

for the purchase of two bankrupt roads in Michigan, forming the Chicago & Grand Trunk, which, though not a portion of the main line, is working in close connection with it, and gives the Grand Trunk, practically, a large control of the heavy Chicago trade to the Atlantic seaboard.

345. The Grand Trunk has now most important ramifications through the States of Michigan, Illinois and Wisconsin, converging to its main line at Chicago and Detroit, and conducts an immense American business from these great centres of industry to Montreal, Boston, Portland and New York, with all of which it has direct or favourable connection. Including some minor alterations of the Champlain roads, by which an expensive ferry was got rid of from Lachine to the south side of the St. Lawrence, this sale of the Rivière du Loup line brought down the mileage of the Grand Trunk system in Canada to 1,235 miles, whilst leading to an enormous increase of business. In 1881, the Georgian Bay and Lake Erie system of 171 miles of railway was incorporated into the Grand Trunk. In the following year the amalgamation with the Great Western, including 904 miles of railway, took place, and the next year the Welland line was leased, the Champlain lines extended, and the Midland system of 473 miles incorporated into the Grand Trunk, making the mileage of the entire line 2,592 miles in Canada and 250 in the States and giving the whole system nominally 2,841 miles; but this does not include the Chicago & Grand Trunk, 335 miles, the Detroit & Milwaukee, 191 miles, and a number of other dependencies controlled by the Grand Trunk, but still nominally independent companies.

346. The Great Western Railway, chartered under that name in 1845, was opened from Niagara to the Detroit River in January, 1854, a distance of 229 miles, and joining by the Niagara Suspension Bridge the New York Central on the east with the Michigan Central on the west. Thus completing the connection between New York and Chicago it became at once a most important line, and as long as the railways at each end were under separate management, was essential to each of them. When, however, the Michigan Central, the New York Central and the Michigan Southern, which also connected the New York line with Chicago, all fell into the hands of the Vanderbilts, the position of the Great Western was greatly changed, and the construction of the Canada Southern, a parallel line, which also became a Vanderbilt line, brought about a rivalry which, to a great extent, injured its importance and destroyed its through business. The Great Western was unfortunate also in its relations with the Grand Trunk. The Toronto & Hamilton line was opened as a Great Western branch in 1856, and in 1858 another branch, from London to Sarnia, at the foot of Lake Huron, and Toronto, only 6 miles longer than the Grand Trunk. The extension of the Grand Trunk to Detroit, and the absorption of the Buffalo & Lake Huron, opened a new route, practically duplicating the main line of the Great Western to the most important centres in the State of Michigan, and as each company ramified and extended its system, both came more and more into contact, and this rivalry was constantly increasing until the amalgamation of the two, which was undoubtedly a wise step for both of them. Both lines, but especially the Great Western, were much injured by the construction of local lines fostered by