

per cent. in 1912. The total aid paid up as given in this table includes \$94,729,562 paid by the Dominion Government, \$33,449,985 paid by the Provincial Governments and \$12,834,675 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 \$2,408,499 and subscriptions to shares of \$2,839,500 by municipalities.

**Passengers and Freight.**—Table 7 giving the statistics of railways from 1875 to 1913 shows that in 1913 the steam railways of Canada carried 46,230,765 passengers and 106,992,710 tons of freight, an increase of 5,106,584 passengers, or 12.4 per cent., and of 17,548,379 tons of freight, or 19.6 per cent., as compared with 1912. Both figures are again the highest on record for Canada.

**Government Aid to Railways.**—The railways of Canada have been built largely under different forms of Government aid. Tables 5 and 10 to 12 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 5 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, 1913, extends to 56,041,248 acres.

**Government Railways and Subsidies.**—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, 1913, was \$130,300,685. 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 1913, the total cash subsidies paid to railways amounted to \$9,758,084, of which \$9,176,234 were paid by the Dominion Government, \$554,500 by the Provincial Governments and \$27,350 by municipalities. From 1851 up to June 30, 1913, as shown analytically in Table 11, the total value of public aid granted to steam railways in Canada, exclusive of the capital of the two government railways (I.C.R. and P.E.I.R.), amounted to \$217,830,158. Of this sum \$163,251,469 represents aid granted by the Dominion Government, \$36,500,015 that granted by the Provincial Governments, and \$18,078,674 that granted by municipalities.

**Aid to Railways by Dominion Government.**—Table 12 shows for each year from 1875 to 1913 the amount of aid to steam railways by the Dominion Government. The total at June 30, 1913, is made up of the capital of the two government-owned lines, amounting to \$105,929,173, and \$163,251,469, 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