

1891. By Act 54 Vic., chap. 50, the following works were, together with Eastern Extension, embodied with the Intercolonial system: Oxford Junction (72½ miles), opened on 15th July, 1890; Cape Breton Railway, 52½ miles of which were opened on 24th November, 1890, and 46 miles on 1st January, 1891.
1892. Carleton Branch transferred to City of St. John for \$40,000, on 3rd September, 1892, and leased to the Canadian Pacific Railway for 999 years. The deed was confirmed by Act of 1893, chap. 6.

357. The mileage of the Intercolonial Railway system (track laid) on the 30th June, 1894, including the Prince Edward Island Railway, was 1,383½ miles. The Prince Edward Island Railway is 210½ miles long. Included also in the 1,383½ miles is the Windsor Branch, 32 miles, leased to the Windsor and Annapolis Railway. The whole of the main line (1,141 miles) is laid with steel rails.

THE CANADIAN PACIFIC RAILWAY.

358. The fourth important measure of the year (1857) was the Canadian Pacific Railway Bill. It was reported on adversely after a long and interesting discussion, in the course of which Allan McDonell, of Toronto, read a very able paper in advocacy of the scheme which was to connect the western shores of Lake Superior with the Pacific Ocean.

The idea of a transcontinental route even at that date had been for some years before the public mind.

McTaggart, a Scotch civil engineer, wrote in 1829, "Three years in Canada," and advocated a route by water connecting the Atlantic and the Pacific oceans *via* lakes and rivers to Nootka Sound. Thomas Dalton, "a person of a very strong mind," says Bonnycastle, who edited the *Toronto Patriot* in 1837, frequently insisted that "many years would not elapse before the teas and silks of China would be transported direct from the shores of the Pacific to Toronto by canal, by river, by rail and by steam."

In 1849 Lieut. Synge wrote a pamphlet entitled "Canada in 1848," in which he broached the idea of a railway from Halifax to Quebec; the adoption of the existing steam communication between Quebec and Montreal; the construction of a ship canal between Montreal and Lake Huron *via* the Ottawa River, Lake Nipissing and French River (the Sault Ste. Marie to be overcome by a canal two miles long); steam to the Kaministiquia River; a railway thence to the Lake of the Woods; water again; rail to the head of the first rapid of the Winnipeg River; water again to the mouth of the Saskatchewan River, at which point he proposed to call a halt till the Indians had been civilized off the face of the country, when further advance could be made up the 1,400 miles of the Saskatchewan that were navigable; thence a railway to pierce the Rockies to the Pacific.

In 1848 Major Carmichael-Smyth wrote a letter to "Sam Slick," and afterwards published (February, 1849) a pamphlet, in which he advocated the construction by convict labour of a transcontinental railway through British territory, and prepared a map which accompanied the pamphlet, on which the route of the railway is marked. It is almost identical with the line adopted by the present Canadian Pacific Railway, passing through the Kicking Horse Pass but going south of Lake Nipissing, instead of north as the present line does.

This is the second recorded advocacy of an all rail line through British territory. Previous advocates had suggested a combined water and rail