CHAPTER XIII.

CMVI. First Canadian Railways.—CMVII. First Railway in Nova Scotia.— CMVIII. Proposed Lines.—CMX. Increased Mileage.—CMXI. Mileage of Track Laid.—CMXII. The Gauge.—CMXIII. Sources of Railway Capital. —CMXV. Train Mileage, Passengers, Freight, Earnings and Expenses.—CMXVI. Earnings and Expenses per Mile.—CMXVII. Proportion of Earnings to Capital.—CMXVIII. Traffic Returns.—CMXIX. Proportion of Expenses.—CMXX. Railway Systems Compared.—CMXXI. Percentage of Gross Receipts.—CMXXII. Comparison with United States.-CMXXIII. Statements of Earnings and Expenses.—CMXXIV. Comparison with Other Countries.—CMXXV. Cost per Mile in Various Countries. —CMXXVI. Theoretical and Actual Cost.—CMXXVII. Receipts per Mile.—CMXXVIII. Rolling Stock in Use.—CMXXIX. Rolling Stock Owned.—CMXXX. C. P. R. and G. T. R. Rolling Stock.—CMXXXI. Steel Rails.—CMXXXII. Double Track.—CMXXXIII. Articles of Freight.—CMXXXIV. Percentages of Freight.—CMXXXV. Accidents. -CMXXXVII. Deaths per Million.-CMXXXVIII. Accidents in Other Countries.—CMXXXIX. Passengers and Freight per Head.—CMXL. Passengers and Freight in Other Countries.—CMXLI. Mileage in British Possessions.—CMXLIII. Railways of the World.—CMLXIV. Governgers of the World.—CMLXIV. Description of the World.—CMXIV. Railways of the World.—CMXIV. ment Railways.—CMXLV. Intercolonial Railway.—CMXLIX. Prince Edward Island Railway.—CML. Financial Position Improved.—CMLIV -Expenditure and Receipts on Government Railways.—CMLV. Sources of Earnings.—CMLVI. Analysis of Expenditure.—CMLVII. Percentages of Receipts.—CMLVIII. Percentages of Expenses.—CMLIX. Intercolonial Earnings and Expenses Analysed.—CMLXI. Passenger Revenue.— CMLXII. Classes of Freight.—CMLXIII. Ocean-borne Goods on Intercolonial.—CMLXIV. Intercolonial Statistical Results.—CMLXV. Prince Edward Island Railway taffic and Windsor Branch.—CMLXVI. Revenue and Expenditure, Prince Edward Island Railway.—CMLXVII. Passengers and Freight per Mile on Intercolonial.—CMLXVIII. Revenue per Ton and per Mile.—CMLXIX. Eastern Extension Railway.—CMLXX. Windsor Branch Railway.—CMLXXI. Government Expenditure on Railways. —CMLXXII. Electric Railways in Canada.—CMLXXIII. In Other Countries.—CMLXXIV. Great Inland Navigation.—CLMXXV. Lake Superior to Liverpool —CMLXXVI. The Great Lakes.—CMLXXVII. Sault Ste. Marie Canal.—CMLXXVIII. Traffic through CMLXXIX. The St. Lawrence System.—CMLXXXI. St. Peter's Lake Ship Canal.—CMLXXXII. Other Canals.—CLMXXXVIII. Expenditure on Canal System. -CMXCI. Traffic through Canals. -CMXCIV. Tolls on Cereals.—CMXCIX. Grain through the Welland.—M. Principal Articles of Freight on Canals.—MI. Expenditure on Canals.—MII. United States Coasting through Welland.—MIII. Revenue from Canals.—MIV. Reciprocal Transfer by Rail.—MV. Canadian Goods through United States.— MVII. United States Goods through Canada.—MVIII. Reciprocal Transport.—MX. Treaty Provisions.—MXI. Statutory Provisions. MXV. Extent of Canadian Transhipment in Bond.—MXVII. Transit and Aggregate Trade.—MXVIII. Value of Goods in Transit.—MXX. Proportion of Transit Traffic.—MXXIII. Interprovincial Trade via United States.— MXXIV. United States Shipments through Montreal.—MXXVI. Transit by Canada Southern.—MXXVII. By the C. P. R.—MXXVIII. By Canals.

PART I-RAILWAYS.

906. Canada's first passenger railway was begun in 1832, a charter having been obtained in that year for a railway from Laprairie on