

*Grand Trunk Railway commenced.*

The decade between 1850 and 1860, however, was one of considerable activity. It saw the commencement, in 1852, and completion, in 1860, of the Grand Trunk Railway system, a total of 872 miles (1,405 kilometres) in Canada; the main line extending from Rivière du Loup, on the east, to Sarnia on the Detroit River, the western limit.

The portion between Montreal and Toronto was completed and opened by the middle of 1856, while by the construction of the Victoria Bridge over the St. Lawrence, opened in December 1859, direct railway communication was had with the southern terminus of the line at the harbour of Portland in the State of Maine, U. S.

*Intercolonial Railway surveys.*

In the provinces of Nova Scotia and New Brunswick not much, it is true, was actually done in railway construction, but the importance of a line of railway which should connect the Canadian Atlantic Seaboard with Quebec, a scheme first proposed as early as 1852, was so manifest that in 1856-1857, a survey was made of the country between St. Andrews, on the Bay of Fundy, and Levis, 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 dollars (101,251,255 francs). In the year 1860, 2,050 miles (3,267 kilometres) earned, \$ 6,722,666 (33,615,332 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