

our bridge in connection with Mr. Robert Stephenson, one whose ability and worth, every one must recognize and honor, and whose merit in Canada where it was known, received its just appreciation. Mr. Hodges' name was now introduced, and obtained that meed of welcome, to which he is so well entitled. Three cheers were next given for the assistants and workmen on the structure. Mr. Hodges next proposed three cheers for the ladies who had first passed over the Bridge. Mr. Blackwell followed in the order of public favor, and a chorus of God save the Queen, in French and English, completed the demonstration of feeling.

Such was the simple proceeding to which the historian will hereafter turn, as, when he deals with our commercial history, he wishes to mark its epochs. They are distinctly noted; for their importance is to be traced by the change they have effected. From the canoe to the schooner, and to the Durham boat; thence to the steamboat, with the intervals of coaching, caused by the rapids. To be again improved to a perfect navigation by the perfection of the Canals, the first point from whence Canadian prosperity can date. The National Railway followed, which lacked only the Great Bridge to attain perfectness. As old men run over all these changes they can observe how wealth and comfort have followed upon improvement, how population has grown, and refinement has advanced. We are now equal to any people in the world in our means of passing from one extremity of the Province to the other, —the link that has indeed established this equality, and places the sea-board at the very feet of the Western farmer, is the Victoria Bridge, the first passage over which I have thus endeavoured to chronicle. —*Correspondent of the Toronto Leader.*

2. RAILWAY STATISTICS OF CANADA.

The Board of Railway Commissioners of Canada have published in the form of a Blue Book, the report of Mr. Samuel Keefer, Inspector of Railways, dated Toronto, February 28, 1859, for 1858, a copy of which we have received. The report is elaborate. Mr. Keefer's introductory remarks occupy thirty-one pages. In addition there is a voluminous appendix, containing minute additional details relative to the Railways of Canada, at once useful and interesting.

This is the first report that has been made by Mr. Keefer since the passage of the Accidents on Railways Act in 1857. The act, he says, was passed too late to enable him to complete a report that year.

At the time of the passing of the act, in 1857, there were 1,402 miles of railway in operation in Canada; Great Western and its branches, 279; Grand Trunk (in Canada), 685; the Northern, 95; Buffalo, 144; London and Port Stanley, 24; Erie and Ontario, 17; Cobourg and Peterboro', 28; Prescott and Ottawa, 53; Montreal and Champlain (in Canada), 81; Grenville and Carillon, 13; St. Lawrence and Industry, 12.

In 1857, after the passing of the act, 70 additional miles of railway were opened in Canada: the Galt and Guelph, 16 miles; Prescott and Berlin, 11; Port Hope and Lindsay, 43.

In 1858, 140 miles were opened: Buffalo and Lake Huron—Stratford to Goderich, 45; Port Hope, Lindsay and Beaverton—Millbrook and Peterboro' Branch, 13; Grand Trunk—Stratford to London, 31; Great Western—Sarnia Branch, 51.

Altogether at the close of 1858 there were 1,612 miles open in Canada, besides the branches in the United States connecting with them, and controlled from this side the lines, as the Grand Trunk to Portland. At the close of 1859 it was expected that 2,005 miles of railway would be constructed in Canada.

Mr. Keefer says it is worthy of remark that Canada has now more miles of railway open than Scotland or Ireland, or any of the six New England States; more than the three Atlantic States of New Jersey, Delaware, and Maryland, or the two Carolinas, North and South, and is only exceeded in the number of miles open by the five following States:—

New York, which has.....	2726 miles.
Pennsylvania	2678 "
Ohio	2978 "
Indiana	2939 "
Illinois.....	2774 "

1465 miles of the railways of Canada have the Provincial medium gauge of 5 feet 6 inches; and 147 have the narrow gauge of 4 feet 8½ inches.

