

in the Province of Canada. The first mentioned is the one already referred to. The second on the list is the Cobourg Railway Company, incorporated in 1834. The third is the London Gore Railway, also incorporated in 1834, afterwards known as the Great Western.

335. Succeeding the Champlain and St. Lawrence Railway came, in Lower Canada, a road extending from Longueuil, opposite Montreal, to St. Hyacinthe, about 30 miles on the way to Portland, Maine. A third was shortly after built from Montreal to Lachine. On this railway the second locomotive ever imported into Canada was named the "James Ferrier," after Hon. James Ferrier, who died a Senator of Canada in 1888, having lived to see the two locomotives, one on a 16 mile road and the other on an 8 mile road, become 1,775 locomotives and powerful engines drawing over 17 million tons of freight and 12,000,000 passengers a year on over 12,000 miles of railway.

Down to 1846, acts of incorporation had been granted for 18 railway companies in the two Canadas.

336. We have noted the attempt in the eastern provinces to construct the St. Andrew's Quebec Railway, and have seen that St. Andrew's is to be considered the birth place of the more ambitious purposes that were planted in the popular mind.

In Nova Scotia the first railway built was in 1839, to connect the Albion coal mines with the loading grounds on the shores of the Gulf of St. Lawrence; locomotives were employed.

337. In 1846 the Governor General of Canada laid before the various legislatures of British North America a despatch from Right Hon. W. E. Gladstone, then Secretary of State for the Colonies. Writing under date January 15th, Mr. Gladstone said: "I find the impulse which has been given to every other part of the civilized world to plans of railway communication has been felt in many of the British Colonies. The subject has been pressed upon my attention from many different quarters and under circumstances both physical and economical as distinct and various as are the conditions of those widely extended settlements."

The object of his despatch is to "state compendiously what rules or principles have been ascertained by the experience of Great Britain, to be applicable in various degrees to the legislation of every country in this new field of enquiry."

Mr. Gladstone lays down ten rules for the general guidance of the legislatures of British North America, and concludes:—"You will perceive that my general object has been to leave the freest scope to private and associated enterprise by the avoidance of all minute interference, and at the same time to take some simple securities for testing the solidity of projects, for guarding against risk of life and for guaranteeing to the public service, from the first, a fair show of the advantages of the construction of any railway, and to the state, as the representative of the country, the means of dealing with future contingencies."

An appendix to the Canadian journals of 1846 shows that the Railway Committee of that year made minute and careful investigation into the