

565. Though, as previously noted, there was an increase of working expenses per mile in operation, there was a decrease of 3 per cent. in the proportion of expenses to receipts, the receipts having increased in a faster proportion than the mileage and expenditure. The Canada Atlantic and the Canadian Pacific showed the smallest proportion of working expenses (the expenses of the latter road having decreased no less than 9 per cent. during the year), and the Manitoba and North-Western the largest. There was an increase of 10 per cent. on Government railways, and the expenses are likely to be for some time in excess of the receipts, for reasons which are alluded to further on. The aggregate proportion of expenses to receipts is higher in Canada than in many other countries. In the United Kingdom in 1889 it was 52 per cent., and in India 41 per cent.; in the Australasian Colonies in 1888 it was 65 per cent., in the United States in 1890 67 per cent., and in most European countries it ranges from 50 to 55 per cent.

566. The Canadian Pacific system has the greatest number of miles in operation, but the traffic on the Grand Trunk system is considerably the largest, running as it does through the most populous and best-settled portion of the Dominion. In proportion to the number of miles in operation the freight traffic on the Canada Southern exceeded that of any other line, being at the rate of 7,664 tons per mile, that on the Grand Trunk system having been 2,533 tons, and on the Canadian Pacific 591 tons per mile. On the same lines the passengers carried per mile were: on the Grand Trunk 1,881, on the Canada Southern 1,722, and on the Canadian Pacific 528. The number of miles run by trains on the same lines in proportion to each mile in operation was: on the Canada Southern 8,316 miles, on the Grand Trunk 5,441 miles, and on the Canadian Pacific 2,200 miles.

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