

The Imperial Government made a grant of £10,000 to be expended in the exploration and survey of the proposed line of railway from Quebec to St. Andrew's. The survey was placed under the control of Capt. Yule, an officer in the Royal Engineers, and the work was begun on the 24th July, 1836. At that time the entire country through which Capt. Yule prosecuted the surveys was held to be wholly within British territory. In 1837 the United States Government made objections to the route proposed. Notification of this fact was made to the Governor General of Canada and to the Lieutenant-Governor of New Brunswick, and orders given to stop work till the boundary line was settled.

332. In another direction the suggestions of Mr. Fairbairn bore immediate fruit. In 1832 a charter was obtained from the Lower Canadian Legislature for a railway from Laprairie on the St. Lawrence River to St. John's on the Richelieu. Its official name was "The Company of the Proprietors of the Champlain and St. Lawrence Railroads." It has the distinction of being the first passenger railway in Canada. It was first opened in July, 1836, by Earl Gosford, on the same day that Capt. Yule began his survey of the Quebec St. Andrew's Railway. On the occasion of the opening the train consisted of four cars drawn by horses, locomotive power being adopted in the following year. The length of the line was 16 miles and the gauge 5 feet 6 inches.

A glance at the map will show why the projectors selected the region they did for their railway. The object was to connect the waters of the St. Lawrence with those of Lake Champlain by taking the base line of an isosceles triangle instead of the two water sides up to that time used, thus securing speedier communication between Montreal and New York by a mixed water and rail route.

333. The first railway return presented to the Legislature of Canada was that of this railway, and is to be found in the Legislative papers of 1845. It is as follows:—

—	1842.	1843.	1844.
Number of passengers	27,041	22,379	27,118
Tons of freight	7,716	9,786	12,639
Gross receipts £	13,600	11,850	15,234
Expenditure "	10,744	8,916	11,851

The expenditure was 77·8 per cent of the total receipts in 1844. In 1893 the expenditure of all railways of Canada was 70·36 per cent. Thus the proportion of receipts needed to meet working and other expenses has been considerably reduced in the intervening years.

334. A brief summary of events down to 1851 may properly be given at this point in the story.

The journals of the Legislature of Canada for 1851 contain a list of the several companies incorporated to that date, for the construction of railways