

TRANSPORTATION AND COMMUNICATIONS.

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 per cent. 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).

Recent Railway Development.—Amongst the principal railway systems of Canada are those of the Canadian Pacific, the Grand Trunk, the National Transcontinental, the Canadian Northern and the Intercolonial and Prince Edward Island railways. On June 30, 1913, the Canadian Pacific had a mileage leased and owned of 11,508, as well as 970 miles of double track. The Company's gross earnings during the railway year 1913 were \$130,769,708; its operating expenses were \$87,719,944 and its net earnings were \$43,049,764. The Grand Trunk Railway Company had on June 30, 1913, a total operating mileage of 5,049, including 3,118 miles of main line, 707 miles of double track and 1,224 miles of yard tracks and sidings. Its gross revenue was \$40,424,397, its operating expenses were \$27,957,173 and its net operating revenue was \$12,467,224. On the eastern division of the National Transcontinental Railway, which is under construction by the Dominion Government from Moncton, N.B., to Fort Garry Station, Winnipeg, Man., a distance of 1,805 miles, 90 miles of main line track were laid during the season ended November 30, 1913, and the total mileage of main line track laid to this date was 1,822, including double track and the line from Quebec Bridge to Quebec City. The western section from Winnipeg, Man., to Prince Rupert, B.C., is under construction by the Grand Trunk Pacific Railway Company, and during the year 1913 the Company's construction work was concentrated for the most part on the completion of the main line connecting Winnipeg with Prince Rupert. The track was connected on the last section between the East and West at mile 1,371 west of Winnipeg on April 7th, 1914, since which time construction trains have been passing over the entire line between Winnipeg and Prince Rupert. Regular train service is now in operation between Winnipeg, Man., and Prince George, B.C., 1,279 miles, and also between Prince Rupert and Priestly, B.C., 337 miles. On the intervening section of 130 miles between Priestly and Prince George, the roadbed is being brought up to permanent operating condition, and it is expected that in the early autumn of 1914 regular train service will be established over the entire Western Division from Winnipeg to Prince Rupert, 1,746 miles. Fourteen branch lines under construction in Saskatchewan and Alberta, approximating 1,000 miles, are reported as on the point of completion. During 1913, 1,227 miles of new road were constructed by the Canadian Northern Railway Company, who reported in December, 1913, that only 115 miles