the agreement between the Grand Trunk Pacific and the Dominion Government is in force. Thus the control of the Grand Trunk Pacific lies, in the last instance, with the London board of the Grand Trunk. But the board of the Grand Trunk Pacific has eleven Canadian members out of sixteen. Five of these Canadians are officials of the Grand Trunk Railway ; the remaining six are representative business men of Montreal, Toronto and Ottawa.

The National Trancontinental

The line of railway spoken of as the Grand Trunk Pacific consists of two divisions. The Eastern Division, beginning at Moncton, in New Brunswick, and ending at Winnipeg, in Manitoba, is being built by the Dominion Government. The Canadian Government defrays the whole cost of construction. This cost is to be capitalized ; and, after the first seven years of operation, if the revenues of the division are sufficient for the purpose, the Grand Trunk Pacific which leases the line is to pay an annual rental amounting to three per cent. per annum on the cost thus capitalized. If the revenue from the division does not suffice to yield three per cent. on the capital cost at the end of seven years, the grand Trunk Pacific is to pay as rental such revenue as the division earns, the difference between the rental thus paid and the full three per cent. to be added to the capital cost for a further period of three years. At the end of the first ten years of operation, the company must pay the full three per cent. per annum.

The Grand Trunk Pacific is also under obligation to provide the rolling stock and other equipment.

The Western Division begins at Winnipeg and is to run to Prince Rupert, in British Columbia, on the Pacific Coast near the southern boundary of Alaska. This Western Division is to be contructed by the Grand Trunk Pacific Co.