

In 1887 this had increased to 1,186,745 tons; an increase of nearly 75 per cent. in ten years. Halifax, the great eastern Atlantic seaport, had in 1878 a seagoing tonnage in and out of 825,398 tons, and in 1887, 1,175,560 tons—an increase of over 42 per cent. St. John increased from 803,591 tons to 1,001,818—an increase of over 24½ per cent.

Now take tonnage of seagoing shipping entered and cleared with cargo. Montreal in the ten years shows an increase of nearly 80 per cent., Halifax of 32 per cent., and St. John of over 14½ per cent.

Dividing the tonnage of shipping with cargo into that employed in bringing in cargo and that employed in taking out cargo, we find that Montreal had in 1887, 270,590 tons more shipping entered inwards than in 1878, and 248,226 tons more cleared outwards; that Halifax had 68,243 tons more inwards and 182,892 tons more outwards; that St. John had 10,803 tons less inwards and 106,904 tons more outwards.

Taking the general facts we find: 1st, that the attempt to make Halifax a port for the Dominion has been successful. The figures show an increase of 25 per cent. more than double the seagoing shipping cargo to and from that port twenty years ago. Halifax in 1887 carried 73 per cent. more tons of merchandise in and out than in 1878, the largest proportional increase, Montreal's increase being 67 per cent. 2nd, that St. John is becoming more and more a port for the shipment of exports and less a port for the receipt of imports. 3rd, that Montreal shows an increase in every class and every nationality.

If we compare Canadian ports with other ports we see at a glance the strides the former have taken. London (England) increased its tonnage in and out 46 per cent. in fifteen years, Liverpool 16 per cent., Antwerp 75 per cent., Hamburg 86 per cent., Boston (U.S.A.) 45 per cent., New Orleans 32 per cent., New York 94 per cent., Montreal 85 per cent., Halifax 80 per cent.

The development that will take place when our railway system is completed and the North-West Territories become settled may be calculated from the development which New York has experienced in the settlement of the Western States.

A few words respecting the general subject of Canada's water-borne commerce.

The tonnage employed in her coasting, her seagoing and her lake international transportation business increased in ten years by 37.7 per cent. The trips in and out in all branches increased 41.3 per cent. The increase in men employed was 33.4 per cent. The increase in the coasting trade alone in the ten years has been 58.5 per cent.

This latter increase is the more remarkable because it has been secured in the face of a greatly increased railway transport business; the Intercolonial Railway's local freight business having increased 116 per cent. in the same period, while the Lake Shore Railway traffic has experienced a great development.

The merchandise exchanged between Canada and other parts of the British Empire in 1878 amounted to 1,873,705 tons, and in 1887 to 2,832,763 tons, an increase of 51 per cent. There was a falling off in the exchange of goods between Canada and the British West Indies of 14,000 tons; but an increase in that between Canada and the mother country, and Canada and Australia, Newfoundland, British Guiana, British East Indies, British Africa and other parts. In the case of the British West Indies the tons of freight brought from those islands into Canada in 1887 were 32,872 against 23,141 tons in 1878. The tons of freight sent to the West Indies in 1888 were 62,259 tons against 85,445 in 1878. Canada did its duty by the British West Indies, but they failed to buy of Canada to as great an extent in 1887 as in 1878. Probably, however, it would be found on examination that large quantities of our lumber and fish which, in 1878, went direct to the British West Indies, went, in 1887, to the United States and thence to the Islands, being counted in Canada's exports to the United States instead of in those to the Islands.

Taking the twelve year period, 1876-87 (both years inclusive), and dividing it into six year periods we find that in the first period (1876-81) the seagoing tonnage arrived and departed amounted to 56,032,032 tons; and in the second period (1882-87) to 62,730,529, an increase of nearly 6,700,000, or an average increase of over one million tons a year.

Of the 56,000,000 tons, 41,391,742 tons carried the British flag, and of the 62,000,000, 43,840,689 tons hoisted the Union Jack of Old England. During the first period 73 per cent. of the shipping was

Canada's Railway System.

