

Peru and a Polar route from Vancouver to Amsterdam, a chain of year round and resort hotels, a cross-Canada telegraph network, a worldwide express service and a truck and bus transport service.

The statistics of Subsections 1 to 3 of this Section cover the combined railway facilities of all companies operating in Canada. Details relating to the Canadian National Railway System are dealt with separately in Subsection 4. A special article covering the consolidation and organization of the CNR appears in the 1955 Year Book, pp. 840-847.

Subsection 1.—Milage and Equipment

Construction was begun in 1835 on the first railway in Canada—the short link of 14.5 miles between Laprairie and St. Johns, Que.—but only 66 miles 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 (1900-1917), the Grand Trunk Pacific, National Transcontinental and Canadian Northern Railways were constructed.

There has been little change in the milage of single track line since the 1920's but recently the construction of several large industrial projects in outlying districts has sparked a new phase of railway building. Entirely new districts have been opened up by the construction of the 43 mile Terrace-Kitimat line in British Columbia, the 144 mile Sherridon-Lynn Lake line in Manitoba and the 360 mile Quebec, North Shore and Labrador Railway. A new 80 mile line links Quesnel and Prince George in British Columbia. A 16 mile line connecting the mining community of Nephton with Havelock in eastern Ontario provides easy access to an area producing non-metallic rock. Two branch lines, one from Struthers to Greco and one from Hillsport to Manitowadge, tap this new mining district of northwestern Ontario, and a line was under construction in 1955 to open up another Quebec mining area from Beattyville to Chibougamau and St. Felicien. In Saskatchewan also, about 29 miles of new track have been completed. While these new lines have added considerably to the single track milage placed in operation in the past few years, other lines have been abandoned because they were unprofitable so that the new milage is not altogether reflected in the totals shown in Table 1.

1.—Railway Track Milage Operated 1900-53

NOTE.—Figures of total milage of single track operated for 1835-1909 are given in the 1941 Year Book, p. 546, or 1911-14 in the 1954 edition, p. 786, and for 1916-24 in the 1955 edition, p. 830.

TOTAL MILAGE—SINGLE TRACK				MILAGE BY PROVINCE				
Year	Miles in Operation	Year	Miles in Operation	Type of Track and Province	1949	1951	1952	1953
	No.		No.		No.	No.	No.	No.
1900.....	17,657	1936.....	42,552	Single—				
1905.....	20,487	1937.....	42,727	Nfld.....	705	705	705	705
1910.....	24,731	1938.....	42,742	P.E.I.....	286	285	285	285
1915.....	34,882	1939.....	42,637	N.S.....	1,396	1,396	1,396	1,396
1920.....	38,805	1940.....	42,565	N.B.....	1,835	1,835	1,834	1,834
				Que.....	4,791	4,789	4,830	4,829
1925.....	40,350	1941.....	42,441	Ont.....	10,462	10,440	10,384	10,386
1926.....	40,570	1942.....	42,339	Man.....	4,836	4,834	4,834	4,979
1927.....	40,570	1943.....	42,346	Sask.....	8,739	8,739	8,739	8,733
1928.....	41,022	1944.....	42,336	Alta.....	5,643	5,647	5,660	5,660
1929.....	41,380	1945.....	42,352	B.C.....	3,888	3,889	3,889	3,959
				Yukon.....	58	58	58	58
1930.....	42,047	1946.....	42,335	In U.S.A.....	339	339	339	339
1931.....	42,280	1947.....	42,322	Totals, Single.....	42,978	42,956	42,953	43,163
1932.....	42,409	1948.....	42,248	Second.....	2,494	2,487	2,488	2,485
1933.....	42,336	1949.....	42,978	Industrial.....	1,925	2,068	2,130	2,178
1934.....	42,270	1950.....	42,979	Yard and sidings.....	10,437	10,639	10,720	10,869
1935.....	42,916			Grand Totals.....	57,834	58,150	58,291	58,695