

1015. Since the system of subsidizing railway enterprises was inaugurated the following sums have been paid :—

|                                  |            |
|----------------------------------|------------|
| For the fiscal year 1883-84..... | \$ 208,000 |
| “ “ 1884-85.....                 | 403,245    |
| “ “ 1885-86.....                 | 2,171,249  |
| “ “ 1886-87.....                 | 1,406,533  |
| “ “ 1887-88.....                 | 1,027,042  |
| “ “ 1888-89.....                 | 846,722    |
| “ “ 1889-90.....                 | 1,491,595  |
| “ “ 1890-91.....                 | 1,079,106  |
| “ “ 1891-92.....                 | 1,061,616  |
| “ “ 1892-93.....                 | 624,794    |
| “ “ 1893-94.....                 | 1,043,285  |
| “ “ 1894-95.....                 | 1,123,949  |
|                                  | 12,487,136 |

The balance outstanding amounted to \$2,377,720 on the 30th June, 1895.

The railways subsidized by the Dominion Government, but not placed under contract on 30th June, 1895, numbered 50, with a total mileage of 1,166½ miles, and the total subsidy granted was not to exceed \$3,815,800.

In addition the Canadian Pacific Railway received \$25,000,000, the Canadian Pacific Railway extension to Quebec \$1,500,000, and the Canada Central Railway \$1,525,250.

There is also an annual subsidy of \$186,600 payable for 20 years to the Atlantic & North-western Railway Company, under Act of 1885, Chap. 58, and an annual payment of \$119,700 to the Provincial Government of Quebec—being 5 per cent on the sum of \$2,394,000, granted by Chap. 8, Acts of 1884, for the line between Ottawa and Quebec. The total paid to 30th June, 1895, was for the first named \$1,119,600, and for the second \$1,256,850.

Several railways, having in the aggregate 4,463½ miles, have been subsidized by grants of land amounting to 32,257,200 acres. This does not include the grant of 25,000,000 acres made to the C. P. R. and subsequently reduced to 18,206,986 acres.

Another way in which railways have been aided is by loaning them used rails. Outstanding loans of this kind on 30th June, 1892, were: Kent Northern Railway of New Brunswick, \$58,334; Halifax Cotton Company, siding, \$4,335; Steel Company of Canada, \$11,965; Albert Railway Company, \$14,665—in all, \$89,299.

1016. The various kinds of railway finance which have been resorted to in Canada are :—

1. Authority given to the Government to guarantee the interest for a term of years.
2. Authority given to the Government to issue debentures by way of loan to railway companies.
3. Authority to grant a like loan with a provision that if the company did not pay the interest on the Government debentures, the property of the cities and towns benefited should be assessed for the same.
4. Government guarantee of railway companies' bonds as well as of interest thereon.
5. Direct issue of Government bonds to railways with a first mortgage on the property of the companies as security.