RAILWAYS.	Main- tenance of Line Buildings, &c.	and	General Working Expenses.	Total.	Expenses per Mile.
	\$	\$	8	8	S.
Canada Atlantic	54,318				
Canada Southern.	733,962				9,776
Canadian Pacific system	2,580,851				
Grand Trunk system	2,306,136				
Intercolonial	763,148				2,669
Quebec Central	54,506				
Manitoba and North-western.	57,582			190,892	763
South-eastern system	87,480	230,505	129,544	447,529	2,226
Other lines	978,751	1,173,883	1,048,330	3,200,965	
Total	7,616,734	15,531,833	13,467,466	36,616,033	2,438

SUMMARY STATEMENT OF WORKING EXPENSES ON CANADIAN RAILWAYS, 1893.

The receipts from freight traffic formed 63.3 per cent, and from passenger traffic 29.0 per cent of the total, while of working expenses 42.4 per cent were for working and repairs, 36.8 per cent for general working expenses, and 20.8 per cent for maintenance of line, &c. The receipts per mile on the Canada Southern were three times as much as those of any other of the large roads, excepting the Grand Trunk, and four times as much as the average earnings of all the roads in Canada. Considering the enormous length of line to be maintained, the expenditure per mile on the Canadian Pacific Railway is remarkably small. The working expenses on the Intercolonial Railway were \$18 per mile in excess of the receipts, as compared with an excess of \$433 per mile in 1892, and of \$600 per mile in 1891.

924. The receipts per train mile in Canada were \$1.17 per mile, being lower than those of the United Kingdom and most of the Australasian colonies, but higher than in the principal European countries, as shown by the following table :—

GROSS RECEIPTS OF RAILWAYS PER TRAIN MILE.

New Zealand \$1 81	Austria-Hungary\$1 24
New South Wales. 172	Russia 1 12
South Australia 1 57	Italy (State lines) 1 01
United Kingdom 1 33	Germany " 0 85
Victoria $1 31$	France 1 12
Canada 1 17	Belgium 0.67
Queensland 1 15	Tasmania, 0 91
Western Australia 0 98	