

Department of Railways and Canals

should connect the Canadian Atlantic seaboard with Quebec, a scheme first proposed as early as 1832, was so manifest that in 1836-1837, a survey was made of the country between St. Andrews, on the Bay of Fundy, and Lévis, opposite Quebec, towards the expense of which the Imperial Government contributed £10,000 (250,000 francs). In view of the objections of the United States, based on the unsettled boundary between Canada and the state of Maine, the question was not settled until 1842, when the decision was adverse to Canada, and necessitated a new survey, made in 1844, which, by a considerable detour, avoided the territory in dispute, which had been crossed by the original location.

In New Brunswick, in the year 1852, the railway between St. John and Shediac, on the Gulf of St. Lawrence, was commenced, and was opened for traffic in 1860. The length was 108 miles (174 kilometres).

Meantime, in the province of Nova Scotia a line of railway, commenced in 1854 and completed by the close of 1858, had been constructed between Halifax and Truro, 61 miles (98 kilometres).

This was the nucleus of what is now the Intercolonial Railway.

Railway statistics of 1860.

In the year 1860 a systematic attempt was made for the first time by Government to collect and arrange information respecting railway matters. In that year there were 16 railway companies, operating, in the province of Canada, 1,880 miles (3,026 kilometres), or with the addition of the connecting lines owned by them in the United States, a total of 2,107 miles (3,391 kilometres). Of this total, the cost of 1,974 miles (3,176 kilometres), with equipment, was \$97,179,641 (485,898,208 francs) towards which the Government had contributed assistance to the extent of \$20,246,247 (101,231,235 francs). In the year 1860, 2,030 miles (3,267 kilometres) earned \$1,722,666 (33,613,332 francs), the expenses of their operation being \$5,675,511 (28,377,557 francs). The number of passengers was 1,825,755, and 1,459,446 tons (1,459,446 tons met.) of freight were carried; as to freight, however, 5 lines of minor importance, comprising 91 miles (146 kilometres), do not make returns. The average speed of express trains was 24.3 miles (39.1 kilometres) per hour, including stops. The total number of persons employed on all the railways was 6,606. At the end of the year 1859 there were on all the railways 384 locomotives. The Grand Trunk Railway owned 217. The rails were of iron, all single track, and the fuel used for the locomotives was wood.

Intercolonial Railway commenced.

By the Act of 1867 confederating the four separate provinces of Canada, it was an express stipulation that the Intercolonial Railway should be built by the Dominion Government to give the desired connection between the Maritime Provinces and central Canada.

The work was accordingly at once taken in hand, and the railway was completed and in July, 1876, was opened as a through line up to Rivière du Loup, where it joined the section of the Grand Trunk running between that point and Lévis opposite Quebec; the Government purchased this section in 1879. Meantime, in 1871, British Columbia, and in 1873, Prince Edward Island, had been admitted into the Dominion.

By the completion of the Intercolonial Railway and the connections thereby made with the existing systems, direct communication was obtained between the two Canadian Atlantic ports of Halifax in Nova Scotia and Saint John, New Brunswick, and a number of lake ports at the head of Lake Ontario, the head of Lake Erie and on Lake Huron, making connection with the American lines from the west and south and tapping the traffic of the great lakes at various points.

The 1st of July, 1876, therefore, marks the beginning of a new epoch in the railway history of the country, and the statistics of the fiscal year 1875-1876, which closed on the 30th of June, 1876, are of importance for purposes of comparison.