

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  |
| “ “ 1895-96.....                 | 648,146    |
|                                  | 13,135,282 |

The balance outstanding amounted to \$831,221 on the 30th June, 1896.

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, 1896, was for the first named \$1,306,200, and for the second \$1,376,550.

Several railways, having in the aggregate 4,443¼ miles, have been subsidized by grants of land amounting to 32,129,200 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; Low, Reid & Co., \$1,057—in all, \$90,356.

#### GOVERNMENT RAILWAYS.

The railways belonging to the Government of Canada are known as the Canadian Government Railway System. They include, 1st, the Intercolonial and its branches; 2nd, the Prince Edward Island Railway.

The total mileage of the Intercolonial system on 30th June, 1896, was 1,186½ miles of operated road, including the Windsor branch (32 miles).

The Intercolonial touches six Atlantic ports, viz., Pointe du Chêne, Pictou, St. John, Halifax, Sydney and North Sydney.

The following are the through distances :—

|  | Miles. |
|--|--------|
| Lévis (opposite Quebec) via St. Joseph and St. Charles Junction (14 miles) to Halifax..... | 675    |
| Lévis to St. John.....   | 578    |
| Lévis via Truro to Sydney.....   | 827    |
| “ “ North Sydney.....  | 820    |