

The following table shows the condition in 1867 :—

RAILWAYS IN CANADA—1867.

RAILWAYS.	Locomotives.	Cars, all kinds.	Passengers.	Freight.	Revenue.	Expenditure.
	No.	No.	No.	Tons.	\$	\$
Grand Trunk	298	4,339	1,415,723	1,013,512	6,617,867	4,925,776
Great Western	94	1,566	715,721	581,772	3,732,938	1,833,238
Nova Scotia	22	297	105,879	58,412	155,098	132,399
Northern	18	422	129,141	200,668	561,370	422,443
London & Port Stanley	2	47	43,923	25,493	42,686	30,834
New Brunswick & Canada	6	74	15,550	55,206	79,781	53,506
Brockville & Ottawa	7	145	52,740	53,566	138,660	70,152
St. Lawrence & Ottawa	7	106	54,332	30,358	128,625	107,038
Welland	5	161	46,442	.....	73,734	76,097
Midland	11	394	46,027	197,324	242,157	128,930
Cobourg & Peterboro'	4	152	.....	.....	94,673	58,500
St. Lawrence & Industry	3	11	.....	.....	7,850	.....
European & North American	14	190	159,119	55,998	154,370	114,296
Total, 1867	491	7,924	2,784,596	2,272,309	12,029,809	7,953,209
“ 1893	1,954	57,267	13,618,027	22,003,599	52,042,397	36,616,033
“ 1894	2,002	57,952	14,462,498	20,721,116	49,552,528	35,218,433
“ 1895	2,023	60,111	13,987,580	21,524,421	46,785,487	32,749,669

Taking the Grand Trunk, the Great Western, the Nova Scotian, the Northern and the Midland, which railways carried 87 per cent of the passengers and 90 per cent of the freight, their passengers, in 1867, numbered 2,412,496, and their revenue from this source was \$3,987,467; and their freight amounted to 2,051,688 tons, the carrying of which gave a revenue of \$6,545,932. The average charge per passenger was \$1.63, and per ton of freight, \$3.19.

In 1895 the receipts from passengers carried amounted to \$13,311,440 and from freights, including mail and express freight, \$31,743,950. If the rates of 1867 are applied to the freight and passenger business of 1895, the result is receipts from passengers \$22,799,755 and from freights \$68,662,902.

The cost to the average passenger for railway transport in 1895 was \$1.95½, and the cost of transporting one ton of freight averaged \$1.47. The difference is the gain to the country in its transport bill for goods carried by railways. The average passenger is carried for 41 per cent less than the charges of 1867, and the average cost of freight is 54 per cent less.

The Dominion Government has granted aid to railways (including the construction of the Intercolonial) to the amount of 154 million dollars. At 4 per cent the interest on this would be 6 million dollars a year. The saving effected by the public in the one year, 1895, caused by the reduced rates, and taking 1867 as the standard, would pay the interest charges for 14 years.

Mr. Mulhall, in a paper entitled “Our Colonial Empire,” published in the *Contemporary Review* for May, 1895, and dealing with recent years only,