

ment, however, has always been active in encouraging private enterprise, and in that way has expended no less a sum than \$134,278,219 in the shape of bonuses at different times to different railways. which sum represents a considerable portion of the public debt, and which, as previously mentioned, though directly productive to the country at large, brings in no immediate return to the Government. In addition to the above, the Government has at various times made loans to railways, the amount of such loans at present outstanding being \$20,920,085. The Provincial Governments have also contributed aid to the extent of \$23,342,758, and various municipalities to the extent of \$13,044,224.

374. The first railway in Canada was opened on the 21st July, 1836, between Laprairie and St. Johns, in the Province of Quebec, its length being 16 miles, but such little progress was made in railway development, that when the first sod of the Northern Railway was turned by Lady Elgin in 1850 there were but 71 miles in operation, in the whole of what is now the Dominion of Canada. Slow though this country undoubtedly was at one time in the matter of railway construction, it has of late years made very considerable progress. In 1867 there were 2,258 miles in operation, and on 30th June, 1888, 12,163 miles, with a total of 12,701 miles completed, being an increase in the 21 years since Confederation of 9,905 miles. In 1868 the paid-up capital amounted to \$160,471,190, and in 1888, to \$727,180,449.

Railway
develop-
ment in
Canada.

375. The following table gives the sources from which the various sums have been derived that make the total capital paid, the amount derived from each source, and the amount of each per mile of completed railway :—

Particu-
lars of
capital
paid.