

The Dominion lends its aid through guaranteeing first mortgage bonds of the company to the extent of \$13,000 per mile on the prairie section, and through guaranteeing the company's bonds up to three-quarters of whatever the cost per mile may be on the mountain section. The prairie section extends from Winnipeg to Edmonton, and the mountain section from Edmonton to Prince Rupert. Thus the responsibility for the whole undertaking rests upon the Grand Trunk. The mileage embraced in the main line—from Moncton to Prince Rupert—will be approximately 3600 miles, and it is intended to construct roughly 5000 miles of branch lines. Most of these branches are to be in Western Canada.

### **The Grand Trunk Main Line**

The main line of the Grand Trunk runs from Chicago to Montreal, entering Canada at Sarnia. After passing through Hamilton it proceeds to Toronto, thence skirting the shores of Lake Ontario and the St. Lawrence River until Montreal is reached. The principal ocean port during the winter months is at present Portland, Maine; Montreal is the summer port. On leaving Montreal the line crosses the St. Lawrence and runs easterly through the Eastern Townships to Richmond. From there it strikes in a southerly direction to Portland, in its course passing through the States of Vermont, New Hampshire and Maine. There are several branch lines in the Eastern Townships converging on Montreal. From these branch lines there is another route, via the Central Vermont Railway, to Connecticut. The Grand Trunk also has arrangements under way for an entry into Providence, Rhode Island.

The system of branch lines in Ontario is extensive, especially in the peninsula between Lakes Ontario and Huron. Included in the Grand Trunk's system is the