

result was the completion of the Grand Trunk Railway between Montreal and Toronto in 1856, its extension westward to Sarnia in 1859, and eastward to Rivière du Loup in 1860. The Atlantic and St. Lawrence Railway, from Portland, Maine, to the Canadian boundary, was leased for 999 years and in 1859, on the completion of the Victoria bridge across the St. Lawrence at Montreal, the Grand Trunk had a through route 800 miles long from Portland to Sarnia. A line from Detroit to Port Huron was leased in 1859, the Champlain roads in 1863, the Buffalo and Lake Huron in 1867, while the Chicago and Grand Trunk was completed from Port Huron to Chicago in 1880. In 1881 the Georgian Bay and Lake Erie system (171 miles) was incorporated, and in the following year the Great Western (904 miles) and the Midland systems (473 miles) were also 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 1870's the gauge had been changed from the original 5' 6" to the standard gauge of 4' 8½".

Construction of the Intercolonial.—An intercolonial railway between the Maritime Provinces and Canada had been proposed as early as the 1830's. 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 the route resulted in the project being dropped, 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 374 miles of railway in the Maritimes—229 miles in New Brunswick, including lines from Saint 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 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.

The First Transcontinental Railway—The C.P.R.—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 undertaking the enterprise at that time. In 1871 the terms under which British Columbia entered Confederation bound the Dominion to commence the Pacific railway within two years and complete it within ten years. The building 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, 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, the Canadian Pacific Railway began to acquire