

## CHAPTER IX.

## RAILWAYS AND CANALS.

## PART I.—RAILWAYS.

Government aid to public railways.

522. In India and in all the principal British Colonies, with the exception of Canada, the railways have been principally, and in some cases entirely, built by the Government with public money, and large portions of the public debts have been incurred for that purpose, but in this country the Government have only built such lines as were required by public policy, those being the Intercolonial and Prince Edward Island Railways; the first being built in accordance with the wishes of the Imperial Government, and the second to fulfil the pledges made to Prince Edward Island when that Province entered Confederation. The Government, however, has always been active in encouraging private enterprise, and in that way has expended no less a sum than \$135,894,304 in the shape of bonus 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 \$21,201,314. The Provincial Government have also contributed aid to the extent of \$24,036,307, and various municipalities to the extent of \$13,461,224.

Railway development in Canada.

523. 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