We further gather from the report that:

The average speed of Express trains, including stops, is 26 miles per hour; and in motion between stations, 30.5 miles per hour. The maximum speed is got upon the Montreal and Quebec division of the Grand Trunk Railway, which is 36 miles an hour. The average speed of accommodation trains is 22 miles per hour, including stops, or 27 miles when in motion between stations. The average speed of mixed trains is 15 miles, including stops, and 19

miles when in motion. The average rate of freight trains is 13 miles, including stops, and 19 miles when in motion. The total number of locomotive engines upon all the roads, at the end of 1858, was 366. The following table shows the amount of rolling stock of the several classes:—

	No.	Per mile.
Locomotive engines	366	0.23
First class passenger cars	213	0.14
Second class passenger cars	122	0.08
Box mail and express cars	112	0.07
Box freight and cattle cars	2,477	1.58
Platform cars	1,841	1.17
Construction cars	1,063	0.67

Of the whole number of locomotives the shops of the United States have furnished 209, England 110, and Canada 47.

The total number of miles run by passenger trains in 1858 was 1,735,821 miles; by mixed and freight trains 1,671,137; by wood and construction trains 878,648; by all trains 4,532,742; the total number of passengers was 1,613,935; the total number of miles travelled by passengers was 91,027,299. —*Montreal Gazette.*

3. RAILWAYS IN ENGLAND.

A recent English Parliamentary return gives some most remarkable facts respecting English railways. The longest line is the London and North Western, 910 miles, and North Eastern next, 746 miles. Eight railroads have their terminus in London, and their gross receipts are close upon a million of dollars per week. Upwards of nine thousand miles of railroad are now in use in Great Britain, the gross receipts of which, from freights and passengers, amount to nearly two millions and a half of dollars per week, or one hundred and twenty-eight millions per annum. The Philadelphia Press makes the following summary of the financial condition of the English railroads.

The whole amount of capital and loans authorized to be invested in railways previous to the last day of 1858, was £302,682,755. All this vast sum has been raised, and most of it expended, since 1828—a comparatively short period of thirty years. Some of our readers may better understand this sum total when they discover that it amounts to \$1,963,413,775. As much as £181,837,781 (equal to \$909,188,905) of the capital was not receiving, nor entitled to receive any preferential dividend or interest. The total dividend on the share capital amounted to £6,161,099, (or \$30,805,495,) but preferential dividend or interest was payable to the amount of £829,331, (or \$4,146,655,) upon stock for £61,854,547, or \$309,272,735. —The debts of British railways, at the close of 1858, amounted to £81,682,179, (or \$408,415,895,) and the interest payable thereon is £3,591,148, (or \$17,955,740.) The whole amount which the railway companies had actually raised, to the end of 1858, by shares and loans, was £325,375,507, but there remained £67,307,248 which they have the power to raise, either by existing or new shares, or by loans—the whole, received and receivable, amounting to £325,375,507, or \$1,963,413,775, of the capital invested in British railwayism, from 1828 to 1858, both years inclusive. —The total amount expended on railway works and rolling stock during these thirty years, and out of this capital, was £287,800,208, or in American money \$1,439,001,040. Add to this the money which the various companies can raise, and which they will one day call for, and the difference between the sum expended on railways and that which may be raised amounts, in round numbers, to over thirty-five millions of pounds sterling, or \$175,000,000, all of which has been wasted in parliament and law cost of obtaining the statutes organizing the different companies which have constructed all the British railways. This amount seems enormous. So it is, but it has been so expended.

Besides English money invested in British Railwayism, a great deal of railway stock in railways all over the world is in English hands.

4. RAILROAD SYSTEM OF INDIA.

The railway system of India includes nearly 5,000 miles of lines, a large portion of which is now in construction. Of these, the East India Railway is probably the most important, extending from Calcutta, via Allahabad to Delhi, with a branch from Mirzapore to meet the Great Indian Peninsula line at Jubbulpore—a distance in all of 1400 miles. This line will doubtless be extended also to Lahore, a distance of nearly 1100 miles from Calcutta. Including the portion opened to Cawnpore, 270 miles are now in operation, and 400 miles of the remainder are in active construction. Among the large works in progress on this line is the bridge over the Jumna at Allahabad. The length of this structure, between the faces of abutments, is 3,224 feet, divided in fifteen spans of 205 feet each. 15,000 tons of rails, sufficient for 150 miles, are now being made for