

SUMMARY STATEMENT OF DESCRIPTION OF FREIGHT CARRIED
ON CANADIAN RAILWAYS, 1891—*Concluded.*

RAILWAYS.	Firewood.	Manufactured Goods.	All other Articles.	Total Weight Carried.
	Cords.	Tons.	Tons.	Tons.
Canada Atlantic.	49,638	9,559	112,647	465,354
Canada Southern.	49,178	351,039	2,633,722'	3,925,312
Canadian Pacific system..	127,857	996,439	827,839	3,675,113
Grand Trunk system.	169,967	1,046,022	3,186,485	7,736,069
Intercolonial.	16,396	303,197	563,735	1,304,534
Quebec Central.	1,117	2,798	53,789	128,871
Manitoba & North-Western	594	10,156	8,500	88,907
South-Eastern system.	23,229	73,399	192,584	496,749
Other lines.	117,818	278,521	2,108,114	3,932,381
Total	555,794	3,071,130	9,687,415	21,753,290

Proportion of freight carried by principal lines.

823. The Grand Trunk system carried the largest share, viz., 35 per cent of the total freight, a decrease of 3 per cent as compared with 1890, and a smaller proportion than in any of the four preceding years. The Canada Southern carried 18 per cent and the Canadian Pacific 17 per cent, increases of 4 per cent and 2 per cent, respectively, as compared with 1890.

Increases and decreases in freight.

824. There was an increase of 516,926 barrels in the quantity of flour carried, of 1,112,214 in the number of live stock, and of 1,880,827 tons of miscellaneous matter; while there were decreases of 18,708,404 bushels in the quantity of grain carried, of 1,427,101 feet in the quantity of lumber, of 5,670 cords of firewood and 709,394 tons of manufactured articles.

Proportion of traffic to capital cost.

825. 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 1891 the gross receipts only amounted to 5.91 per cent of the total capital expenditure, the theoretical cost having been \$481,920,990 and the actual cost \$816,647,758. In the United Kingdom, France, Germany and Italy the cost of railways is above this standard, while in British India, Belgium, Russia and the United States it is below it.

Actual and theoretical cost of railways in Canada.

826. The following table shows the total cost, and cost per mile, both actual and theoretical, of some of the principal railroads in Canada in 1891. Rolling stock is in most cases included in the cost:—