

TONS OF FREIGHT CARRIED PER HEAD OF POPULATION IN SOME PRINCIPAL COUNTRIES.

COUNTRIES.	Tons per Head.	COUNTRIES.	Tons per Head.
Scotland.....	9.5	France.....	2.5
England and Wales.....	8.4	Ireland.....	0.8
United States.....	7.6	British India.....	0.8
Belgium.....	6.5	Japan.....	0.8
Germany.....	5.3	Spain.....	0.6
Canada.....	3.3	Italy.....	to
New South Wales.....	3.3	Russia.....	0.4
Australia.....	3.0		

428. 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 1887 the gross receipts only amounted to 5.72 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.

429. 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.

430. The quantity and description of rolling stock in the years 1886 and 1887 will be found in the next table. With the exception of platform cars, there is an increase under each head:—

Rolling stock in use.

*Railway Problems, p. 25.