

## RAILWAYS.

1912, is made up of the capital of the two government-owned lines, amounting to \$103,434,184 and \$154,075,235, representing the aid granted by the Dominion Government to other railways. The latter includes in 1912 the sum of \$4,994,417 paid to the Grand Trunk Pacific Railway Co. under the Implement Clause of the agreement between the Government and the Company. This clause provides that the Government shall make up the difference between the amount realized in certain bonds and their par value. In each year since 1886 the aid granted to other railways includes the sum of \$10,189,521 paid by the Government to the Canadian Pacific Railway Company for land taken over by the Government from the Company's land subsidy. From 1885 to 1909 the amounts in the third column represent the accumulated annual payment by the Dominion to the Quebec Government of interest at 5 p.c. on a sum of \$2,394,000 and amounting to \$119,700 on account of the transfer of the Quebec, Montreal, Ottawa and Occidental Railway. The item of \$5,160,054 in 1909 includes the payment of the principal. From 1910 the amounts include the loan of \$10,000,000 made to the Grand Trunk Pacific Railway Company under federal legislation of 1909 (8-9 Edw. VII, c. 19).

The remaining tables relate to statistics of earnings and operating expenses, Government Railways, mileage, rolling stock, freight, employees and accidents, and call for no special explanation or comment.

Amongst the principal railway systems of Canada are those of the Canadian Pacific, the Grand Trunk, the National Transcontinental and the Canadian Northern. On June 30, 1912, the Canadian Pacific had a mileage leased and owned of 10,712, as well as 754 miles of double track. The Company's gross earnings during the railway year 1912 were \$116,233,812; its operating expenses were \$75,388,985 and its net earnings were \$40,844,827. The Grand Trunk Railway System reports that it has 4,765 miles in operation and a double track mileage of 1,037. On the eastern division of the new Transcontinental Railway from Moncton, N.B., to Fort Garry Station, Winnipeg, Man., a distance of 1,805 miles, 300 miles of track were laid during the season ended October 31, 1912, and the total mileage of track laid to this date was 1,656. On the western section of 1,755 miles from Winnipeg Man., to Prince Rupert, B.C., which is under construction by the Grand Trunk Pacific Railway Company, upwards of 300 miles of main line track were laid during 1912. The line is in operation from Winnipeg to Tête Jaune Cache, B.C., a distance of 1,094 miles. Track-laying at the end of 1912 had reached mile 1,109. The total mileage traffic opened and in operation is 2,194, including 240 miles from Lake Superior Junction to Winnipeg and 186 miles from Prince Rupert to Hazelton, B.C. This leaves about 450 miles to complete the main line. Eleven branch lines are under construction, and about 500 miles of branch lines are in operation. These are reported to be developing satisfactory business in the opening up of new and profitable territory and are expected to be important feeders to the main line. One hundred and eighty grain elevators have been built along