

gauge of Canadian and American Railway systems, and thus open the traffic of the line to the markets of the continent generally, without transshipment of goods. The cost of making this change on the lines of the Northern Railway was estimated at \$300,000, and the Councilors were now approached with a proposal to aid in this undertaking. F. W. Cumberland, the Managing-Director of the Northern Railway, had twice addressed the County Council during the preceding year (1878, in June and again in October) on matters relative to the railway, and had advocated its interests. He had even proposed that the County's stock in the railway (\$200,000) should be written off, to enable the company to carry out the improvement. But there followed, a few weeks later, the amalgamation of the two railways, and this event, which is described more fully in the next chapter, deferred the question of changing the gauge for at least two more years.

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