The year 1851 is a memorable year in the story of Canada's railway development. Four events then occurred destined to have a great influence over the future of the premier colony of the British Empire. These four events were: 1st, the passing by the Canadian Legislature, of an Act making provision for the construction of a main trunk line of railway through the two Canadas; 2nd, the visit of a delegation from Canada, New Brunswick and Nova Scotia to England for the purpose of securing the co-operation of the Imperial Government in the construction of the Intercolonial Railway to connect the provinces by the sea with the provinces on the St. Lawrence River; 3rd, the consideration by the Railway Committee of the Canadian Legislature of an application for an Act of Incorporation creating a company to build the Canadian Pacific Railway; and 4th, the establishment of a uniform gauge. Up to 1851 but little had been done practically in the line of railway building, though Canada stands well up in the list of countries which very early began to take an interest in the new system of locomotion. As soon as the first great Parliamentary battle in the British Parliament in 1825, and the subsequent opening and successful working of the railway from Manchester to Liverpool in 1825, had demonstrated the feasibility of railways, Belgium, which by the revolution of 1830 became separated from Holland, and thus lost the control of the mouths of the Scheldt as an issue for its commerce, determined to supply the loss by adopting railways. She passed the necessary enactments in 1834. France in 1835 passed an Act providing for a railway between Paris and Versailles, ten miles long. These were the first of Continental European countries to follow the example of England. In the United States of America, after the phenomena of transport developed on the opening of the Liverpool and Manchester Railway, projects of passenger railways were immediately launched and carried into execution on a large scale. The passenger railway, the Baltimore and Ohio, was opened first with 40 miles in operation, the New England States following in 1834, the Central Western in 1842, and the Western Trans-Mississippi States in 1856. Canada's first passenger railway was begun in 1832 and opened in 1836. The length of the line was 16 miles and its gauge 5 feet 6 inches. Its purpose was to secure speedy communication between the St. Lawrence River and New York, by means of Lake Champlain and the Hudson River.

Two other railway companies were incorporated by the Canadian Legislature in 1834. Up to 1846 Acts of incorporation had been granted for 18 railway companies in the two Canadas. Nova Scotia built its first railway in 1839—to connect the Pictou coal fields with the

Gulf of St. Lawrence. New Brunswick in 1835 laid before the Imperial Parliament a project for the construction of a railway from St. Andrew's to Quebec. Surveys were made and some progress in construction followed. But the Ashburton Treaty of 1842 transferred half of the surveyed territory to the United States, and the project came to an untimely end. Though railways were commenced thus early, there were in 1851 but 93 miles in the British North American Provinces. Much preliminary work had, however, been done. Major Robinson in 1848 made his report on the Intercolonial. Several pamphlets had been written showing the necessity of a Canadian Pacific Railway, and the general system had been roughly sketched out.

Mr. Hincks in 1851 went to England in connection with the Nova Scotian scheme of an intercolonial railway, and while waiting for his co-delegates from New Brunswick and Nova Scotia was approached by Messrs. Peto, Brassey and Betts, who, in conjunction with Mr. Jackson, made a proposal to Mr. Hincks to construct a railway from Montreal to Hamilton. This proposal was of much more importance to the two Canadas than the Intercolonial Railway, and it shelved the original project. But it gave Canada the Grand Trunk system, which has been productive of incalculable good in the development of the country. The original Act of Incorporation of the Grand Trunk proposed only a railway from Montreal to Toronto—333 miles, with a capital of three million pounds. There were at that time in existence charters providing for railways from Montreal to the Boundary Line towards Portland, 150 miles, of which one-third was constructed; from Quebec to Richmond, 96 miles, to join this; and from Toronto to Sarnia, on the Western frontier of Canada. In the same session in which the Grand Trunk was incorporated, an Act was passed incorporating a company to build a railway from Quebec to Trois Pistoles, 150 miles, on the line to Halifax. What was known as the Amalgamated Act completed the legislation of 1852 for the Grand Trunk, by enabling all these to unite in one general scheme. Under its provisions the Atlantic & St. Lawrence Railway from Portland, Maine, to the boundary line was leased for 999 years. The total length of the line as given in the first prospectus was 1,119 miles, and the estimated cost was £9,500,000. The amalgamation was confirmed in 1854, the company being known as the Grand Trunk Railway of Canada. The sections were opened as follows: from Portland to Montreal in 1853; from Richmond to Quebec, with a branch to Three Rivers, in 1854; from Montreal to Toronto in 1856; from Toronto to Sarnia in 1858. The original system was completed in December, 1859, when the Victoria Bridge was opened for traffic.

In 1860 the number of miles of railway in what is now the Dominion of Canada was 2,087. These carried 1,922,227 passengers and earned \$6,839,410 in the year.

Since then the Grand Trunk has, by a series of arrangements, secured most important ramifications through the States of Michigan, Illinois, and Wisconsin, converging to its main line at Chicago and Detroit. It conducts an immense American business from these great centres of industry to Montreal, Portland, Boston and New York.

