

VII.—TRANSPORTATION AND COMMUNICATIONS.

Statistics of transportation and communications comprise those of steam and electric railways, express companies, shipping, canals, telegraphs, telephones and the Post Office.¹

Steam Railways.—The increase in the railway mileage of Canada for the year ended June 30, 1913, was 2,577, as compared with 1,327 in 1912, 699 in 1911 and 627 in 1910. Part of the increment for 1913 is accounted for by the bringing into the report of 1,396 miles of the Grand Trunk Pacific Railway which hitherto, although in operation, were officially regarded as being under construction. Of the total increase in operating mileage in 1913, 70 per cent. applies to the provinces west of Ontario. The total railway mileage in actual operation on June 30, 1913, was 29,304. The railway year runs from July 1 to June 30, and the railway statistics throughout this section are for the years ended June 30. Table 1 is a statement of the railway mileage under construction; it shows that at June 30, 1913, 18,646 miles of railway were under construction, this being a large increase compared with 1912, when the corresponding figure was 8,826. The mileage in the table shown as being "in operation" has reference to lines on which traffic is permitted, but which are still in the hands of the contractors. Table 2 gives the record of railway mileage in Canada from 1835 to 1913, and Table 3 gives the railway mileage of Canada by provinces for the six years 1908 to 1913.

Capital Liability of Railways.—During the year ended June 30, 1913, \$100,483,633 were added to the capital liability of steam railways in Canada, including stocks \$47,882,910 and funded debt \$52,600,723. These additions to the capital liability, as recorded in Table 4 for 1912, would have brought the total to \$1,689,421,159; but during the year 1912-13 the Statistical Branch of the Department of Railways and Canals completed a reconstruction of the capital statement of railways with the result that from stocks was eliminated the sum of \$63,025,745 and from funded debt the sum of \$94,564,722, whilst a sum of \$163,257,224 was placed in a new class as Consolidated Debenture Stock (C. P. R.). Thus the revised total of the capital liability of Canadian railways on June 30, 1913, stood at \$1,531,830,692, as shown in Table 4.

Statistics of Individual Companies.—Table 6 gives the mileage, capital, aid paid up, earnings and operating expenses of the steam railways of Canada for the year ended June 30, 1913. It shows that the aggregate earnings were \$256,702,703, an increase over 1912 of \$37,298,951, or 17 per cent. The total constitutes a further record in the railway history of Canada. Operating expenses amounted to \$182,011,690, an increase over 1912 of \$31,285,150, or 20.7 per cent. The ratio of operating expenses to aggregate earnings was 70.9 as against 68.7

¹ The statistics of railways, express companies, canals, telegraphs and telephones are taken from the Reports for the year ended June 30, 1913, of the Department of Railways and Canals, especially the Reports of the Comptroller of Statistics (Nos. 20, 20A, B, D, and E, 1914). The shipping statistics are taken from the Report of the Department of Marine and Fisheries and the Trade and Navigation Returns. The postal statistics are from the Report of the Post Office Department.