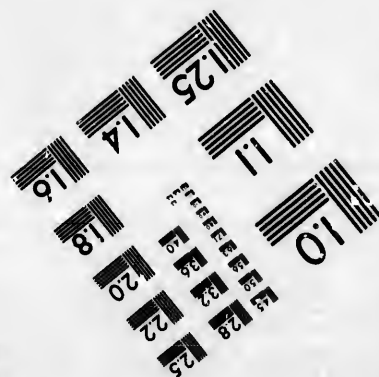
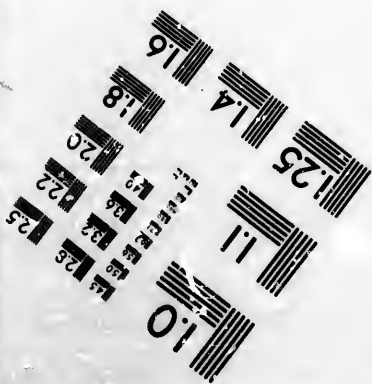
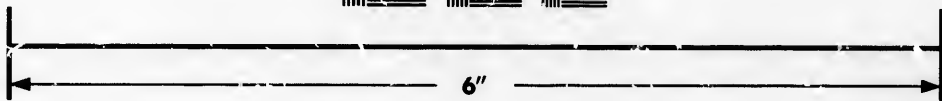
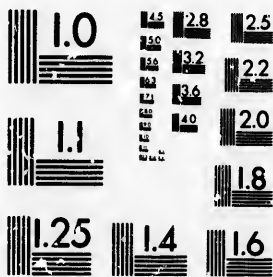


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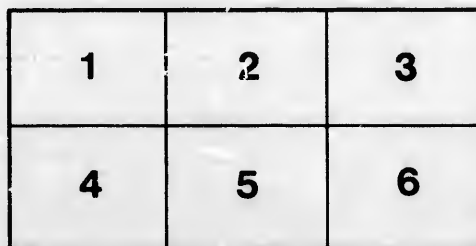
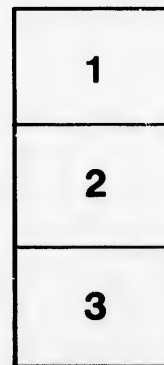
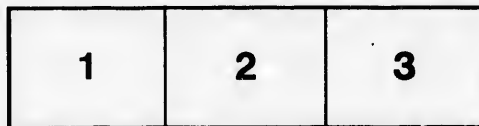
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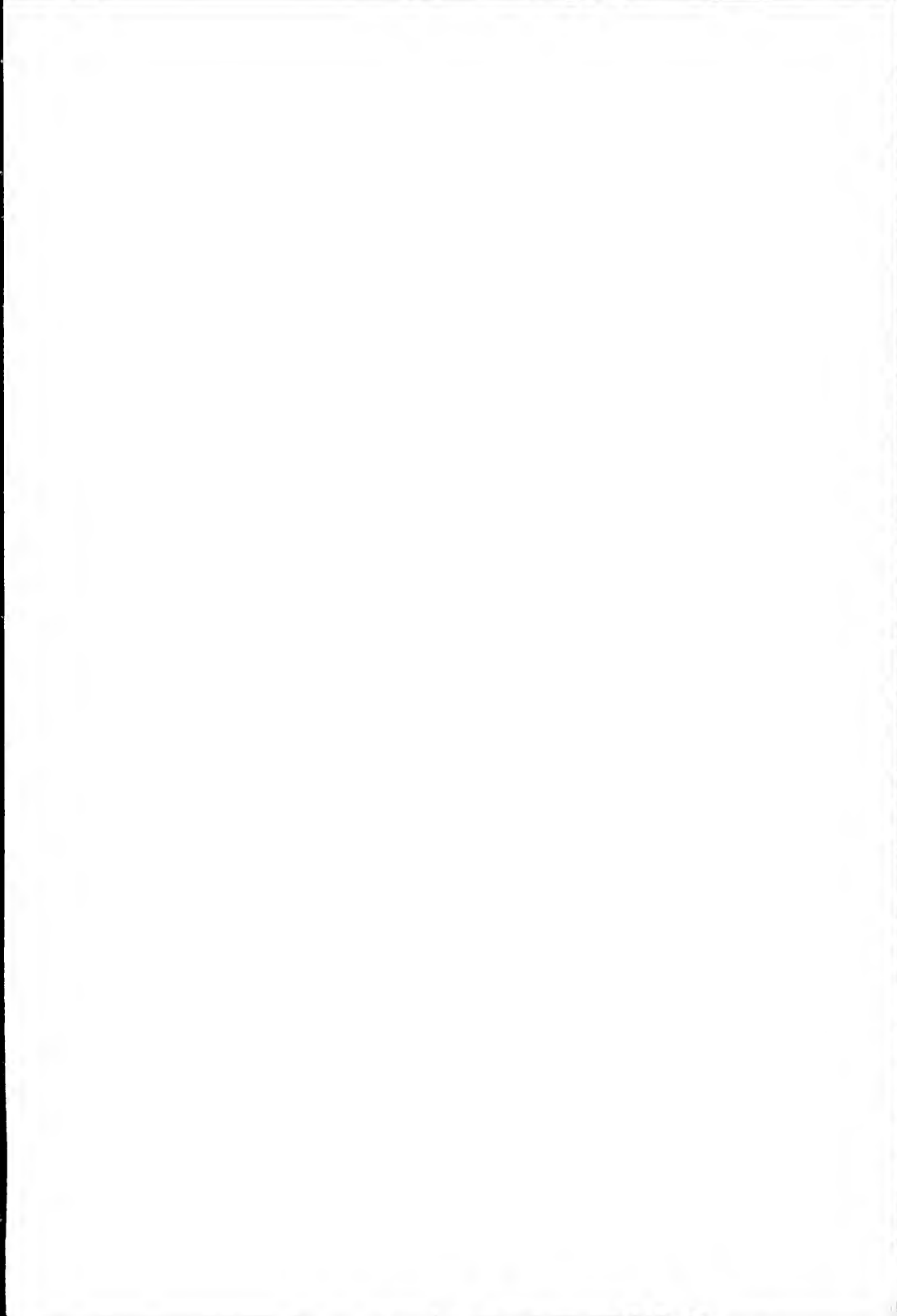
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## MEMORANDUM

## ON RAILWAY PROGRESS IN THE DOMINION OF CANADA, AND ITS BENEFICIAL EFFECT ON THE ECONOMIC DEVELOPMENT OF THE COUNTRY, MORE PARTICULARLY IN THE PROVINCES AND TERRITORIES WEST OF LAKE SUPERIOR,

Bij the hon. Sir CHARLES TUPPER, Baronet, G. C. M. G., C. B.,

HIGH COMMISSIONER FOR CANADA IN LONDON, FORMERLY MINISTER OF RAILWAYS AND CANALS,  
MINISTER OF FINANCE OF THE DOMINION OF CANADA, ETC., ETC.

