounts appropriated, for the comfort and well being of the men, as shown in the following statement. The Superannuation and Pension Funds minister to the relief of the aged and infirm, the Insurance and Provident Society aiding the sick and injured, and contributing to the welfare of families of deceased employees, while the Railroad Y.M.C.A. has provided for shelter and recreation of employes at the large terminal points.

Statement of amounts contributed by Grand Trunk Ry. System to Associations established for the welfare of its employes, viz.: Superannuation; Insurance and Provident (sickness and death) and Railroad Young Men's Christian Associations (housing and recreation).

| Year. | Superannuation & Prov. Fund Assn. | Ins. & Prov. Society. | Y.M.C.A. Assns. Buildings and Maintenance. | Total. |
|---|---|---|---|---|
| 1896 | $12,407 | $12,500 | ..... | $24,907 |
| 1897 | 13,905 | 12,500 | $ 5,808 | 32,213 |
| 1898 | 14,460 | 12,500 | 11,695 | 38,655 |
| 1899 | 15,452 | 12,500 | 18,459 | 46,411 |
| 1900 | 17,353 | 12,500 | 14,301 | 44,154 |
| 1901 | 18,515 | 12,500 | 8,529 | 39,544 |
| 1902 | 21,536 | 12,500 | 14,331 | 48,367 |
| 1903 | 23,889 | 12,500 | 31,529 | 67,918 |
| 1904 | 26,314 | 12,500 | 17,223 | 56,037 |
| 1905 | 27,625 | 12,500 | 18,176 | 58,301 |
| 1906 | 29,803 | 12,500 | 19,309 | 61,612 |
| 1907 | 33,198 | 12,500 | 18,000 | 63,698 |
| | 254,457 | 150,000 | 177,360 | 581,817 |
| New Pension Fund, 1907 | 194,667 | | | |
| | $449,124 | | | |

SUMMARY.

| | |
|---|---|
| Sup. Prov. and Pension Funds..... | $449,124 |
| Ins. and Prov. Society..... | 150,000 |
| R. R. Y. M. C. A..... | 177,360 |
| TOTAL..... | $776,484 |

**The Net Results** to the proprietors from the working of the System is shown in the amounts available for dividend for the twelve years ending with 1907.

| | | |
|---|---|---|
| 1896 | Dr. | $ 209,149 |
| 1897 | | 1,332,798 |
| 1898 | | 1,553,402 |
| 1899 | | 2,246,034 |
| 1900 | | 2,210,013 |
| 1901 | | 2,367,303 |
| 1902 | | 2,791,188 |
| 1903 | | 3,179,745 |
| 1904 | | 2,709,339 |
| 1905 | | 3,473,883 |
| 1906 | | 4,055,321 |
| 1907 | | 4,100,139 |
| Total | | $29,812,216 |

while for the twelve years prior to 1896 the comparisons are as follows:—

| | | |
|---|---|---|
| 1884 | | $1,165,965 |
| 1885 | Dr. | 181,861 |
| 1886 | | 1,016,098 |
| 1887 | | 1,832,639 |
| 1888 | | 896,966 |
| 1889 | | 1,407,208 |
| 1890 | | 1,258,401 |
| 1891 | | 826,734 |
| 1892 | | 856,421 |
| 1893 | | 665,910 |
| 1894 | Dr. | 475,133 |
| 1895 | Dr. | 619,206 |
| Total | | $ 8,650,160 |
| an increase of | | $21,162,056 |
| | | or 244.7%. |

**The amount charged to Capital** during the period 1896 to 1907 for improvements in the railway was $17,677,927; of which $2,174,507 was for land required for increased terminal facilities, while $9,256,416 was spent on new bridges, buildings, double track and other works, and $6,250,000 on new rolling stock; other additions being made at the cost of revenue.

