

were for working and repairs, 36·08 for general working expenses, and 21·71 per cent. for maintenance of line, &c. The receipts per mile on the Canada Southern were double that of any other of the large roads. The earnings and expenses of the lines given above formed respectively 93·72 per cent. and 92·96 per cent. of the figures for all the railways in Canada.

533. The proportion of net revenue to capital cost was very small, being only 1·46 per cent., and considerably lower than in many other countries and colonies, as seen by the following figures:—

PROPORTION OF NET REVENUE TO CAPITAL COST OF RAILWAYS
IN VARIOUS BRITISH POSSESSIONS AND FOREIGN COUNTRIES.

BRITISH POSSESSIONS.		FOREIGN COUNTRIES.	
	Per cent.		Per cent.
United Kingdom	4·25	Germany	4·68
India	5·12	France	4·65
Canada	1·46	Belgium	4·03
Victoria	4·17	Austria-Hungary	3·98
New South Wales	2·96	Italy (State lines)	3·70
South Australia	3·27	Switzerland	3·67
New Zealand	2·33	United States	3·77
Queensland	1·61		
Tasmania	0·25		
Western Australia	0·87		

The figures for Canada are probably slightly below the true proportion, as the capital cost includes expenditure on lines in progress and completed, but not yet in operation, and consequently unproductive.

534. The next table gives some particulars of the quantities of the principal articles of freight carried by Canadian Railways in 1889:—

Principal articles of freight carried, 1889.