
THE GRAND TRUNK RAILWAY

sections the expedient was adopted of lifting the bodies of cars off their broad trucks and replacing them on standard ones, and vice versa. This and all other methods for relieving the situation were expensive undertakings, and frequently proved uncertain and insecure. It was therefore a most important event when all the Grand Trunk lines and the equipment thereof became standard gauge. One hundred and fifty new locomotives were bought at this period on account of the changed conditions. Some of the old ones were converted and others were sold.

If it had not been for the means provided to renew the line as was done in 1872-73-74, that is, to change the gauge and renew the rolling stock, the railway would never have been able to get through the great commercial and industrial crisis of that period, for in addition to the crisis itself there was a rate war waged by all roads running to the seaboard. This war was especially felt by the Grand Trunk, for it was on the transport of through business that the road at that particular time mainly depended for revenue, and the ruinous war was carried on very fiercely against it by some of the American lines.

AMALGAMATION WITH GREAT WESTERN.

Various negotiations had taken place from time to time with a view to agreements tending to better relations between the Grand Trunk Railway and the Great Western Railway, which would effect savings in their respective expenses and consolidate their interests respectively, as well as provide more equitable facilities for the public in general. These negotiations, however, were not wholly satisfactory, and it was a source of much satisfaction to both companies when, after much previous discussion between the shareholders of each company and their final approval, the two lines were amalgamated on August 12, 1882, under the provisions of a deed of union, dated May 25, 1882. The name of the united companies was fixed as the Grand Trunk Railway Company of Canada. Through this fusion, 823 miles were added to the Grand Trunk system.

It having been realized that the Grand Trunk could afford better facilities for the development of the territory served by the Northern Railway, and the Hamilton and North-Western Railway respectively, and that expenses could be reduced on certain situations where the Grand Trunk and these lines were mutually interested, these two roads were amalgamated with the Grand Trunk under a deed of union dated January 24, 1888. This system of railways, which was made up of a number of organizations of original separate corporate existence, embraced the territory between the Georgian Bay and Lake Simcoe points, and Port Dover on Lake Erie, via Toronto and Hamilton. The additional mileage thus brought in was 493 miles.

The Midland Railway Company, which was also an aggregation of many individual roads having original separate corporate existence, occupied the triangular extent of territory between the Georgian Bay, Belleville and Toronto. It embraced 473 miles and had been leased to the Grand Trunk in 1884, though finally amalgamated with that company April 1, 1893. The Canada Atlantic Railway, also an aggregation of several organizations with original individual corporate existence, and occupying the territory between the Georgian Bay and Lake Champlain by way of Ottawa and Coteau, was added to the Grand Trunk by amalgamation in 1914. It embraced 466 miles of line, and under an agreement had been in control of the Grand Trunk since 1904. By an agreement dated October 1, 1892, which was confirmed by Act of Parliament of April 1, 1893, several other smaller railways which had been operated by the Grand Trunk Railway Company were amalgamated with it and became actual parts of the system.

Of the total mileage of the Grand Trunk Railway System, namely, 4783,