

## TRANSPORTATION AND COMMUNICATIONS.

mileage, capital, earnings and operating expenses of the steam railways of Canada for the year ended June 30, 1912. It shows that the aggregate earnings of the steam railways were \$219,403,753, an increase over 1911 of \$30,670,259, or 16.2 p.c. The amount constitutes a record in the railway history of Canada. Operating expenses amounted to \$150,726,540, an increase over 1911 of \$19,691,755, or 15 p.c. The total aid paid up as given in this table includes \$85,553,328 paid by the Dominion Government, \$32,895,485 paid by the Provincial Governments, and \$12,807,325 paid by municipalities. The total includes also loans of \$25,576,533 by the Dominion Government, loans of \$2,750,030 and subscriptions to shares of \$300,000 by the Provincial Governments and loans of \$2,404,499 and subscriptions to shares of \$2,839,500 by municipalities.

Table 6, giving the statistics of railways from 1875 to 1912, shows that in 1912 the steam railways of Canada carried 41,124,181 passengers and 89,444,331 tons of freight, an increase of 4,026,463 passengers, or 10.8 p.c., and of 9,560,049 tons of freight, or 11.9 p.c., as compared with 1911. Both figures are the highest on record.

The railways of Canada have been built largely under different forms of Government aid. Tables 4 and 9 to 11 show its nature and extent. The principal forms of aid granted have consisted in land grants, cash subsidies, loans, the issue of debentures and the guarantee of bonds or interest. Aid has been granted both by the Dominion and Provincial Governments and also by municipalities. Table 4 shows the areas of the land granted as subsidies to steam railway companies by the Dominion and Provincial Governments, with the names of the companies in the case of the Dominion Government. The total area so granted up to June 30, 1912, extends to 56,052,055 acres.

The Dominion Government has itself undertaken the construction of the eastern portion of the new National Transcontinental Railway from Moncton, N.B., to Winnipeg, Man., and the expenditure on this line up to March 31, 1912, was \$116,533,769. Also the Dominion Government owns and operates the Intercolonial Railway, which extends from ocean ports in Nova Scotia and New Brunswick to Montreal, and the Prince Edward Island Railway. During 1912 the total cash subsidies paid to railways amounted to \$5,892,818, of which \$5,858,163 were paid by the Dominion Government, \$26,155 by the Provincial Governments and \$8,500 by municipalities. From 1851 up to June 30, 1912, as shown analytically in Table 10, the total value of public aid granted to steam railways in Canada, exclusive of the capital of the two government-owned railways (I.C.R. and P.E.I.R.), amounted to \$208,072,074. Of this sum \$154,075,235 represents aid granted by the Dominion Government, \$35,945,515 that granted by the Provincial Governments, and \$18,051,324 that granted by municipalities.

Table 11 shows for each year from 1875 to 1912 the amount of aid to steam railways by the Dominion Government. The total at June 30,