

472. The United Kingdom, it will be seen, is far ahead of all other countries in the extent of its passenger travel. In England and Wales the number of passengers per head of population is 25. The proportion of travel in Canada to population is far larger than it is to the railway mileage.

Passenger
travel in
United
Kingdom.

473. The cost of a railway, it has been said, should not be more than ten times its annual traffic, that is, that the annual traffic should be 10 per cent. of its capital cost.* If this standard is applied to Canadian railways, their cost will be found to very far exceed the limit, as in 1886 the gross receipts only amounted to 5·11 per cent. of the total capital expenditure. In the United Kingdom, France and Belgium, the cost of railways is above this standard, while in Germany and the United States it is slightly below it.

Proportion
of
traffic to
cost,

474. Almost all the railway companies in the Dominion use a gauge of 4 feet 8½ inches. The only exceptions are the Carillon and Grenville, and Cobourg, Peterboro' and Marmora roads, with a gauge of 5 feet 6 inches, the Prince Edward Island Railway, with a gauge of 3 feet 6 inches, and the North-Western Coal and Navigation Company, where the gauge is 3 feet.

Gauge of
Canadian
railways.

475. The quantity and description of rolling stock in the years 1885 and 1886 will be found in the next table. With the exception of second-class and platform cars, there is an increase under each head :—

Rolling
stock,
1885 and
1886.

* Railway Problems, p. 25.