

To the above there have to be added the following exceptional subsidies :

The Canada Central Railway, paid between 1878-83	1,525,250
The Canadian Pacific Railway extension from St. Martin's Junction to Quebec, paid in 1885. . . . .	1,500,000

Total subsidies paid from 'Consolidated Fund' up to June 30, 1901. . . . .	\$25,737,890
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The main line subsidy to the Canadian Pacific Railway was paid from 'Capital,' amounting to . . . . .	25,000,000
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Total paid as subsidies. . . . .	\$50,737,890†
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The above does not include the amount, \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which has been transferred to the public debt, and on which interest at 5 per cent is paid, amounting to \$119,700 a year.

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.

#### RAILWAYS aided by grant of Loans.

Name of Railway Company.	Authorized.	Loaned.
	\$	\$
Albert Railway Co. . . . .	15,000	14,726
Fredericton and St. Mary's Bridge Co. . . . .	300,000	300,000
St. John Bridge and Railway Extension Co. . . . .	500,000	433,900
	815,000	748,626

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

†The sum of \$500,000 granted by the Act 50-51 Vic., ch. 25 (1887) to the Western Counties Railway Company, in settlement of matters in dispute with the Government, towards the construction of a link of railway between Annapolis and Digby, has, in previous years, been included in this statement as a subsidy; it is now omitted, as under authority of the Act 52 Vic., ch. 8 (1889) the Government itself constructed the said link, which was handed over to the Company in 1891. The cost was charged against 'Capital.'