

municipal bonuses, which were generally ultimately absorbed by one or other of them. If the amalgamation had no other benefit it was of use in putting an end to this duplication of roads in a district which was already sufficiently provided with railway facilities.

347. The Northern Railway Company, originally called the Toronto, Sarnia and Lake Huron Railway Company, obtained its charter August, 1849. The railway was to run from the city of Toronto to some point on the southern shore of Lake Huron, by way of the town of Barrie.

The name was changed in 1851 to the Ontario, Simcoe & Huron Railway Company. In 1858 it was again changed to the Northern Railway of Canada.

In 1853 authority was given to the company to construct a branch line to the eastern shore of Lake Huron.

The want of connection with the northern terminus at Collingwood induced the company in 1855 to enter into contract for a tri-weekly line of steamers between that port and Lake Michigan ports.

In later years the Northern and the Hamilton and North-western and the Northern Pacific Junction were worked under a joint arrangement and in the railway returns for the year ending 30th June, 1888, they appear as leased and operated by the Grand Trunk Railway Company.

The Northern Railway from Toronto to Bradford and Barrie was opened in 1853.

348. Within the last few years the road bed and equipment of the Grand Trunk has been put into admirable condition, the exceptional 5 feet 6 inch gauge has been dispensed with, an entirely new equipment on the 4 ft. 8½ inch gauge has been provided, heavy steel rails have been laid throughout, over 400 miles have been double tracked, and the facilities for handling freight at Montreal and Portland, in connection with the ocean steamers, are very complete. The distance from Chicago to Montreal by the Grand Trunk is about 100 miles less than by the competing lines to New York, whilst the cost of handling is much less, and although the recent excessive competition amongst the American railways and the different steamship lines running to New York have brought down freight on both land and sea to an unremunerative point, yet the natural facilities of the Grand Trunk must ultimately outlive the present depression, and restore the property to the position it deserves.

349. The mileage (track laid) of the Grand Trunk system on 30th June, 1894, was 3158 miles, of which 3,098½ miles were laid with steel rails.

INTERCOLONIAL RAILWAY SYSTEM.

350. As has been said, an effort was made to connect the St. Lawrence with the Atlantic at St. Andrew's early in the thirties. Though this attempt was rendered abortive by the boundary question, the idea of an Intercolonial Railway was not dismissed. The Imperial Government in 1844, made a survey for a military road. The route explored crossed the interior of New Brunswick diagonally from Moncton to Rivière du Loup. In 1845 the railway mania in England had produced a plentiful crop of projects.