

## PART II.—RAILWAYS\*

The treatment of rail transportation is divided into three Sections dealing respectively, with steam railways, electric railways and express companies.

## Section 1.—Steam Railways

The steam railway is the most important transportation agency from the standpoint of investment and of traffic handled and the statistics are, therefore, more complete for this form of transportation than for any other.

## Subsection 1.—Milage and Equipment

Construction was begun in 1835 on the first steam railway in Canada—the short link of 14½ miles between Laprairie and St. Johns, Que.—but only 66 miles of railway were in operation by 1850. The first great period of construction was in the 1850's when the Grand Trunk and the Great Western Railways were built as well as numerous smaller lines. The building of the Intercolonial and the Canadian Pacific Railways contributed to another period of rapid expansion in the 1870's and 1880's. In the last period of extensive railway building from 1900 to 1917, the Grand Trunk Pacific, National Transcontinental and Canadian Northern Railways were constructed. The consolidation and organization of the Canadian National Railway System is covered at pp. 840-847.

\* Revised in the Public Finance and Transportation Division, Dominion Bureau of Statistics. More detailed information is given in the annual reports of the Division. Certain of the financial statistics are compiled in co-operation with the Department of Transport.

## 1.—Steam-Railway Milage, 1900-52

NOTE.—Figures of total milage of single track for 1835-1909 are given in the 1941 Year Book, p. 546, and for 1911-14 in the 1954 edition, p. 786.

Total Milage (Single Track)					Milage, by Provinces					
Year	Miles in Operation	Year	Miles in Operation	Year	Miles in Operation	Type of Track and Province	1941	1949	1951	1952
	No.		No.		No.		No.	No.	No.	No.
1900	17,657	1925	40,350	1939	42,637	Single—				
1905	20,487	1926	40,350	1940	42,565	Nfld.	...	705	705	705
1910	24,731	1927	40,570	1941	42,441	P.E.I.	286	286	285	285
1915	34,882	1928	41,022	1942	42,339	N.S.	1,396	1,396	1,396	1,396
1916	36,985	1929	41,380	1943	42,346	N.B.	1,836	1,835	1,835	1,834
						Que.	4,789	4,791	4,789	4,830
						Ont.	10,476	10,462	10,440	10,384
1917	38,369	1930	42,047	1944	42,336	Man.	4,854	4,836	4,834	4,834
1918	38,252	1931	42,280	1945	42,352	Sask.	8,777	8,739	8,739	8,739
1919 <sup>1</sup>	38,329	1932	42,409	1946	42,335	Alta.	5,747	5,643	5,647	5,660
1919 <sup>2</sup>	38,495	1933	42,336	1947	42,322	B.C.	3,883	3,888	3,889	3,889
1920	38,805	1934	42,270	1948	42,248	Yukon.	58	58	58	58
						In U.S.A.	339	339	339	339
						Totals, Single..	42,441	42,978	42,956	42,953
1921	39,191	1935	42,916	1949	42,978	Second..	2,499	2,494	2,487	2,488
1922	39,358	1936	42,552	1950	42,979	Industrial..	1,551	1,925	2,068	2,130
1923	39,654	1937	42,727	1951	42,956	Yard and sidings	10,210	10,437	10,639	10,720
1924	40,059	1938	42,742	1952	42,953	<b>Grand Totals..</b>	<b>56,701</b>	<b>57,834</b>	<b>58,150</b>	<b>58,291</b>

<sup>1</sup> As at June 30 for this and previous years.

<sup>2</sup> As at Dec. 31 for this and later years.