

The following table shows the number of passengers and tons of freight carried per head of the population in some of the principal countries of the world. The figures have been taken from various sources :—

NUMBER OF PASSENGERS AND TONS OF FREIGHT CARRIED PER HEAD OF POPULATION IN VARIOUS COUNTRIES.

COUNTRIES.	Number of Passengers per Head.	Tons of Freight per Head.
United Kingdom .....	22·7	7·1
England and Wales.....	25·9	8·3
Ireland.....	5·1	0·9
Scotland.....	19·6	10·8
United States.....	8·9	11·5
Belgium.....	14·5	6·9
German Empire.....	9·4	4·7
France.....	7·5	2·5
Italy.....	1·6	0·5
Russia in Europe.....	0·4	0·5
Switzerland.....	12·8	3·3
Norway.....	2·4	0·8
Sweden.....	2·7	2·2
Denmark.....	4·6	1·8
Holland.....	4·3	2·0
Portugal.....	1·0	0·3
Austria-Hungary.....	2·8	2·6
India.....	0·4	0·8
Canada.....	2·9	4·1
Victoria.....	47·3	3·1
New South Wales.....	16·6	3·5
Queensland.....	8·7	1·8
South Australia.....	17·1	3·3
Tasmania.....	4·6	1·2
New Zealand.....	8·9	3·5
Western Australia.....	7·8	2·3
Spain.....	1·4	0·6

PART II.

RAILWAYS IN CANADA.

329. The agitation for railways in British North America began almost as soon as the success of George Stephenson's railway was assured. One of the earliest efforts was made in St. Andrew's, N. B., in 1827. In 1828, John Wilson convened a public meeting in St. Andrew's to discuss the question of a railway to Quebec.

330. In 1832, Mr. Henry Fairbairn, writing in the United Service Journal, turned the attention of the British public to the necessity of a railway system for British North America. He said "I propose, first to form a railway for wagons from Quebec to the harbour of St. Andrew's upon the Bay of Fundy, a route which will convey the whole trade of the St. Lawrence in a single day to the Atlantic waters. Thus the timber,