

The receipts in 1895 from freight traffic formed 63·2 per cent and from passenger traffic 29·4 per cent of the total, while of working expenses 41·1 per cent were for working and repairs, 38·4 per cent for general working expenses, and 21·5 per cent for maintenance of line, &c. The receipts per mile of the Canadian Southern were nearly double those of the Grand Trunk, and more than three times those of the Canadian Pacific and of the average of all the railways of Canada. Considering the enormous length of line to be maintained, the expenditure per mile on the Canadian Pacific Railway is remarkably small. The receipts on the Intercolonial Railway were \$3.37 per mile in excess of the expenses, as compared with an excess of expenditure of \$433 per mile in 1892, and of \$600 per mile in 1891.

997. The following table is a general statement of the gross and net income of the railways of Canada during eleven years. The best year in the eleven years, judged by the percentage of net income to capital, was the fiscal year 1892 :—