

Then there is the Quebec Section of the system comprising a line running along the north shore of the St. Lawrence River from Quebec City to a junction near Montreal.

An important Eastern branch is the line from Montreal to Toronto passing through Smith's Falls, Perth, and Peterboro, and comprising part of the Ontario and Quebec Railway, a leased line. This line extends to Windsor, from which point the Wabash Railroad is used as a connection to reach Chicago.

The Toronto-Sudbury line, recently built, runs from Bolton, Ontario, to Romford Junction on the main line, a short distance east of Sudbury. Before the construction of this line the Canadian Pacific was dependent upon the Grand Trunk line to North Bay for getting its westward bound passenger and freight traffic, emanating from Toronto and Western Ontario, to the main line by a direct route.

Other important branches in Ontario are: the Toronto to Owen Sound line—connecting with the steamships on the Upper Lakes (the Upper Lakes steamships are to run, hereafter, to Port McNicoll); the Guelph to Goderich line; the Kingston and Pembroke Railway; the Brockville-Ottawa branch; and the Ottawa-Prescott line. Another important branch—Bethany to Port McNicoll on Georgian Bay is under construction. This last named line is largely for the purpose of shortening the grain route from the west to Montreal. Since the Grand Trunk Pacific scheme was broached, the Canadian Pacific has entered upon an active policy of construction in Ontario.

The Western Lines

However the bulk of the Canadian Pacific system is in Western Canada. After Winnipeg is reached, on the way west, the branches are numerous. The most important branches are: the Souris Branch and extensions; the Man-