(See the accompanying map of the railway system of Canada.)

The endeavour to trace in the history of the development of Canada the proportion of its advance fairly attributable, directly, to the extension of its railway system, is a matter of difficulty, in view of the exceptional facilities for communication by water which the country possesses, and which, even in the present day, must be regarded as a main factor of its commercial prosperity. A water way which extends from the mouth of the River St. Lawrence to Port Arthur at the head of Lake Superior, a distance of 2,260 miles (3,637 kilometres) made navigable by a system of canals, has constituted an independent element of advancement which must be considered in dealing with the general question, while immense internal rivers and innumerable lakes have borne in the past, and still bear, their share in the progress of the country. *The proximity of these water ways, however, formed the limitation to general settlement.*

It is not until the vast extent of territory west of Lake Superior is reached, that the paramount importance of railway communication, if these great fertile plains and valleys are ever to be utilized for the public good, is realized. The extent of this section may be understood from the single statement that it has required the construction of 2,237 miles (3,632 kilometres) of railway to span the distance between Lake Superior and the waters of the Pacific.

But though this generous and ready means of water communication exists, it exists only for the warmer portions of the year, and for the long winter months, from the end of November to the end of March, the whole interior of the country would be in a state of isolation, and trade would be dormant or paralysed were it not for the railways, which now, from east to west, with their ramifications to the north and south, pierce the country in every direction, collecting and distributing the products of the forest, the field, and the factory, through the length and breadth of the land, and giving ready access to and from all the centres of population; without heed to the restrictions and barriers of the winter

climate. For Canada, in a greater degree than for any other country, the presence of the railway is for this reason absolutely essential to the maintenance of its prosperity and the continuance of its growth.

*Important epochs.*

For the purpose of briefly indicating the beneficial effects produced in this country by railway construction, it will be well, perhaps, to glance at Canada's position at three or four epochs, bearing in mind always that the results shown are not in all cases clearly defined or definable as direct results of railway enterprise, and that other causes may have been at work contemporaneously to produce them : to the railway nevertheless is unquestionably due a large and perhaps the largest share of the present status.

These epochs may be the following :

- 1st. The commencement of railway construction in Canada in 1836.
- 2nd. The completion of the Grand Trunk Railway from Rivière du Loup to Sarnia, in 1860.
- 3rd. The Confederation of Canada, in 1867.
- 4th. The completion of the Intercolonial Railway main line from Halifax to Levis, in 1876.
- 5th. The commencement, in 1877, and the completion, in 1886, of the Canadian Pacific Railway main line from Montreal to the Pacific.
- 6th. The present date, 1894-1895.

It must be remembered that Canada, as at present constituted, is of recent birth, the following being the dates of important changes. From 1791 to 1841 four distinct divisions exist, with separate governments, laws, and archives, viz : — Nova Scotia, New Brunswick, Lower Canada (now Quebec) and Upper Canada (now Ontario). In 1841 Upper and Lower Canada were united under the name of the province of Canada. In 1867 the confederation of these four provinces occurred; since which date the gathering of statistical information is less difficult. In 1870 the Northwest territories were acquired and the province of Manitoba was created. In 1871 British Columbia and in 1873 Prince Edward Island joined the Dominion.

*First railway built.*

The first railway enterprise in the country was the construction of a short section of road, 16 miles long, between La Prairie and St. Johns, in what is now the province of Quebec but at that time called Lower Canada. This was opened in July 1856, with horse traction, locomotive power being adopted the following year. It was part of the Montreal and Champlain Railway, which was completed in 1851, giving communication between Caughnawaga, on the south side of the River St. Lawrence, above Montreal, and Rouse's Point near the boundary line of the United States.

Between 1857 and 1850 but little was done in the direction of railway works, there being in the year 1847 only 54 miles (87 kilometres) of railway in operation, all in Lower Canada. The principal means of communication was by water, which was made available by the construction of the system of Canals on the River St. Lawrence, opened in 1848, the Welland Canal, giving access from Lake Ontario to Lake Huron, having been opened in 1829.

*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



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

show that on the 50th of June 1875 there were under construction, but not opened, 2,275 miles (3,661 kilometres) of road. These included work on the railway in contemplation to connect Canada west of the great lakes with the waters of the Pacific, which ultimately took completed form under the name of the Canadian Pacific Railway.

*General position of railway construction in 1876.*

Before considering this great work, and the new epoch which its construction inaugurated, it would be well to note to how limited an extent the interior of the country had so far been touched by railways. A map which accompanied the Departmental report of 1876, shows, indeed, a through line connecting the principal cities of the Dominion and communicating with American lines to the south and west, but this through line bordered closely on the River Saint-Lawrence, and with the exception of a line of the Grand Trunk Railway to Ottawa, about 50 miles (80 kilometres) north on the river, and another about 120 miles (195 kilometres) long, from a point on the main line to the River Ottawa at Pembroke, there was practically nothing to pierce the dense forests with which the interior of the country was covered beyond a few more or less difficult and sometimes impassable roads and paths, and these of but limited extent. Quebec had, it is true, communication, by ferry, with the railway across the river, but none to the east west or north. Montreal had no railway to the north or east, though by means of the Victoria bridge she had ample connection with the south.

This condition of things was, however, being rapidly altered. A line of railway was in course of construction on the north side of the Saint-Lawrence between Quebec and Ottawa, and the building of a railway to connect the railway systems of eastern and central Canada with the Pacific (expressly stipulated for as a condition of the entry of British Columbia into Confederation) was making progress. Surveys of the whole intermediate country had been simultaneously commenced at either end by parties starting in June and July 1871.

*Position of communication west of the Great Lakes prior to the building of the Canadian Pacific Railway.*

A brief glance at the position of traffic communication between Canada East and Canada West of Lake Superior prior to the advent of the railway will be of interest.

