

6. Municipal bonus to companies.
7. Municipal subscriptions to railway stock.
8. Municipal bonuses to railway companies.
9. Government bonuses to railway companies.
10. Imperial Government guarantee of capital with which to construct the Intercolonial.
11. Share capital locally distributed and issue of bonds.
12. Share capital, chiefly English, combined with Government aid in some of the forms mentioned and issue of various degrees of bonds under different names.
13. Aid in the form of lands through which the roads were to be constructed.
14. Practical release of Government loan by placing it behind other claims upon railway companies becoming embarrassed.
15. Composition of Government claims accepted when railways become embarrassed.
16. Assumption by Government of liabilities incurred by municipalities in aid of railways, the Government becoming the creditor of the municipalities.
17. Direct construction of railways by Government.
18. Grants of land and money subsidies combined with Government construction of portions of the railway.

GOVERNMENT RAILWAYS.

1017. The railways belonging to the Government of Canada are known as the Canadian Government Railway System. They include, 1st, the Intercolonial and its branches; 2nd, the Prince Edward Island Railway.

The Intercolonial Railway was part of the original pact between the provinces, the Union Act, 1867, Sec. 145, reading: "Inasmuch as the provinces of Canada, Nova Scotia and New Brunswick have joined in a declaration that the construction of the Intercolonial Railway is essential to the consolidation of the Union of British North America, and to the assent thereto of Nova Scotia and New Brunswick, and have consequently agreed that provision should be made for its immediate construction by the Government of Canada; therefore, in order to give effect to that agreement, it shall be the duty of the Government and Parliament of Canada to provide for the commencement, within six months after the Union, of a railway connecting the River St. Lawrence with the City of Halifax, in Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practicable speed."

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. McLellan, Commissioners.
- 1870-1871. Battle of iron *versus* wooden bridges waged, 1870-71. Windsor Branch, 32 miles, transferred to Windsor & 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.