For the f	iscal ve	ar 1883–84\$	208,000
		1884-85	403,245
U		1885-86	2,171,249
11	н	1886-87	1,406,533
11	11	1887–88	1,027,042
	11	1888-89	846.722
11		1889-90	1,491,595
		1890-91	1,079,106
31	11	1891–92	1,061,616
11	17	1892–93	624,794
		1893-94	1,043,285
	**	1894-95	1,123,949
	11	1895-96	648,146
0		1896–97	230,355
	11	1897-98	1,228,335
11	u	1898–99	3,014,620
		-	17,608,592

Since the system of subsidizing railway enterprises was inaugurated, the following sums have been paid :--

The balance outstanding amounted to \$1,029,015 on the 30th June, 1899.

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

There is also an annual subsidy of \$186,600 payable for 20 years to the Atlantic and 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, 1899 was for the first named, \$1,866,000 and for the second, \$1,735,650.

Railway aid has consisted: (1) Of money grants (a) by the Federal Parliament, (b) by the Provincial Legislatures, (c) by the municipalities; (2) loans; (3) Government guaranties of interest; (4) Government issue of debentures by way of loan to railway companies; (5) Government guaranty of railway bonds; (6) direct issue of Government bonds to railways with a first mortgage on the companies' properties; (7) Imperial Government guaranty of capital; (8) share capital locally distributed; (9) land grants; (10) release of Government loans by placing them behind other loans; (11) composition of Government claims; (12) assumption by Government of liabilities; (13) direct construction by Government; (14) combined land and money grants.

The table following gives particulars of the assistance afforded by means of land grants.