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 utilised 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 dollars (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 55,000,000 dollars (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 11,525 miles (18,544 kilometres) of track laid, and 10,697 miles (17,215 kilometres) of railway in operation. 10,505 miles (16,581 kilometres) were laid with steel rails. The paid up capital amounted to 655,576,144 dollars (5,266,880,720 francs), in which is included bonuses given and expenditure made by the Dominion Government to the amount of \$ 124,966,467 (624,852,557 francs). The aggregate of earnings was 55,589,582 dollars (166,946,910 francs), and of working expenses 24,177,582 dollars (120,887,910 francs). The

number of passengers was 9,861,024, and of freight 15,670,460 tons (15,921,187 tonnes met.) were carried.

There were 1,567 locomotives, 1,505 passenger and 25,645 box freight and cattle cars. The lines owned by Coal and Iron Mining Companies are not included in the above. Of these, there were in Nova Scotia 115 miles (182 kilometres) owned by 15 companies.

The Canadian Pacific Railway Company, in the year 1886, owned or controlled 4,555 miles (7,295 kilometres) of railway in Canada, of which there were in operation 5,769 miles (6,065 kilometres). The Grand Trunk Railway owned or controlled 2,598 miles (4,181 kilometres).

#### *General position of railway progress from 1886, to date.*

During the period between 1886, and the present date, railway construction, with all its attendant developments, has actively proceeded year by year. By a tunnel under the River Saint-Clair, completed in 1891, the Grand Trunk Company obtained a new link of direct railway communication with the railway systems of Michigan, and by the close of 1890, the government had completed the extension of the Intercolonial to the Eastern harbour of Sydney Cape Breton, increasing to 1,142 miles (1,858 kilometres) the total mileage of that road. By the end of 1888, a direct line of railway had been constructed, giving a shorter route between Montreal and Saint-John, New Brunswick, crossing the State of Maine and communicating with Montreal by a new bridge over the Saint-Lawrence. This railway is part of the Canadian Pacific Railway system. North from Quebec 242 miles (389 kilometres) of railway have been built, giving access to the fine agricultural district of the Lake Saint-John. Northward from Ottawa, another agricultural district of promise is about to be opened up, 56 miles (90 kilometres) of railway having been constructed: further West, a line, of which 25 miles (40.2 kilometres) are built, is about to pierce the district at the head of the River Ottawa: west of Winnipeg, the country to the northward is being opened up by railways touching the main line of the Canadian Pacific. Already one line extends 250 miles (402 kilometres), another 254 miles (409 kilometres), and a third near the eastern slope of the Rocky Mountains, 191 miles (307 kilometres) long, give access to sections of valuable country, while to the south extensive coal districts are being served by more than one road, and connection is made with American railway systems.

In the older Provinces of Ontario and Quebec, the southern portions are covered with a net work of lines. At the present date six lines of railway centre at Quebec, seven lines at Montreal, seven at Toronto, six at Ottawa, and nine at Winnipeg.

#### *Railway Statistics 1893-94.*

As before observed, the Dominion and Provincial governments and municipalities have largely assisted railway enterprise by grants of money and lands. Up to the end of June 1894, the Dominion government, apart from the construction of its own roads and aid to the Canadian Pacific, had assisted in the construction of 71 railways to the extent of over 11 1/4 million dollars (\$6,250,000 francs) in cash. The various Provincial governments had assisted railway enterprise to the extent of nearly 50 million dollars (150 million francs) and municipalities nearly 16 million dollars (80 million francs).

In the fiscal year ended on the 30th June 1894, not including private coal and iron

mining companies lines, the number of miles of completed railway was 13,768 (23,575 kilometres), of which 13,568 (23,576) were laid with steel rails: the number of miles in operation was 13,627 (23,230 kilometres). The amount of the paid up capital was 887,973,020 dollars (4,459,875,100 francs). The gross earnings amounted to 49,552,528 dollars (247,762,640 francs), and the working expenses to 35,218,455 dollars (176,092,465 francs), leaving the net earnings 14,334,095 dollars (71,670,175 francs). The number of passengers carried was 14,462,498 and 20,721,116 tons (21,052,634 tons met.) of freight, about one million tons less than in the previous year. The number of miles run by trains was 45,770,029 (70,459,526 trains-kilometres). The number of controlling companies was 72, besides the two lines, the Interecolonial and the Prince Edward Island owned by the government. The Canadian Pacific Railway Company owned or controlled 6,127 miles (9,860 kilometres), and the Grand Trunk Railway 5,158 miles (8,082 kilometres).

Of the total mileage of track laid, the following shows the share each Province had in railway enterprise (omitting fractions of a mile): Ontario 6,767 miles (10,890 kilometres), Quebec 5,024 (4,866 kilometres), New Brunswick 1,596 (2,247 kilometres), Nova Scotia 825 (1,528 kilometres), Prince Edward Island 210 (338 kilometres), Manitoba 1,471 (2,367 kilometres), The Territories 1,772 (2,852 kilometres), and British Columbia 800 (1,287 kilometres). Of the freight carried, there were 11,169,855 barrels or 1,112,885 tons (11,506,911 tons met.) of flour, and 100,402,828 bushels or 2,567,594 tons (2,608,676 tons met.) of grain, and 5,609,515 tons (5,667,062 tons met.) of lumber: of live stock 4,245,172 were carried, and 2,921,575 tons (2,968,115 tons met.) of manufactured goods.

The rolling stock operating this traffic comprised 2,002 locomotives, 1,861 passenger cars, 656 baggage mail and express cars, 55,852 freight cars (box and cattle) and 19,605 flat and other cars.

#### *Results of Railway construction.*

It remains to indicate so far as may be done, the effect produced upon the country by the construction of railways throughout its various sections; and for this purpose the statistics afforded by the census returns, those of customs, agriculture, and immigration, the statistics of the post office, of banking institutions, of trade and navigation, and municipal assessments, are available. Besides these sources of information, the returns made by the railway Companies themselves to the government, already quoted, are of special value.

#### *Census Statistics of 1861 to 1891.*

First as to the population:

In 1861 the population of Upper Canada (Ontario) was 1,596,091, of Lower Canada (Quebec), 1,111,566, of New Brunswick 252,047, of Nova Scotia 550,857, of Prince Edward Island 80,857. The Northwest Territories and British Columbia are not included not being in the Dominion at that date. Manitoba at this time had no separate existence, having been formed out of the Northwest Territories in 1870, after their acquisition by the Dominion. Records of population in respect of these three sections of the country are not available, but, apart from the Indian tribes, population was practically non-existent.

In 1871 the first census of the Dominion was taken.

