

mond, 96 miles to join this ; and from Toronto to Sarnia on the western frontier of Upper Canada. In the same session, an Act was passed incorporating a company to build a railway from Quebec to Trois Pistoles, 152 miles on the line towards Halifax. What was known as the Amalgamation Act completed the legislation of 1852 for the Grand Trunk Railway Company by enabling all these to unite in one general scheme. The amalgamated company assumed all the liabilities of the several subordinate corporations, including the different contracts for their construction. Under its provisions, the Atlantic & St. Lawrence Railway from Portland in the State of Maine, to the Canadian boundary, was leased for 999 years, making a through route from the Atlantic at Portland to Sarnia on Lake Huron of 800 miles, with the lines from Richmond to Quebec and Trois Pistoles, 253 miles, the Victoria bridge across the St. Lawrence at Montreal, and a branch line to Peterborough of 50 miles (which was never constructed), the total length of the first prospectus was 1,119 miles and the estimated cost was £9,500,000. This amalgamation was confirmed in 1854, the company being known as the Grand Trunk Railway of Canada. The sections were opened from Portland to Montreal in 1853 ; from Richmond to Quebec with a branch to Three Rivers in 1864 ; from Montreal to Toronto in 1856 ; from Toronto to Sarnia in 1858 ; and the original system was completed December 16th, 1859, when the Victoria bridge was opened for traffic. The line from Detroit to Port Huron, 50 miles, was leased in 1859 ; the Champlain roads in 1863 ; the Buffalo & Lake Huron in 1867. With these additions the mileage was 1,377 miles, at which it remained, with slight alteration, until 1880.

343. The line was not completed before financial difficulties commenced. In 1855 an appeal was made to the Government for additional assistance, and in response to this, and subsequent applications, the company borrowed from the Government at different times, and including the amount previously mentioned, a total of \$15,142,633, besides gradually lowering the position of the Government mortgage, until now it stands behind all other securities. In 1861 the company was embarrassed with a floating debt of over \$12,000,000 ; the rails and rolling stock were defective and heavy renewals were imperative. It is necessary to bear these facts in mind in looking at the company's present position, so as to appreciate the exertions that have been made to bring it to its existing state of efficiency.

344. In 1868 the Buffalo & Lake Huron Railway became part of the Grand Trunk, and including this at a later date was the International bridge across the Niagara River then building and giving access to Buffalo, from which city the Erie & New York Central were competing for western business to New York. As the Lake Huron Railway crossed the Grand Trunk very obliquely at Stratford, this opened a new route from the state of Michigan to Buffalo and New York, and brought over the western end of the Grand Trunk a heavy business, most favourably affecting the receipts. In 1879 an arrangement was made with the Dominion Government for the purchase by the latter of the line from Quebec to Rivière du Loup, 124 miles, and in August, of that year, that section ceased to belong to the Grand Trunk and was incorporated with the Intercolonial. With the money realized from this sale, the Grand Trunk completed arrangements