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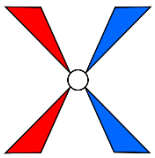
<605/c>  Key: **Footprint ConEn1** **Footprint ConEn2** **Footprint ConEn3**	Villers-Cotterêts and watercress from Duvy, Clermont, Senlis, and Nanteuil. Wine arrived usually at Saint-Ouen and La Plaine Saint Denis. Only a sixth of Paris's milk came in on the Nord network, the biggest importer being Etat. The total for 1913 was around 60 million litres. There was a special Paris station (Paris-Bestiaux) for the meat market at La Villette, where 2,476,149 head of livestock arrived in 1913. Only 34,690 head were handled by La Chapelle. The First World War represented a major turning-point. Thereafter, with the rise of road transport, there was a slow, steady, and continuing decline in the amount of freight carried by **rail**. But the Nord goods stations went through one more transformation in 1937 when, in pursuit of efficiency and streamlining, all the goods depots were merged into a single, centralized complex with a single controlling authority, a chef de gare principal. It was typical of moves that were to take place on other systems. But nothing was to stem the loss of traffic to the road. **The reign** of **King Steam** was moving peacefully to its close. 9 The Station in the Economy (2) The Non-European World IN Britain the development of **the railways** followed the Industrial Revolution, accelerated its impact, and pressed it forward into a new phase. But almost everywhere else in the world, **railways** were **the necessary engine** of **the nineteenth-century** world economic integration which followed that revolution. It is true that oceanic, river, lake, and only rudimentary land transport had been responsible for the extension of Christendom and the transfer of Iberian culture to Latin America and elsewhere, for the establishment of Dutch power in the East, British hegemony in India, French authority in North Africa, and the carving out of the great territories of white settlement. But it was **the railway** which pressed forward the industrialization of the United States and of parts of Europe and which confirmed the continental power of Europeans in North America, Asia, Australasia, and Africa. **The railway** acted as a great consolidator, confirming strategic power and opening up new areas for settlement, industrial markets, mineral extraction, and the production of raw materials and foodstuffs. **The railway** station lay at the heart of all these developments. In the late nineteenth and early twentieth centuries **the railways** were like a great international grid, and **the railway** stations, freight yards, and depots were like power stations, sub-stations, and power-points on that grid. But this was a system which was slow to develop. In Britain, Europe, and the eastern United States it is perhaps customary to think of **the decades from the 1830s to the 1880s** as
	the great era of railway-building
	. But in much of the rest of the world, **the extension of the railways** was to be a characteristic of **the period from 1890 to the 1920s**. In Latin America, in North and South Africa, in some parts of Asia, and in the Australasian colonies, there had been tentative beginnings to **railway-building** in **the middle of the century**, but **the great explosion** of **lines** was not to come until **its last decade**. Even in India, where **railway-building** developed rapidly **between the 1860s and 1880s**, the **crucial**

	feeder lines **most important** to the exploitation of India's resources **were only built** in **the twenty years before the First World War**. In Canada, Siberia, and the Far East, in the trans-Andean regions of Latin America and in Africa, the **heroic building period** was to come in the years when **the railways** stood on the threshold of being overtaken by new transportation developments, the internal combustion engine and later the aeroplane. In the Canadian prairies and in some parts of Africa **the last branch lines constructed** **in the 1920s were** **obsolete almost as soon as they were built**. The lorry, with its greater flexibility and convenience to farmers and country shippers, was about to take over. What the lorry did for goods, the omnipresent omnibus soon did for passengers. Transportation systems have a habit of being overtaken by new technology even as they reach their apogee. The railways had done it to the canals and now it was to happen in turn to the railways. It is this speed of development of alternative means of land transport which helped to produce the ` new' economic history 's approach to railways in the 1960s. By then railways were no longer fashionable, and the financial shenanigans of the nineteenth-century railway-builders were all too open to exposure. So the role of railways in the late nineteenth-century economic order was decried. The old vision of the centrality of the railways was replaced by a set of counterfactual conditionals, estimations of the extent to which development could have taken place without the railway. However true this may be for the economic development of the United States - and even there such contentious hypotheticals are highly dubious - it certainly can not hold good for European expansion and supremacy in the later nineteenth century. Railways were crucial to the erection of the new specialized and integrated economic order. So far as white settlement is concerned, the rapid peopling of the Canadian prairies and north country, of southern, central, and eastern Africa could not have taken place at such a speed without the railway. Such settlement, indeed, took place just in time, before the First World War created a whole new set of conditions. When the