The population of the country at that time was 3,689,237. It comprised, British

Columbia 56,247 (including 25,661 Indians), Manitoba 25,228, New Brunswick 285,594, Nova Scotia 587,806, Ontario 1,620,851, Prince Edward Island 94,021, Quebec 1,191,516, The Territories (covering four districts west from Manitoba to the Rocky Mountains, and embracing an area of 594,981 square miles (765,971 square kilometres), 18,000, the unorganized territories, which comprised 2,076,500 square miles (5,377,927 square kilometres), 50,000.

In 1871, the percentages of the urban and the rural population were as follows: — In Ontario, urban 19.4, rural 80.6; Quebec, urban 19.5, rural 80.5; Nova Scotia, urban 14.0, rural 86.0; New Brunswick, urban 24.5, rural 75.7; Manitoba, urban 1.2, rural 98.8; British Columbia, urban 8.9, rural 91.1; Prince Edward Island, urban 11.5, rural 88.5, the totals for Canada being, urban, 18.8, rural 81.2 — the total urban population being 686,019. Of the urban population, Montreal had 107,225, Toronto 56,092, Quebec 59,699, Ottawa 21,545 — Winnipeg had only 241 inhabitants, and in British Columbia, Victoria had only 5,270, while Vancouver and New Westminster had no existence.

Passing over the census of 1881, that taken in 1891 shows population as follows:

Total population of Canada 4,855,259, comprising British Columbia, 98,175; Manitoba, 152,806; New Brunswick, 524,265; Nova Scotia, 450,596; Ontario, 2,414,521; Prince Edward Island 109,078; Quebec, 1,488,555; the four organized districts of « The Territories » 66,799 and the unorganized territories 52,168. The population is now estimated at 5,000,000.

The percentages of the urban and rural populations in 1891 were as follows: — Ontario, urban, 55.2, rural, 66.8; Quebec, urban, 29.2, rural, 70.8; Nova Scotia, urban, 21.2, rural, 78.8; New Brunswick, urban, 19.4, rural, 80.6; Manitoba, urban, 22.5, rural, 77.5; British Columbia, urban, 42.5, rural, 57.5; Prince Edward Island, urban, 15.0, rural, 87.0; The Territories, urban, 5.6, rural, 94.4. For the whole of Canada, urban, 28.7, rural, 71.5. The aggregate urban population for the whole of Canada was 1,590,910.

Of cities and towns with a population of 100,000 and upwards there were two, Montreal with, 216,650, and Toronto with, 181,220.

With 25,000 and less than 70,000, there were 7, including Winnipeg, 25,642, a growth of 221.1 per cent for that city in the decade.

With 10,000 and less than 25,000, there were 11, including Vancouver 15,685 and Victoria, 16,841, 184.2 per cent increase for that city.

With 5,000 and less than 10,000 there were 26, including New Westminster, 6,641, 542.7 per cent increase in the decade. There were 46 towns with populations between 5,000 and 5,000, including Springhill, Nova Scotia, 4,815 an increase of 454.7 per cent. Nanaimo on Vancouver Island, 4,595, an increase of 179.5 per cent. Calgary, Brandon, and Portage la Prairie, towns on the western section of the Canadian Pacific Railway had sprung into existence, and had populations respectively of 5,876, 5,778 and 5,565.

Turning to the occupations of the population, there were 403,758 farmers, or with their sons engaged in agriculture, 649,506. This does not include farm labourers.

Of the last total, British Columbia had 5,874, an increase compared with 1881 of 146.7 per cent; Manitoba had 29,014, an increase of 115 per cent; and the North West Territories 10,857 as against 1,011 in 1881, an increase of 971.9 per cent.

In 1891 there were 28,557,242 acres (11,547,994 hectares) of improved land against 21,899,180 acres (8,857,765 hectares) in 1881, and 17,553,818 acres (7,015,181 hectares) in 1871.

The growth of the industrial interests of the country may be followed in the subjoined table.

	1871.	1881.	1891.
Number of establishments . . .	...	49,923	75,768
Capital invested. . . . .	\$ 77,964,020 (389,820,100 fr.)	\$ 165,302,623 (826,513,115 fr.)	\$ 353,836,817 (1,769,184,085 fr.)
Number of employes . . . .	187,942	254,935	367,865
Wages paid . . . . .	\$ 40,851,611 (204,255,195 fr.)	\$ 59,429,002 (297,145,010 fr.)	\$ 99,762,441 (498,812,205 fr.)
Cost of raw material . . . .	\$ 124,977,846 (624,539,230 fr.)	\$ 179,918,593 (899,592,965 fr.)	\$ 255,933,219 (1,279,916,095 fr.)
Value of products . . . . .	\$ 221,617,773 (1,108,088,865 fr.)	\$ 309,676,068 (1,548,380,340 fr.)	\$ 475,445,705 (2,377,228,525 fr.)

In 1891 British Columbia had 770 establishments with an output valued at 41,999,928 dollars (59,999,640 francs); Manitoba 1,051, with an output of 10,155,182 dollars (50,575,910 francs), and the Territories 575, with an output of 1,827,510 dollars (9,156,550 francs).

British Columbia had 59 establishments each producing to the value of 50,000 dollars (250,000 francs) and over, against 15 establishments in 1881, and 18 producing to the value of 100,000 dollars (500,000 francs) and over against 4 in 1881.

Manitoba had 39 establishments each producing to the value of 50,000 dollars (250,000 francs) and over, against 15 in 1881, and 16 establishments whose output was 100,000 dollars (500,000 francs) and over, against 5 in 1881.

The Territories had 7 establishments each producing to the value of 50,000 dollars (250,000 francs) and over, there having been none in 1881: of these 5 produced to the value of 100,000 dollars (500,000 francs) and over.

Of the total number of establishments in Canada, 1,675 had an output of 50,000 dollars (250,000 francs) and over; 899 of 50,000 to 100,000 dollars (250,000 to 500,000 francs); 776 of 100,000 dollars (500,000 francs), and two produced 1,000,000 dollars (5 million francs) and over.

In 1891 there were 25,552 persons engaged in steam railway employment, of whom 4,204 were locomotive engineers and firemen. There were 15,417 miners, of whom 5,660 were in Nova Scotia, and 4,591 in British Columbia; 12,519 lumbermen and raftsmen, of whom 1,512 were in Nova Scotia, 1,240 in New Brunswick, and 1,119 in British Columbia, and 27,079 fishermen, of whom 44,478 were in Nova Scotia, 2,926 in New Brunswick, and 5,798 in British Columbia.

