

354. The Canadian Government placed in the estimates a sum of money for the purpose of securing a survey, to be carried on by three Engineers one to be appointed by the Province of Canada and one by the Maritime Provinces, the third being the appointee of the Imperial Government. Following this up, the Canadian Government appointed Mr. Sandford Fleming in August, 1863. On his appointment being communicated to the governments interested, the Maritime Provinces also nominated Mr. Fleming. The Duke of Newcastle, then Colonial Secretary, on receiving word that the Colonial Governments interested had nominated Mr. Fleming, informed the Governor General that the Imperial authorities were so well satisfied with Mr. Fleming that they would appoint him as their representative. Some difficulty arose from New Brunswick asking Canada to give certain pledges before it could agree to pay its share of the expenses of the survey. The Governor General on behalf of Canada replied that to avoid delay Canada would undertake the survey at its sole expense, relying upon the other provinces to refund their share if the survey proved useful.

On the 5th March, 1864, Mr. Fleming left for Rivière du Loup to commence his work.

355. While the work was being prosecuted the question of union of the provinces became a living question, the agitation resulting in the British North America Act, 1867, which received the royal sanction on the 29th March, 1867, and was followed by an Act of the Imperial Parliament passed on the 12th April, being an Act for authorizing a guarantee of interest on a loan to be raised by Canada towards the construction of a railway connecting Quebec and Halifax, the loan being for three million pounds sterling.

356. The following memorandum will serve to round off the story of the Intercolonial since Confederation :—

1867. Minister of Public Works instructs Mr. S. Fleming, Engineer in Chief, to proceed at once with surveys, July, 1867.
1868. Battle of the routes through New Brunswick fought. Commissioners appointed to manage construction : A. Walsh, Hon. E. B. Chandler and Hon. A. W. McLelan, Commissioners.
- 1870-1871. Battle of iron *versus* wooden bridges waged, 1870-71. Windsor Branch, 32 miles, transferred to Windsor and Annapolis Railway for operating purposes.
1872. Railways in New Brunswick and Nova Scotia reconstructed and called Intercolonial Railway by Order-in-Council, 9th November, 1872.
1874. Railway transferred to Public Works Department. Act of 1874.
1875. Change of gauge between Halifax and St. John, 18th June.
1876. Whole line of Intercolonial opened 1st July.
1879. Purchase of Rivière du Loup line, 126 miles, from Grand Trunk Railway, for \$1,500,000, 1st August.  
Department of Railways and Canals, organized with ministerial head, 20th May, 1879.
1884. Eastern Extension (80 miles) purchased from the Government of Nova Scotia, 9th January. Cost on 30th June, 1884, of line and equipment, \$1,284,311.
1885. Cape Traverse Branch (13 miles) completed. St. Charles Loop Line (14 miles) completed. Dalhousie Branch (7 miles) completed.
1886. Rivière du Loup (town) branch (4 miles) completed. Dartmouth (town) branch (4 miles) completed.
1887. Carleton Branch incorporated with Intercolonial Railway by Order in Council, 8th October.  
Pictou (town) branch (14 miles) completed.
1888. Cars lighted with electricity and heated by steam.
1890. Oxford Branch opened for traffic.  
Accounts for maintenance and operation of Eastern Extension merged in similar accounts of the Intercolonial Railway, 1st July, 1890.