(To the above should be added the amount of bonds issued for purchase of Canada Atlantic Railway bearing the Grand Trunk's guarantee, $11,476,404.)

| | |
|---|---|
| **In 1896 the Interest, Rentals, and Fixed Charges,** (not including deficiencies of subsidiary companies) amounted to..... | $ 6,413,092 |
| while in 1907 it was..... | 6,768,357 |
| an increase of..... | 355,265 |
| | or 5.6% |
| while the Capacity of the System as represented by the Gross Earnings increased from, in 1896. | $22,631,488 |
| to, in 1907..... | 45,040,526 |
| an increase of..... | 22,409,038 |
| | or 99.0% |
| the Net Earnings of the system increased from, | |
| in 1896..... | $ 5,708,946 |
| to, in 1907..... | 10,600,461 |
| an increase of..... | 4,891,515 |
| | or 85.7% |

The increased carrying capacity of the System is shown in the number of tons moved in the year 1907 as against 1897, the earliest year with which comparisons for the System can be made.

| | |
|---|---|
| In 1897 the number of tons moved was..... | 9,582,677 |
| In 1907 " " " ..... | 20,305,275 |
| An increase of..... | 10,722,598 |
| | or 111.9% |

The average number of tons of revenue freight carried per train was as follows:—

| | | |
|---|---|---|
| 1897..... | 189 | |
| 1907..... | 285 | |
| An increase of..... | 96 tons | or 50.79% |

and the tons carried one mile were (millions):—

| | | |
|---|---|---|
| 1897 ..... | 2,439 | |
| 1907..... | 4,446 | |
| An increase of..... | 2,007 millions | or 82.29% |

Had the basis of the train load remained the same in 1907 as in 1897, it would have necessitated additional freight train mileage of approximately seven million seven hundred thousand miles to carry the increased tonnage as shown above. Figured on the basis of an average net expense per train mile for the year 1907, of $1.10, this would have added to the expenses for the latter year in round figures $8,470,000.

| | |
|---|---|
| The number of passengers carried in 1897 was..... | 8,095,950 |
| and in 1907..... | 13,854,883 |
| An increase of..... | 5,758,933 |
| | or 71.1%. |

**Summarizing the foregoing, the results are as follows:—**

| | Total 1907 | Increase over 1896 | Per Cent. |
|---|---|---|---|
| Total Mileage Operated. . . . | 4,645 | 459 | 11.0 |
| Mileage Double Tracks. . . . . | 1,034 | 608 | 140.0 |
| Loan Capital. . . . . | $137,526,397 | $14,930,813 | 12.2 |
| Share Capital. . . . . | 215,741,609 | 17,114,285 | 8.6 |
| Gross Earnings. . . . . | 45,040,526 | 22,409,038 | 99.0 |
| Operating Expenses . . . . . | 33,451,853 | 16,529,313 | 97.7 |
| Net Earnings. . . . . | 10,600,461 | 4,891,515 | 85.7 |
| Taxes. . . . . | 988,212 | 541,139 | 121.4 |
| Fixed Charges and Rentals (including deficiencies of subsidiary Companies). . | 7,514,896 | 232,163 | 3.2 |
| Amt. available for Dividend. | 4,100,139 | 4,100,139 | . . . . |
| Pay Rolls (1898). . . . . | 18,274,427 | 8,034,710 | 83.3 |
| *Total Tons moved. . . . . | 20,305,275 | 10,722,598 | 111.9 |
| *Total Tons moved one mile (millions). . . . . | 4,446 | 2,007 | 82.29 |
| *Freight Train Load (tons). | 285 | 96 | 50.79 |
| *Number of Pass'gers carried. . . . . | 13,854,883 | 5,758,933 | 71.1 |
| Number of Locomotives. . . . | 1,111 | 75 | 6.8 |
| Haulage capacity of Locomotives (tons). . . . . | 3,577,324 | 1,629,409 | 83.6 |
| Number of (Revenue) Freight Cars. . . . . | 32,019 | 6,304 | 25.5 |
| Tonnage capacity of Freight Cars. . . . . | 896,035 | 422,158 | 89.1 |

* These items compare with 1897, the earliest year for which "System" figures are available.

**Central Vermont Ry. and Detroit and Toledo Shore Line.**

While there has been but 11% increase in the gross mileage of the "System" proper since 1896, there have been additions made to the railway lines owned and controlled, of the Central Vermont Railway 531 miles, and Detroit and Toledo Shore Line (one half interest) 79 miles, but the figures for these lines are not included in this statement.

## IMPORTANT IMPROVEMENTS.

Mention may be made of some of the special and important improvements that have been completed during the twelve years under review, which have contributed to the greatly enhanced value of the System, as follows:—

BUILDINGS:—The two handsome stone fireproof buildings at Montreal used as Headquarters for the General Staff, toward which the City of Montreal generously contributed a valuable site in the center of the City now valued at $150,000, also agreeing to a fixed low valuation upon site and buildings for a period of years, for assessment purposes.