Statistics of development in other directions can be given for a date considerably more recent than that of the last census, and the following for the year ended on the 30th of June 1894 will furnish suggestive information almost up to the present date.

*Trade and commerce statistics, 1894.*

In the year ended on the 30th of June 1894, the total import and export trade of Canada amounted to (1) 240,999,889 dollars (1,204,999,445 francs), against a total in 1868 of 151,027,552 dollars (655,157,660 francs). Of this the following centres of railway communication had share, in round figures, Halifax 15,500,000 dollars (67,500,000 francs), St. John 7,000,000 dollars (33,000,000 francs), Quebec 8,700,000 dollars (45,500,000 francs), Montreal 96,400,000 dollars (482,000,000 francs), Toronto 22,000,000 dollars (40,000,000 francs), Winnipeg (the only entry port of Manitoba) 4,200,000 dollars (21,000,000 francs), Vancouver 2,100,000 dollars (10,500,000 francs), Victoria 5,900,000 dollars (29,500,000 francs). The total for the whole of British Columbia in 1894 was 15,412,181 dollars (67,060,905 francs), against a total in 1872 of 5,652,459 dollars (18,262,295 francs) and a total in 1886 of 6,906,915 dollars (34,554,575 francs). In 1872 the total for Winnipeg was only 1,027,788 dollars (5,158,940 francs).

The value of the *interprovincial* trade of the Dominion, that is the products of one province required by another, is now estimated at 100,000,000 dollars (500 millions de francs). It was only 4,000,000 dollars (20 millions de francs) in 1868. This development is entirely owing to railway progress.

In 1895-1894, Canada exported of her coal produce 996,000 tons (1,011,956 tons met.), Nova Scotia sending away 241,000 tons (244,586 tons met.), and British Columbia 716,000 (727,456 tons met.) while the inland coal of the Territories was exported to the extent of 54,000 tons (54,554 tons met.). No great quantity of either iron or copper ore is sent out of the country but at the newly developed nickel mines at Sudbury, on the line of the Canadian Pacific Railway, the ore having been discovered in making a cutting for that railway line, there was produced for export, in 1895-1894, 4,205 tons (4,205 tons met.), the value being 808,799 dollars (3,045,995 francs).

*Statistics of urban population and advance in the West.*

At the present date, 1895, the following is the estimated population of the principal cities, towns, and villages along the line of the Canadian Pacific Railway and its connections, in Manitoba, the Territories, and British Columbia. With populations of from 500 to 1,000 there are 9; from 2,000 to 5,000, 15; while the present estimate of Winnipeg is 50,000, of New Westminster 9,000, and of Vancouver 20,000.

The assessments of certain of these cities for 1895 are as follows :

Calgary 1,400,000 dollars (7,000,000 francs), Vancouver 18,655,000 dollars (95,275,000 francs), New Westminster 7,504,152 dollars (37,520,660 francs), Winnipeg 21,692,700 dollars (108,465,500 francs) (in 1882 it was 8,000,000 dollars) (40 million francs), Brandon 5,118,858 dollars (15,594,190 francs).

North Bay, Sudbury, Fort William, Rat Portage Kewatin, Deloraine, Medicine Hat,

(1) Values alone do not give the true measure of this increase. Prices have fallen since 1868 fully 33 1/3 per cent. On the basis of 1868 the trade returns for 1894 should stand at 305,000,000 dollars (1,525 million francs). The increased *volume* of trade may be inferred from this statement.



Regina, Dunmore, Moose Jaw, Lethbridge, Edmonton, Prince Albert and a long list of other towns show valuations ranging from 125,000 to 500,000 dollars (625,000 to 2,500,000 francs). While Kamloops, Yale, Port Moody, Nelson, and a dozen other towns in British Columbia swell the figures by millions.

Of the 58 chartered banks of Canada (making, with their several branches, 516 institutions) no less than 10 had branches in Winnipeg, 5 in Brandon, Calgary, Edmonton, Vancouver, New Westminster, and 2 in some 15 to 20 other points, apart from private banks. In Winnipeg it was found necessary in 1895 to establish a clearing house, making the fifth in Canada, its recorded transactions for the first half year amounted to 4,974,267 dollars (24,871,153 francs). It may be noted here that the transactions of the five clearing houses, Montreal, Toronto, Halifax, Hamilton, and Winnipeg, amounted for the year 1895 to 981,157,565 dollars (4,905,687,815 francs).

The total area surveyed by the Dominion Government for settlement in Manitoba, the Territories and British Columbia up to June 1894 aggregated 77,859,695 acres (51,498,922 hectares), which divided into farms of 160 acres (64,746 hectares) each would give an available total of 486,494 farms. Accommodation therefore for a vast additional population is amply provided for.

Along the main line of the Canadian Pacific from Ottawa to Vancouver, there are 206 stations, the centres of population they serve being, with but very few exceptions, due absolutely to the construction of the railway, and all, without exception, owing their development to its presence. At various points along the immense distance traversed, these have become the nuclei of various important mining, lumbering, manufacturing, and agricultural industries.

It must not of course be imagined, that any large proportion of these stations on the line are in themselves more than merely stopping places, accommodating out-lying farm or mining settlements, but at the same time in all the towns of larger extent, a high degree of modern comfort and convenience is attained. Electrical lighting and transport, good streets, large public buildings, water works, fine hotels, handsome well filled stores, and commodious private residences, churches, schools, and theatres, place these prairie and coast towns in a position of advancement undreamt of in cities of the older world with many times their population.

From several hundred returns procured from points west of Ottawa it is possible to state that leaving aside the towns existing before the advent of the Canadian Pacific Railway, and without including the value of the farming lands, the value of the property of the new towns along the line aggregates over one hundred million dollars (500 million francs). The value for purposes of taxation of property, which was unavailable and useless in 1880, and which has been made of value by the construction of the Canadian Pacific Railway is four times the amount of the expenditure by the country on account of that work.

Perhaps no more suggestive and conclusive statement can be put forward in evidence of the beneficial results of the railway policy of this country than the simple fact that today it is possible for any one to travel by rail the whole distance, 5,661 miles (5,892 kilometres), between Halifax, on the Atlantic, and Vancouver, on the Pacific coast, in 5 <sup>1</sup>/<sub>4</sub> days, at a cost, for fare, of 55.50 dollars (267.50 francs); while from Montreal, at the head of summer navigation, to Vancouver, the time occupied would be a little over 4 days, and the fare 42 dollars (210 francs). The time is the normal time taken, and implies a vast number of stoppages. It could, of course, be greatly reduced on an emergency. Contrast this with

the time taken, as above stated, by the first expedition of the troops under Sir Garnet Wolseley in 1870, when two months were required, even in circumstances needing all possible haste, for traversing the 432 miles (727 kilometres) between the head of Lake Superior and the present site of Winnipeg.

