

Freight
per head
of popula-
tion in
principal
countries.

392. The following table, the figures of which are mostly taken from "Wealth and Progress of New South Wales," p. 361, will give some idea of the tonnage moved per head of population in some of the principal countries of the world :—

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.....	3.4	Italy.....	to
New South Wales.....	3.3	Russia.....	0.4
Australia.....	3.0		

Proportion
of
traffic to
cost.

393. 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 1888 the gross receipts only amounted to 5.80 per cent. of the total capital expenditure, the theoretical cost having been \$421,511,530, and the actual cost \$727,180,449. 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.

Gauge of
Canadian
Railways.

394. 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,

*Railway Problems, p. 25.