

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
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Total subsidies paid from 'Consolidated Fund' up to June 30, 1904	\$ 31,341,931
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	\$ 56,341,931†

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.

Additional subsidy payments, made from July 1, 1904, to December 31, 1904, and not included in the foregoing statement, were as follows :—

Algoma Central and Hudson Bay Railway.	\$ 331,379
Atlantic and Lake Superior Railway	43,132
Atlantic and North-west Railway.	93,300
Can. Pacific Ry. (Kootenay and Arrowhead Branch).	4,176
Lindsay, Bobcaygeon and Pontypool Railway.	123,840
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Total	595,827

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 guaranty 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. (15) Construction in part by Government and part by Company, the latter leasing the Government built road.

† 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.'