In these days, when, apart from personal travel, so much of the world's business is transacted by postal communication, it will be seen how enormously the railway by its rapid transport has benefited the country at large, while it must also be borne in mind that by the telegraph, the natural and necessary adjunct of the railway, communication between the two oceans is practically instantaneous.

The following facts in relation to the postal development speaks volumes: Taking the year 1868, the year after Confederation, there were 5,658 offices, and the number of letters was 18,100,000. In 1872, there were in Canada 4,155 offices, and 50,600,000 letters and cards and 24,400,000 news papers were posted. At that date Manitoba and the Territories had 27 offices, with 80,000 letters and cards, and British Columbia 58 offices and 160,000 letters and cards, 150,000 newspapers together. In 1894, there were in Canada 8,664 offices, dealing with 150,840,000 letters, cards and newspapers. Manitoba and the Territories had 692 offices with 8,845,000 letters and cards, and 1,500,000 newspapers, while British Columbia had 229 offices the number of letters and cards being 5,880,000 and over 500,000 newspapers.

A further point has to be borne in mind in considering the construction of this great railway as an initial step from which developments may be obtained. It is solely due to the construction of this road that it has been possible to place on the Pacific Ocean, and from a terminus on British territory, a line of steamers belonging to the Company communicating with Japan, China, and Australia by a route shorter than any previously existing. From Vancouver to Yokohama 14 1/2 days only are required; to Hong-Kong 19 days, and to Sydney 25 days, and these schedule times are capable of considerable modification on emergency.

In view of the position as shown by the present memorandum it only remains to add that the Dominion Government alone, since Confederation in 1867, has expended on the construction of its own roads and the subsidizing of private railway enterprise a total of 124,614,140 dollars (625,070,700 francs), and to draw the conclusion that this investment of public moneys has proved to be judicious and successful. In Canada, as in other parts of the world, notably in the United States, the policy of inducing settlement and creating trade and commerce by first affording the facilities for communication, is, beyond question, the true policy in the interests of the country at large.





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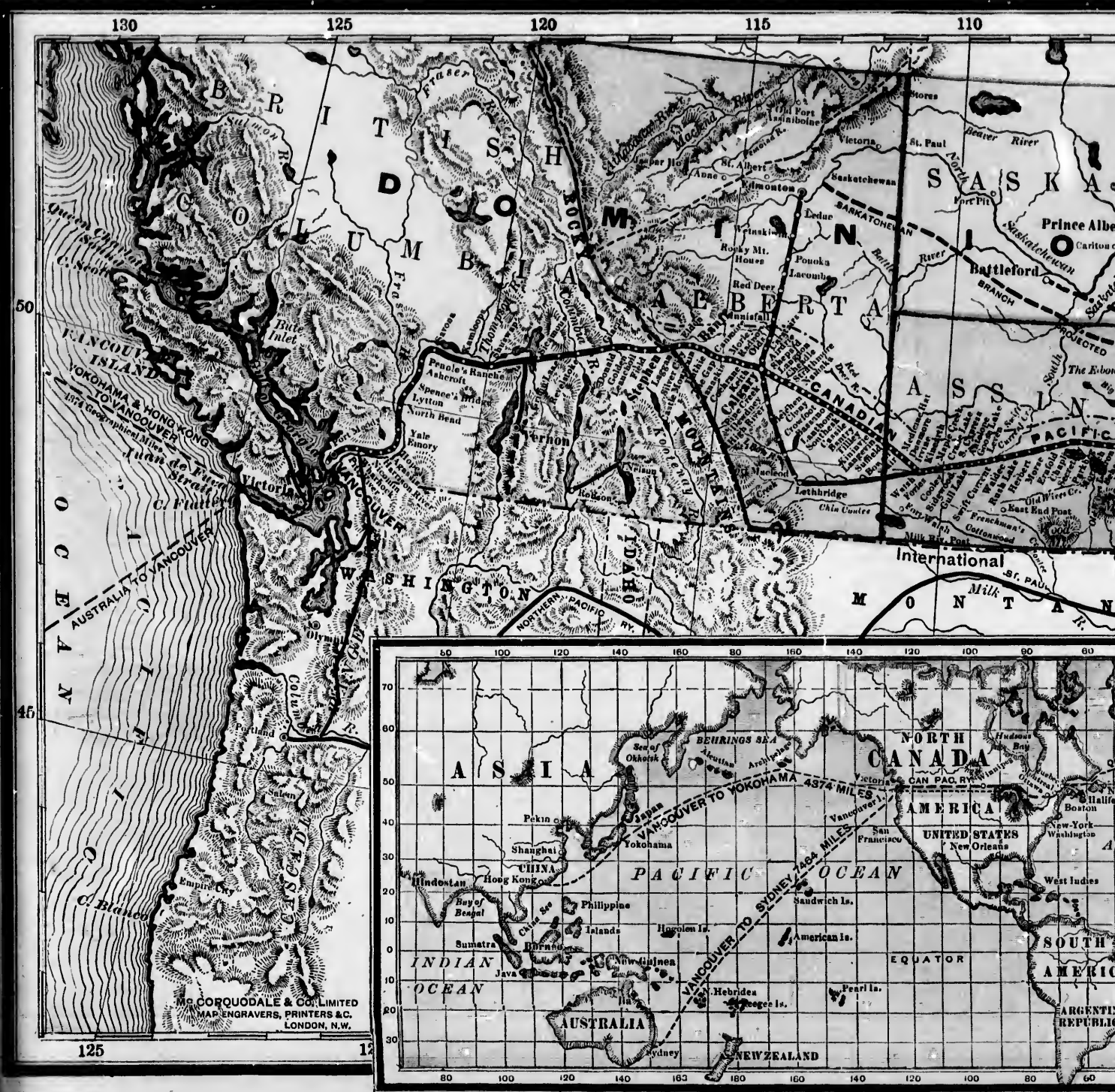
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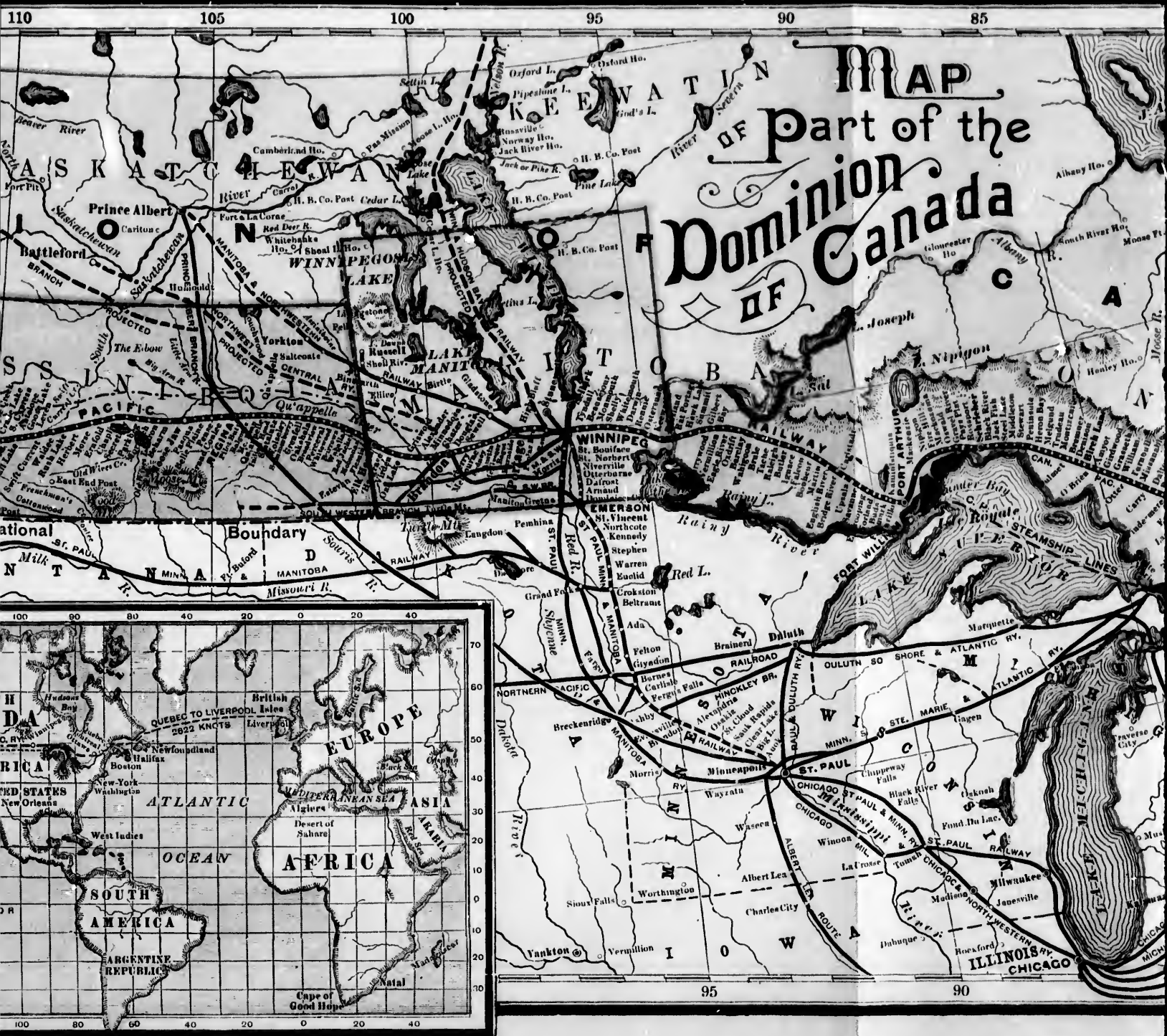


