

wharves and warehouses, but work on the ultimate permanent lay-out has not yet been commenced. The eastern division of the National Transcontinental Railway, which is under construction by the Transcontinental Railway Commission, extends from Moncton, N.B., to Winnipeg, the through mileage from Moncton to the Union Station at Winnipeg being 1,805 miles. Of this division 68·56 p. c. was completed at March 31 1911. That portion of the line between Winnipeg and Lake Superior Junction (where the Grand Trunk Pacific Company's Fort William Branch joins the main line) was, with the exception of the entrance into Winnipeg, practically completed last fall, and a fair share of last season's western crops was transported by the Grand Trunk Pacific Railway Company over this portion of the line to Fort William. At the end of March 1911 1,388 miles were graded, 1,264·46 miles of track were laid (including sidings) and 784·73 miles of telegraph line were completed.

Grand Trunk
Railway.

Various important undertakings of the Grand Trunk Railway Company have made progress during the year. The construction of the Château Laurier Hotel and of the new Central passenger station at Ottawa has been pushed forward. The work is expected to be completed by the fall of 1911. Work was practically finished on the renewal of the bridge across the St. Lawrence River at Coteau. The bridge has 22 spans and a total length of 4,085 feet. The cost is approximately \$500,000. The necessary location was completed and right-of way secured at Montreal for the construction of a branch line connecting with the Jacques Cartier Union Railway—which the Grand Trunk now controls—and extending around the mountain to a connection with the Canadian Pacific Railway, which will give the Grand Trunk what is practically a belt line around the commercial metropolis of the Dominion, and enable it to cater for business to and from the large manufacturing industries that are now located and are being established in the eastern and northern sections of the city. The new railway is being built under the name of the Lachine, Jacques Cartier and Maisonneuve Railway. In September 1910 terminal improvements were commenced at Toronto. Other works undertaken during the year were the revision of grades between Midland and Port Hope and the construction of a connection between Tiffin and Wyevale; also the construction of new roundhouses and terminal facilities at Richmond, P.Q. and Belleville, Ont. The Grand Trunk was empowered by act of Parliament to acquire the securities of the Montreal and Southern Counties Railway—an electric line already constructed which runs from Montreal to Longueuil, crossing the St. Lawrence River over the historic Victoria Jubilee Bridge upon independent tracks, between Montreal and St. Lambert.