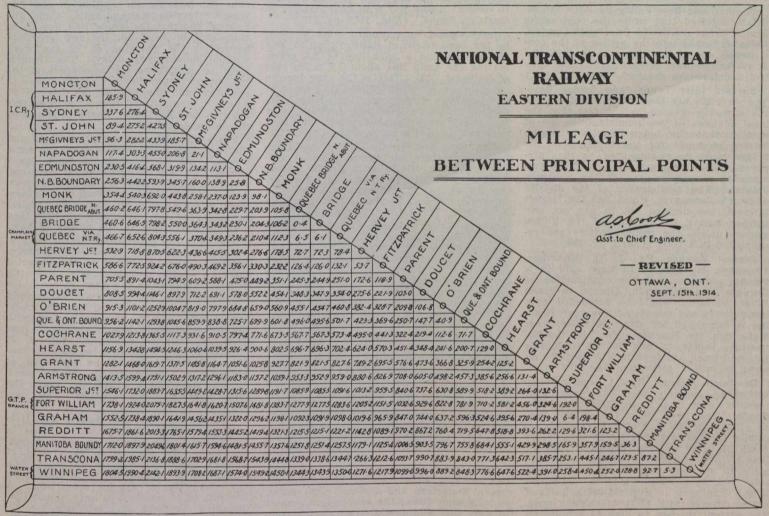
Commissioners of the National Transcontinental Ry., were to be subject to the approval of the Grand Trunk Pacific engineers, while the Western Division was to be built by the G.T. Pacific Ry. under the inspection of an engineer appointed by the Dominion Government. The act further provided that when the Eastern Division was completed it was to be operated in conjunction with the Western Division, as one through line by the G.T.P.R., the rental to be paid being 3% a year upon the actual cost of the line. No rental was to be payable during the first seven years of the 50year period for which the lease was to run.

Track laying on the Eastern Division was finished by the end of 1913, but the line was not sufficiently completed until the autumn of 1914, to enable the Government to enter upon negotiations with the comManager, Canadian Government Railways. announced that effective May 1, the jurisdiction of the heads of departments of the Canadian Government Railways at Moncton, had been extended over National Transcontinental Ry. and the G.T.P R.'s Lake Superior Branch.

The G.T.P.R.'s Lake Superior Branch from Fort William to Lake Superior Jct., 190 miles, has been operated by that company for some time, together with the 258 mile section of the N.T.R., from Lake Superior Jct. to Winnipeg, as the G.T.P.R. Lake Superior Division. Power to acquire this line by lease or otherwise for five years, together with its terminal facilities and accommodation works, was given at the Dominion Parliament's last session. The lease is to be ratified by Parliament, and the provisions of the Government Railways Act are

The principal points on the main line, Moncton being the starting point, are: Givins Jct., mileage 56.3; Napadogan, mileage 117.4 (d); Edmondston, mileage 250.5 age 117.4 (d); Edmondston, mileage 250.5 (d); New Brunswick boundary mileage, 256.3; Monk, Que., mileage 354.4 (d); Quebec Bridge, mileage 360.2; Quebec, general shops and terminals; Hervey Jct., mileage 532.9; Fitzpatrick, mileage 566.6 (d); Parent, mileage 705.5 (d); Doucet, mileage 808-5 (d); O'Brien, mileage 905.3 (d); Quebec Douber's beauty mileage 953.3 (d); Quebec Douber's boundary mileage 953.3 (d); Quebec Douber's boundary mileage 953.3 (d); Quebec Douber's boundary mileage 953.4 (d); Quebec 808-5 (d); O'Brien, mileage 905.3 (d); Quebec, Ontario boundary, mileage 956.2; Cochrane, mileage 1027.9 (d); Hearst, mileage 1156.9 (d); Grant, mileage 1282.4 (d); Armstrong, mileage 1413.5 (d); Superior Jct., mileage 1546.1; Graham, mileage 1552.5 (d); Redditt, mileage 1675.7 (d); Ontario, Manitoba boundary, mileage 1712.00; Transcona, Man., terminal yards and general shops, mileage 1779.2; Water St., Winnipeg, mile



pany respecting the taking of it over under the terms of the contract. The company filed what Senator Lougheed told the Senate were "omnibus objections" to entering upon this contract, and subsequently the Government decided to undertake the operation of the Eastern Division as part of the Canadian Government Railway's system. An order-in-council providing for this was passed, and upon the G.T.P.R. Co. finally deciding not to take a lease of the line, an official announcement was made, April 30, as follows:

"As the G.T.P.R. Co. has declined to take out a lease, the Government will to-morrow, May 1, take over for operation the National Transcontinental Ry., Eastern Division, from Moncton to Winnipeg. At the same time the Government will also take over and operate the Lake Superior Division of the Grand Trunk Pacific lying between Superior Junction and Fort William, including the terminals at the latter place."

Following this, F. P. Gutelius, General

to apply to the branch.

The total mileage of the line from Moncton, N.B., to the west side of Water St., Winnipeg, is 1,804.5, to which is to be added the mileage of the Lake Superior Branch, 190 miles, making a total of 1,994.05 miles of new main line to be operated by the Dominion Government. Of this mileage, 457.7 miles from Moncton, N.B., to St. Jean Chrysostome, Que., has been operated by the Government Railways officials since Nov. 22, 1914, and certain other mileages on the line between Quebec and Lake Superior Jct. have been operated by the contractors under a special arrangement with the Railways Department.

In addition to the main line, on which there is a small amount of second track, and a line from Quebec to the site of the Quebec Bridge, together 20.79 miles, there are 423.26 miles of track in yards and sidings.

age 1804.5. The "d" in the brackets signifies divisional points.

Rolling stock is being supplied from the Intercolonial Ry., but the Minister of Railways has power to purchase whatever rolling stock is necessary out of the consolidated funds. A number of locomotives and cars have been sent out from Moncton, for distribution along the line, having been taken across the St. Lawrence River at Quebec by the car ferry Leonard.

The Dominion Government took over last autumn the North Ry.'s charter rights to build a railway from Montreal to the N.T. Ry. at the crossing of the Bell River, Que., paying therefor \$250,000.

Railway track has increased in weight 37% during the last 20 years, and during the same period the unit load hauled has increased, in some instances, over 300%.