

As compared with 1893 there was an increase in 1894 of \$1 per \$100, both with and without Government railways, in the proportion of expenses to receipts.

1174. The Canadian Pacific system has the greater number of miles in operation, but the Grand Trunk system has considerably the larger traffic, running as it does through the most populous and best settled portions 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 in 1894 at the rate of 6,943 tons per mile. There was a decrease of 1,045 tons per mile, compared with 1893, which latter year showed a decrease of 388 tons, as compared with 1892. That on the Grand Trunk system was 2,275 tons, a decrease of 45 tons per mile, and on the Canadian Pacific 655 tons, a decrease of 82 tons per mile. On the same lines the passengers carried per mile were: On the Grand Trunk 1,961, an increase of 160; on the Canada Southern 1,538, a decrease of 134; and on the Canadian Pacific 514, a decrease of 63. The number of miles run by trains on the same lines in proportion to each mile in operation was: On the Canada Southern, 9,427 miles in 1893 and 8,364 in 1894; on the Grand Trunk, 5,457 miles in 1893 and 5,567 in 1894, and on the Canadian Pacific, 2,392 miles in 1893 and 2,156 in 1894.

1175. The following table shows the percentage of gross receipts expended in working the railways of Canada during the period 1875-94:—

PERCENTAGE OF GROSS RECEIPTS EXPENDED IN WORKING THE RAILWAYS OF CANADA.

1875.....	81·02	1885.....	74·51
1876.....	81·68	1886.....	74·29
1877.....	81·58	1887.....	71·12
1878.....	78·46	1888.....	72·70
1879.....	81·24	1889.....	71·26
1880.....	71·47	1890.....	70·26
1881.....	71·89	1891.....	72·56
1882.....	77·13	1892.....	70·60
1883.....	74·27	1893.....	70·36
1884.....	76·58	1894.....	71·07

Divided into five-year periods, the average is as under:—

1875-79.....	80·80 per cent.
1880-84.....	74·27 “
1885-89.....	72·78 “
1890-94 (four years).....	70·97 “

It is apparent, therefore, that there has been a steady decrease in the proportion of receipts required to be expended in working the railways.

Comparing Canada with similar regions of the United States, it is seen that the proportion is not quite so high in Canada, notwithstanding the occasional greater difficulties in winter. In the New England States the proportion is 72·70 per cent, in the Middle States, 70·74 per cent, and in the Central Northern States of Ohio, Michigan, Indiana, Illinois and Wisconsin it is 71·5 per cent.