

Department of Railways and Canals.

Up to the head of Canadian waters on Lake Superior, namely, to Prince Arthur's Landing, Thunder Bay, boats and steamers gave access.

Between Prince Arthur's Landing (now Port Arthur) and the Red River settlement at Fort Garry (afterwards known as Winnipeg), the route followed by the *voyageur*, known "as the old canoe route," constituted the sole means of communication. It utilized the most convenient stretches of water navigation afforded by the rivers and lakes of this region, and over the whole distance of 451 miles (726 kilometres) only eleven short portages, of a total of 8 miles (12.9 kilometres), were rendered necessary. Along this route in 1870, the troops under Colonel, now Lord, Wolseley, were forwarded to suppress a Half-breed and Indian rising in Manitoba. This route, however, proved impracticable for the transportation of emigrants and was abandoned.

Surveys for the Canadian Pacific Railway.

The surveys for the Pacific Railway, commenced in 1871, involved an immense amount of work and extended over several years. The data obtained, however, were of great value, and afforded a mass of information as to the capabilities of the country both in the interior and on the Pacific coast, which has been of much service in its subsequent development. In 1877, the railway was commenced as a public work, but it was soon found advisable that it should be constructed by private enterprise, supplemented by Government aid. It was, accordingly, placed in the hands of a company, the Canadian Pacific Railway Company, in 1881, the contract calling for completion in 1891. In aid of the work, the Dominion gave \$25,000,000 (125,000,000 francs) in money and 25,000,000 acres (10,116,600 hectares) of land, together with about 640 miles (1,030 kilometres) of completed railway which the Government had then under contract, the cost of which, including the surveys, was some \$33,000,000 (165,000,000 francs).

Canadian Pacific Railway commenced and completed.

With this subsidy the company commenced operations, and carried on their works with such energy that the road was built by 1886, five years in advance of the expiry of the time stipulated in the contract, the first through train from Montreal to Vancouver, running in June of that year.

Since that date, the development of railways west of Winnipeg on the part of the company and on the part of other companies, whose enterprises have been rendered possible by the construction of the main line, has been of enormous extent. Far outlying districts in the north and south have been opened up, and the fertile plains of Manitoba and the great North-west, together with the rich valleys and mining districts of British Columbia, have been placed in communication by railway with the Atlantic and Pacific seaboard and with the American railway systems to the south.

Towards this development, and towards the corresponding extension of railway enterprise in the older sections of Canada, the policy of the Dominion, adopted in 1882, of aiding companies by limited grants of money and lands, given under rigid restrictions as to the quality of the work, has largely conduced.

Railway statistics for 1885-1886.

The following general statistics for the year 1885-1886 are full of interest, as marking the position of railway matters in the Dominion at the commencement of the period of through communication from ocean to ocean.

There were 11,523 miles (18,544 kilometres) of track laid, and 10,697 miles (17,215 kilometres) of railway in operation. 10,303 miles (16,581 kilometres) were laid with steel rails. The paid up capital amounted to \$653,376,144 (3,266,880,720 francs), in which is included bonuses given and expenditure