

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 584 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 Riviere du Loup, where it joined the section of the Grand Trunk running between that point and Levis opposite Quebec; the Government purchased this section in 1879. Meantime, in 1871, British Columbia, and in 1875, 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 1<sup>st</sup> 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.

*Railway statistics for 1875-1876.*

The number of railways in operation at that date was 57, including Government roads (the Intercolonial and the Prince Edward Island Railways) with a total length of 5,157 miles (8,299 kilometres), from which there is to be deducted for mileage of the Grand Trunk Railway in the United States, 228 miles (367 kilometres), leaving 4,929 miles (7,952 kilometres) operated in Canada. With the exception of 79 miles (127.8 kilometres) of the Great Western, all were single track lines, 2,575 miles (4,144 kilometres) were laid with steel, 2,758 miles (4,458 kilometres) with iron, and, in the case of one line, 25 1/2 miles (41 kilometres) with wooden rails. The total « paid up capital » of railways in operation and under construction amounted to \$ 555,886,047 (1,669,450,258 francs), of which there was expended by the Dominion Government \$ 60,285,026 (501,415,151 francs).

6,551,757 tons (6,455,065 tons met.) of freight and 5,544,814 passengers were carried. The earnings aggregated \$ 19,558,084 (96,790,420 francs) and the cost of operating \$ 15,802,721 (79,015,607 francs). There were 1,000 locomotives, 775 passenger cars, and 15,647 box-freight and cattle cars. The above figures do not include certain short lines operated by coal companies for shipping purposes, of which there were in Nova Scotia 15, aggregating 111 miles (178.6 kilometres).

Besides the railways in operation there was much work of construction in progress, both by Government and by private Companies. Published official returns for the previous year