ELEVATORS:—Large and modern grain elevators have been constructed at Montreal and Portland affording greatly needed facilities for handling the increasing grain tonnage of the railway. The steel and concrete fireproof elevator at Montreal having a capacity of 1,080,000 bushels, and costing $732,000, is equipped to handle both rail and water borne grain, and occupies a desirable site on the tract of Harbor property leased from the Dominion Government through the Montreal Harbor Commission for a term of forty years. This site has an area of 707,000 square feet—16¼ acres—fronting on both sides of the new Windmill Point basin, available for steamships alongside, and for docks and coaling facilities. Two modern elevators having a capacity of 1,000,000 and 1,250,000 bushels, and costing $237,000 and $430,000 respectively have also been erected on the property of the Company at Portland Harbour. All these elevators have been constructed with finances obtained by the organization of subsidiary Companies controlled by the Grand Trunk.

**DOUBLE TRACKING:**

At January 1st, 1896, the only double tracked portions of the System were between Windsor and Glencoe, 79.5 miles; and Montreal and Hamilton, 372 miles, the latter section had 306 miles completed, leaving gaps between Ste. Annes and Vaudreuil, 4 miles (which required unusually heavy construction work, and made necessary the reconstruction of two expensive bridges across branches of the Ottawa River). Also between Belleville and Scarboro Junction, 104.3 miles, necessitating heavy cuts and fills and the diversion of the line in several places to secure better grades and alignment. Between Sidney and Trenton very heavy earthwork was necessary owing to the line having to be raised about fourteen feet, which enabled a separation of grades to be made at the former level crossing of the Central Ontario Railway Company's tracks at Trenton, thus doing away with the attendant expense and risk; while between Port Hope and Port Union, 47 miles, the former maximum eastbound grade of 1.13 per cent. has been reduced to 0.4 per cent. and the westbound grade has been reduced from 1.03 to 0.66 per cent. The diversions of the line, besides securing much better grades, have resulted in eliminating five curves and reducing the total curvature over this section by 218 degrees.

On the section between Niagara Falls and Sarnia several grades have been reduced, but particular mention should be made of the portion between London and Komoka, Ont., a distance of ten miles, which was especially heavy and difficult work, as it involved the reconstruction and raising, about 12 feet, of two large bridges across the River Thames, and also the elevation of the tracks, and building of subways and culverts within the limits of the City of London. The result is a reduction of the former heavy grade between these points from 1.03 per cent to 0.42 per cent. which makes it now possible for an engine to haul a train of uniform tonnage from the Detroit and St. Clair Rivers through to Toronto and the Niagara frontier.

The double tracking of the Grand Trunk Western Railway and improvements in grades on that line have resulted in a reduction of the eastbound grade from 1.04 to 0.4 per cent. and of the westbound grade from 1.33 to 0.58 per cent., and a diversion of the line near Flint has reduced the curvature by 172 degrees.

**VICTORIA JUBILEE BRIDGE:**

The reconstruction of the Victoria Bridge over the St. Lawrence River at Montreal which resulted in the double tracking of the railway across the bridge as well as the building of two public carriage ways in place of the former single track tubular structure, while an important improvement of itself, was but a section of a general scheme of improvement which provided for the extension of the double track system westwardly from the Bridge through the Company's terminals, and through that part of the City of Montreal, known as Point St. Charles—three tracks being extended—thence across the Lachine Canal (which intersects the City) by means of a heavy double tracked swing bridge, to a connection with the double tracked main line extending westwardly from Bonaventure Station.

**ST. CLAIR TUNNEL:**

Another unique achievement which was completed and put into service early in 1908 was the establishment of electric traction for the operation of the single track tunnel at Sarnia, extending under the St. Clair River to Port Huron, Mich., which was commenced in September, 1906.

This change has resulted in the capacity of the tunnel being increased from 75% to 100%, and was rendered necessary because of the fact that the main lines both east and west of the tunnel had been double tracked to the tunnel portals, while branch lines on both sides adding their tonnage and traffic, operated towards creating a congested condition at the tunnel, which frequently existed to such an extent as to cause delay to, and consequent loss of traffic.

OCTOBER, 1908.

OFFICE OF SECOND VICE-PRESIDENT

& GENERAL MANAGER,

MONTREAL, P.Q.