

As compared with 1894 there was a decrease in 1895 of \$1 per \$100, in the proportion of expenses to receipts, taking all the railways, government and other.

994. 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 1895 at the rate of 7,518 tons per mile as compared with 6,943 tons per mile in 1894. There was in 1894 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 2,214 tons, a decrease of 61 tons per mile. In 1894 it was 2,275 tons, which was a decrease of 45 tons per mile compared with 1893; on the Canadian Pacific the decrease in 1895 was 53 tons per mile as compared with 1894, and of 82 tons per mile in 1894 as compared with 1893. On the same lines the passengers carried per mile were: On the Grand Trunk 1,600, a decrease of 361; on the Canada Southern 1,234, a decrease of 304; and on the Canadian Pacific 468, a decrease of 46. 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; 8,364 in 1894, and 7,820 in 1895; on the Grand Trunk, 5,457 miles in 1893; 5,567 in 1894, and 4,864 in 1895, and on the Canadian Pacific, 2,392 miles in 1893; 2,156 in 1894, and 2,000 in 1895.

995. The following table shows the percentage of gross receipts expended in working the railways of Canada during the period 1875-95:—

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

1875.....	81·02	1886.....	74·29
1876.....	81·68	1887.....	71·12
1877.....	81·58	1888.....	72·70
1878.....	78·46	1889.....	71·26
1879.....	81·24	1890.....	70·26
1880.....	71·47	1891.....	72·56
1881.....	71·89	1892.....	70·60
1882.....	77·13	1893.....	70·36
1883.....	74·27	1894.....	71·07
1884.....	76·58	1895.....	70·00
1885.....	74·51		

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

1875-79.....	80·80 per cent.
1880-84.....	74·27 “
1885-89.....	72·78 “
1890-94.....	70·97 “
1895.....	70·00 “

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