

Georgian Bay and Lake Erie system with 171 miles was incorporated, and in the following year the amalgamation with the Great Western (904 miles) took place, and the Midland system (473 miles) was incorporated into the Grand Trunk. In 1888 the Northern railway, which had been opened from Toronto to Barrie in 1853, and the Hamilton and Northwestern railway, were taken over by the Grand Trunk. In 1891 the completion of the St. Clair tunnel gave direct communication with the railways of the United States. In the seventies the gauge had been changed from the original 5' 6" to the standard gauge of 4' 8½".

The Intercolonial railway between the Maritime Provinces and Canada had been proposed as early as the thirties. In 1844 the Imperial Government made a survey for a military road, and in 1851 agreed to recommend to Parliament either a guarantee of interest or an advance of the sum required to build a railroad. Differences of opinion as to route resulted in the project falling through, but in 1853 Nova Scotia undertook to construct by 1862 a trunk line from Halifax to the New Brunswick frontier, with branch lines to Pictou and Victoria Beach. In both Nova Scotia and New Brunswick, however, the scheme of an Intercolonial railway broke down for lack of funds, and in 1867 there were only 341 miles of railway in the Maritimes—196 miles in New Brunswick, including lines from St. John to Shediac and from St. Andrews to Richmond; 145 miles in Nova Scotia, including lines from Halifax to Truro and Windsor, and from Truro to Pictou. These under the B.N.A. Act passed to the Dominion Government. The latter on its part undertook the completion of the railway, and in 1876 the line was opened. In 1879 the Rivière du Loup branch of the Grand Trunk was acquired, and in 1898 the Drummond Counties Railway from Chaudière Junction to Ste. Rosalie Junction was leased and running rights obtained from the latter point over the Grand Trunk tracks into Montreal, the Intercolonial thus becoming a competitor for the business of the commercial metropolis of Canada.

As early as 1849 a pamphlet published by Major Carmichael-Smyth advocated the construction of a Canadian Pacific railway nearly along the present route. In 1851 a Parliamentary Committee reported against the undertaking of the enterprise at that time. In 1871 the terms under which British Columbia entered Confederation pledged the Dominion to commence the Pacific Railway within two years, and complete it within ten years. The work of construction of the railway as a public work actually commenced in 1874, but was not very rapidly pushed forward. In 1880 the Government entered into a contract with the Canadian Pacific Railway Syndicate, granting to the syndicate all portions of the line completed or under construction, a cash subsidy of \$25,000,000 and a land grant of 25,000,000 acres, free admission of materials for construction, and protection for 20 years against competing lines. The company on its side agreed to complete the railway to a fixed standard by May 1, 1891, and thereafter to maintain it efficiently. As a matter of fact the last spike on the main line was driven on Nov. 7, 1885. Like the Grand Trunk,