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CONGRÈS INTERNATIONAL DES CHEMINS DE FER  
CINQUIÈME SESSION, LONDRES, 1895.

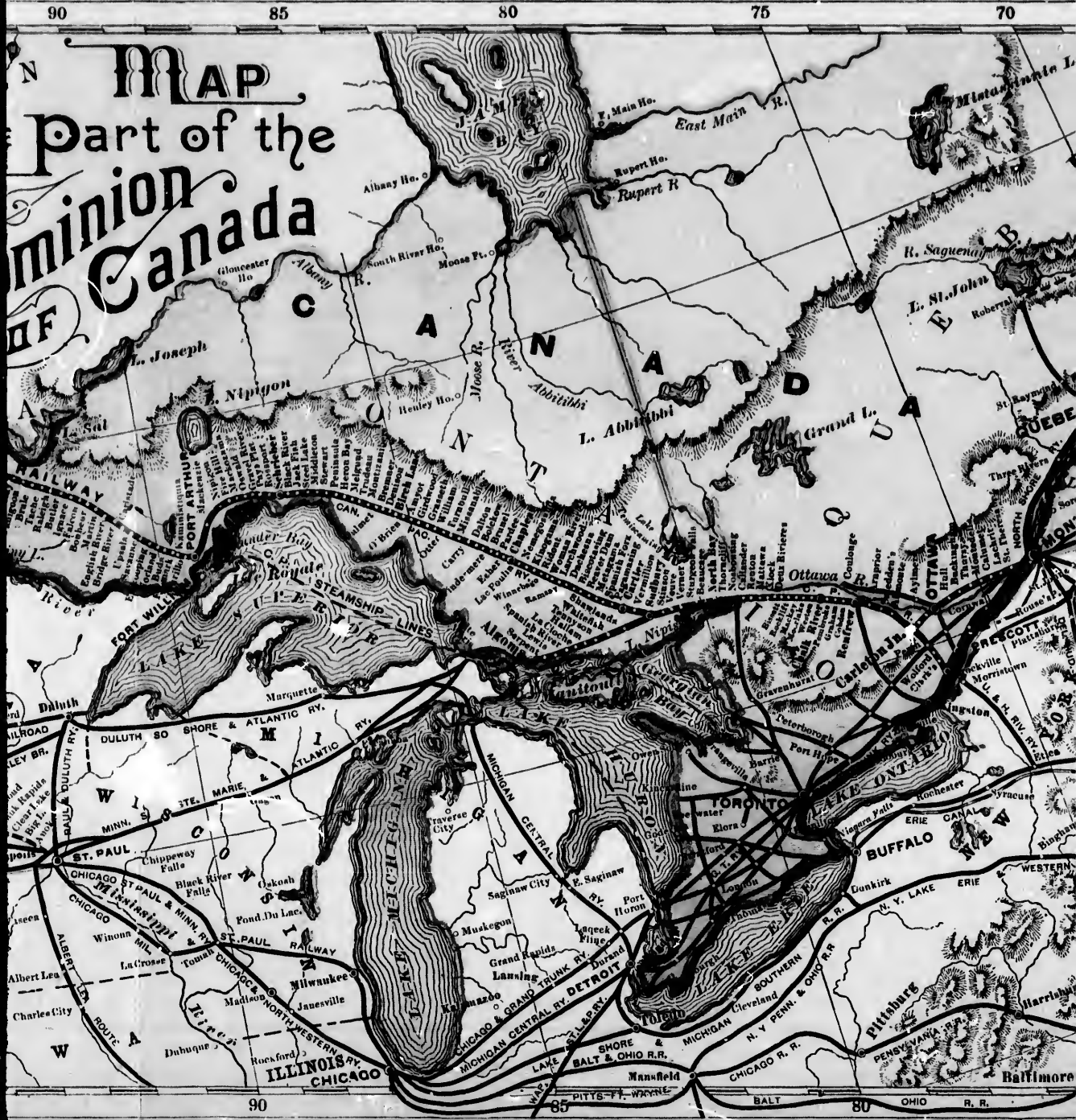


CARTE DES CHEMINS DE FER DU CANADA, POUR SERVIR D'ÉCLAIRCISSEMENT A LA NOTE DE L'HON. SIR CHARLES  
MAP OF THE RAILWAY SYSTEM OF CANADA TO ACCOMPANY PAPER BY SIR CHARLES TUPPER.

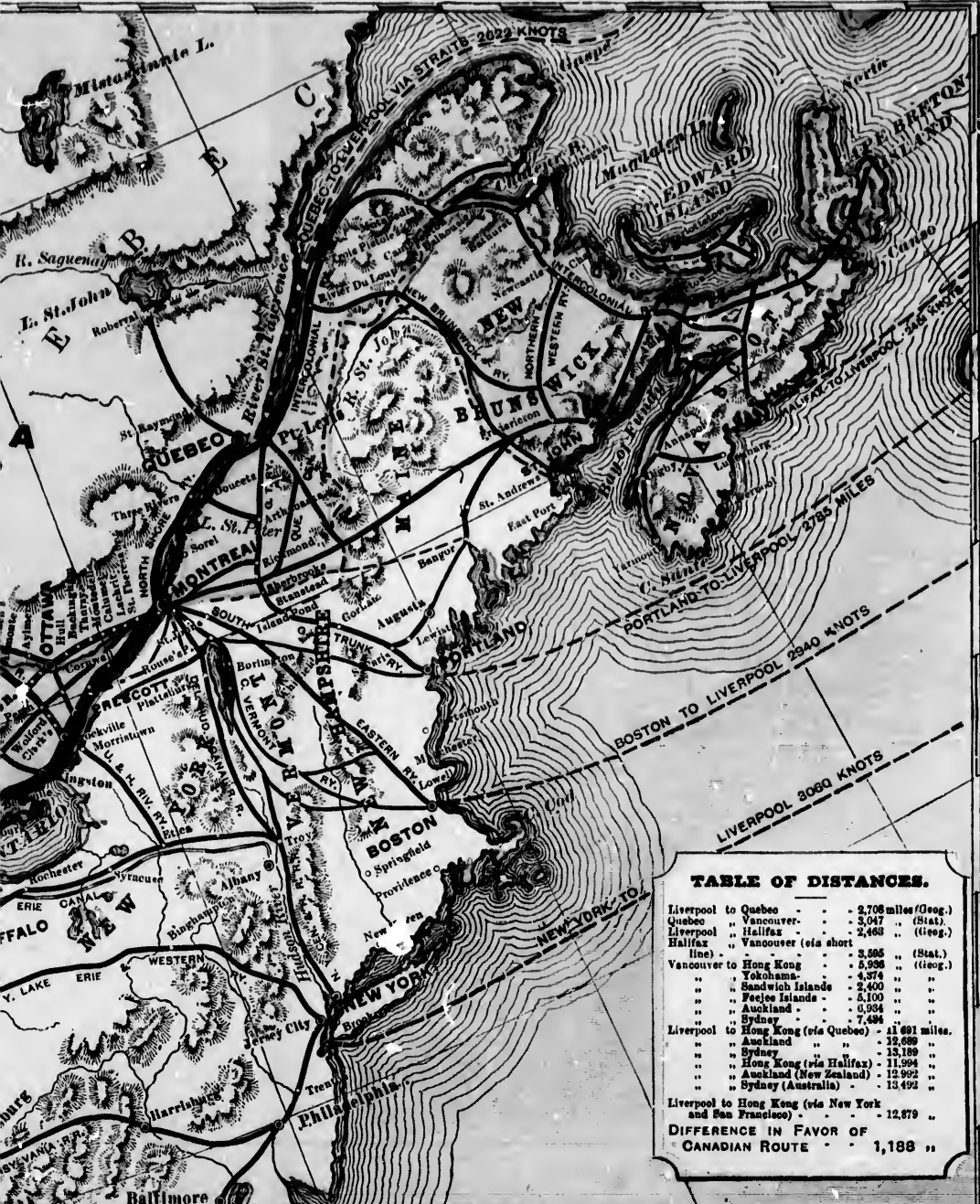


# DES CHEMINS DE FER.

LONDRES, 1895.



LAIRCISSMENT A LA NOTE DE L'HON. SIR CHARLES TUPPER.  
PAPER BY SIR CHARLES TUPPER.



**TABLE OF DISTANCES.**

Liverpool to Quebec	2,708 miles (Geog.)
Quebec to Vancouver	3,047 " (Stat.)
Liverpool to Halifax	2,468 " (Geog.)
Halifax to Vancouver (via short line)	2,588 " (Stat.)
Vancouver to Hong Kong	5,936 " (Geog.)
" to Yokohama	4,374 " "
" to Sandwich Islands	2,400 " "
" to Feejee Islands	5,100 " "
" to Auckland	6,994 " "
" to Sydney	7,494 " "
Liverpool to Hong Kong (via Quebec)	11,661 miles.
" to Auckland	12,689 " "
" to Sydney	13,189 " "
" to Hong Kong (via Halifax)	11,994 " "
" to Auckland (New Zealand)	12,992 " "
" to Sydney (Australia)	13,492 " "
Liverpool to Hong Kong (via New York and San Francisco)	12,379 " "
<b>DIFFERENCE IN FAVOR OF CANADIAN ROUTE</b>	<b>1,188 " "</b>