The Grand Trunk has now a mileage in Canada of 2,600 miles, and 250 miles in the United States, giving the whole system nominally 2,841 miles; but this does not include the Chicago & Grand Trunk, 335 miles; the Detroit & Milwaukee, 191 miles, and a number of other dependencies controlled by the Grand Trunk, but still nominally independent lines.

Within the past few years the road bed and equipment of the Grand Trunk have been put into admirable condition; heavy steel rails have been laid throughout and the facilities for handling freight at Montreal and Portland, in connection with ocean steamers, are very complete. The distance from Chicago to Montreal by the Grand Trunk is about 100 miles less than by the competing lines to New York, while the cost of handling is much less. Although excessive competition has brought down freights on both land and sea to too low a point for

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Since 1860 the Grand Trunk has continued developing its business. The statistics for the year ended 30th June, 1887, the latest published by the Federal Government, show receipts from passengers \$4,971,505; from freight traffic, \$10,545,537, and from all sources, \$16,049,189. Mr. Joseph Hickson is General Manager, and Mr. W. Wainwright Assistant General Manager of this important trunk line.

After the Union of the provinces in 1867, the Central Government, in compliance with the terms of Union, began the construction of the Intercolonial Railway—the second project of the year 1851, as already mentioned. The provinces of Nova Scotia and New Brunswick, though disappointed, had not been disheartened by the action of Mr. Hincks, but had pursued railway building to a considerable extent before the Union. But under the impetus of Union the railway favourably reported on by Major Robinson in 1848 became an accomplished fact in 1880. The Intercolonial Railway system under Government control is 1,202 miles long, and up to the 30th June, 1887, had cost over 50 million dollars. It has been a great gain to the country in several ways. It has been the means of developing the region through which it runs to an extent almost equal to its whole cost. It has created a large interprovincial trade by the facilities afforded for the transport of goods during all the year round. It has made possible the establishment of manufactures, which without it could not have been introduced. The receipts of the Intercolonial Railway proper have steadily grown from \$1,506,000 in 1880 to \$2,596,000 in 1887.

The third event of 1851, to which reference has been made, is the transcontinental line from Ottawa to the Pacific Ocean.

In 1851 the Railway Committee of the Canadian Legislature said in their report, they "reluctantly report against the Bill (that to incorporate the Canadian Pacific Railway Company) on the ground that the claims of the Indian tribes had first to be adjusted." At the same time your Committee feel bound to state their impression that the scheme ought not to be regarded as visionary and impracticable. The germ of confidence in this report grew like the mustard seed. In 1871 the Government of Sir John Macdonald agreed to the insertion in the Act of Union between British Columbia and the Dominion of Canada, of an undertaking to begin the transcontinental line within two years from the date of the Union, and to complete it within twelve years. His Government was overthrown in 1873, and for five years—consequent to some extent upon the wide spread financial depression which prevailed,—energy flagged. In 1880, having in the meantime regained power, Sir John's Government recognized a company. The contract was signed in 1880, and the road was completed in four years and nine months from the day the contract became law, Sir George Stephen being President.

The company on the 1st July, 1887, had a total mileage of 4,556 miles of completed road under their management. They have since completed connection with United States lines at Sault Ste. Marie, thus bringing Michigan, Minnesota, Dakota and other North-Western States within the field of their operations. They are also engaged in building a railway across the State of Maine to connect Halifax, St. John and other Maritime ports of the east with their lines at Montreal, thus affording a shorter communication between the east and the centre than is given by the Intercolonial. They have now 4,979 miles of railway in operation. The C.P.R. is splendidly equipped, excellently well managed, alive to all the necessities of Canada and awake to every movement tending to develop business. Their management has been so vigorous as to excite the apprehensions of the railway managers of the United States, and considerable hostility has been aroused owing to the success of the Canadian Railway in its efforts to tap the trade of the United States all along the border line of three thousand miles in length.

The gross earnings for the six months ending June 30th, 1888, amounted to \$5,833,390, and the gain in net profits during the period was \$172,532, as compared with the corresponding period of 1887. Mr. W. C. VanHorne, Vice-President, upon the retirement of Sir George Stephen, was (August, 1888) elected President.

On 1st July, 1887, Canada had 12,332 miles of completed railway in operation carrying passengers and freight.

In addition to these 12,332 miles, there are 72 miles of coal railways connecting the Cape Breton coal fields with their seaports.

