

from the social and from the economic point of view, is the development of methods of communication, in a country so vast and so thinly peopled. The post office has been a great, though little recognized, factor in promoting solidarity among the people of different parts of the Dominion, while telegraphs and telephones have gone far to annihilate distance, the rural telephone, in particular, having been of great social and economic benefit in country districts. That the use of the automobile has also been of great benefit in promoting social intercourse among the dwellers in rural districts is evidenced by the fact that in Ontario alone, 64,045 passenger cars were owned by farmers in 1921. The press, again, assisted by cheap telegraph and cable rates, and reaching through the mails all over the country, has been of great use in developing national sentiment. To sum up, it may be said that the progress of modern inventions, not least among which is the radiophone, now coming into use, is going far to eliminate that isolation and loneliness which in the past were such characteristic features of Canadian rural life, and have thrown their gloomy shadow across the pages of Canadian literature.

The statistics of transportation and communications comprised in this section include those of steam and electric railways, motor vehicles, express companies, canals, shipping, telegraphs, telephones and Post Office. The statistics of railways and canals, telegraphs, telephones and express companies, are taken from the reports of the Transportation Branch, Dominion Bureau of Statistics. The shipping statistics are taken from the Report of the Department of Marine and Fisheries and the Shipping Report issued by the Department of Customs. The postal statistics are from the Report of the Post Office Department.

#### STEAM RAILWAYS.

**Historical.**—The first Canadian railway was constructed in 1836, between St. Johns, Quebec, and La Prairie, with the object of shortening the journey between Montreal and New York. It was only 16 miles long and was operated by horses, for which locomotives were substituted in 1837. A second railway from Montreal to Lachine was opened in 1847, and a third line to St. Hyacinthe in 1848. In 1850, however, there were only 66 miles of railway in all Canada.

The railway era in Canada may be said to have begun in 1851, when an Act was passed providing for the construction of a main line of railway between the two Canadas. The result was the completion of the Grand Trunk railway between Montreal and Toronto in 1856, its extension westward to Sarnia in 1859, and eastward to Rivière du Loup in 1860. The Atlantic and St. Lawrence railway from Portland, Maine, to the Canadian boundary, was leased for 999 years, and in 1859, on the completion of the Victoria Bridge across the St. Lawrence at Montreal, the Grand Trunk had a through route 800 miles long from Portland to Sarnia. A line from Detroit to Port Huron was leased in 1859, the Champlain roads in 1863, the Buffalo and Lake Huron in 1867, while the Chicago and Grand Trunk was completed from Port Huron to Chicago in 1880. In 1881 the