On the 1st of July, 1887, there were 660 miles of railway under construction. The total mileage at present may, therefore, be put down at 13,000 miles of completed road.

Taking the returns to the Government we find from Johnson's Graphic Statistics that the 12,332 miles in operation on 30th June, 1887, had, during the year at that date completed, carried 16,356,335 tons of freight and 10,698,638 passengers; that the receipts from passenger traffic were \$11,867,677, and from freight traffic \$24,581,047, and total receipts \$38,842,010; expenditures, \$27,624,683.

During ten years the number of miles has exactly doubled. The number of passengers carried per inhabitant has increased 40 per cent., and the total number has increased nearly 60 per cent. The number of tons of freight carried per inhabitant has increased 107 per cent. The receipts from passengers increased 86 per cent, and those from freights increased 87 per cent. The total receipts from all sources increased nearly 90 per cent, and the expenses 72 per cent. The cost per mile of railways in Canada is \$61,000, and the population per mile is 491 persons.

Compared with 1886, the returns of 1887 show an increase of 824,474 in the passengers carried; an increase in the number of tons carried of 697,527; an increase in gross receipts of \$5,452,227, and in expenditures of \$3,447,000. The receipts show an increase of seven cents for each train mile run, and the percentage of gross receipts expended in working the railways show a decrease.

Canada as a Field for Settlers.

1st. Canada has land enough for all comers. It will take scores of years for the country to become at all properly peopled. There is no danger of overcrowding. There is room enough for all who want to make Canada their home.

2nd. The land is good land. The farmer need not fear that he will, after much labour, find himself in possession of an ungrateful farm. For every fork full of manure; for every drive of the plough, the land will gratefully return full measure. Select your land with care, till it with skill, and its return will do your heart and your pocket good. The agricultural income is £21 3s. od. per head of the rural population, while that of all Europe is but £15 2s. 6d.

3rd. The country is well supplied with roads. It is bisected and trisected, and squared and parallelogrammed by great roads and small roads, while through it all there run the main and branch lines of the railways. The water ways are splendid means of communication. This complete opening up of the country by roads and by-ways is a great thing for the farmer. It used to be the case that for want of

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By supplying the country with the Queen's highways in abundance; by providing railways to tap every section; by securing canals to compete with the railways; by lowering rates of freight and insurance through a greatly improved system of lighthouses and other navigation securities, the Government of Canada has placed the farmers of the country in the best possible position to secure the best possible portion of the price of the bushel of wheat or other commodity he has to sell. In these times of keen competition this is a great point. The Royal Commission on Canadian railways recently stated that the average charge per ton per mile on freight traffic in Canada was less than the average of the United States by 1½ of a cent; less than England by 1½ of a cent; less than France by 1½ of a cent.

The turn of a penny used to decide where the best market was. It is now the turn of a hundred part of a penny which decides the best point of production.

4th. Not only has Canada plenty of land for the new comer, and plenty of good land, and plenty of facilities for reaching the land and for transferring the products of field and farm to market at cheapest rates, but it has also better land than is to be found anywhere else. England possesses marvellously fruitful land, but the yield of wheat per acre in Manitoba and the North-West is even greater than the English wheat yield. It is far away ahead of the yield in the United States, where the average is only 13 bushels to the acre.

5th. The climate of Canada is a good climate. It is healthy. The people are long-lived. The inhabitants of French descent, whose ancestors settled here a couple of centuries ago, have improved upon the French in Europe in every respect. They are a brawny race, stouter in limb, heavier, "beefier," more solid. There is need of no other test. The longer a race lives in Canada the better specimens of humanity they become. It is a good climate for everything that thrives in the temperate zone. The ranches turn out the best cattle and horses. Canadian cheese, has long held a very high position. Potatoes yield well, and, what is better, taste well. Hay is a better crop in Canada than in the United States. Root crops turn out finely. Peas do finely, Canada exporting nearly four million bushels a year. With climate good; with an entire absence of noxious animals; with good prospects of sales for all products, either at home or abroad; with rapidly increasing home markets in the developing towns and cities; with every chance given to the farmer to make his way and grow rich, Canada opens her lands freely to the farmer settler.

While the farmers in the Western States have to build, for their personal safety, tornado shelters, in which to take refuge from the fierce destroyer, there has been but one cyclone in all Canada during a whole generation, and that was of limited extent. It was a baby cyclone compared with the giant combinations of wind, rain and lightning which so frequently destroy, in a few minutes, the accumulations of the farmers of Dakota, Minnesota and other Western States.