

TRANSPORTATION AND COMMUNICATIONS.

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).

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, 1914, the Canadian Pacific had a mileage leased and owned of 11,950, as well as 1,262 miles of double track. The Company's gross earnings during the railway year 1914 were \$119,754,042; its operating expenses were \$81,701,934, and its net earnings were \$38,052,108. The Grand Trunk Railway Company had on January 1, 1915, 4,015 miles under operation. The Grand Trunk Pacific Railway, with its main line from Winnipeg, Manitoba, to Prince Rupert, B.C., and its branches, was operating at that date 3,200 miles, making a total of 7,215 miles for the Grand Trunk system of Canada. The gross earnings of the Grand Trunk Railway for the year ended June 30, 1914, were \$39,213,178, its operating expenses were \$28,351,040, and its net earnings were \$10,862,138.

The Grand Trunk Pacific main line and branches are now being operated for passengers and freight. 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 mileage of 1,804.5, the last rail was laid in the main line, at a point near the Ontario and Quebec boundary in the province of Quebec, on November 17, 1913. The total track laid to December 31, 1914, including double track, sidings and yards, was 2,272.25 miles. During 1914, 532 miles of new road were constructed by the Canadian Northern Railway Company, and the main line track was connected from Quebec to Port Mann, B.C. The total mileage operated by the Canadian Government Railways is 4,054.58, including the Intercolonial Railway, 1,503.02 miles; the Prince Edward Island Railway, 274.50 miles; the Transcontinental Railway, 2,009.30 miles; and other railways, 267.76 miles. On the new line from Le Pas in Manitoba to Hudson Bay, which is under construction by the Dominion Government, at the end of 1914, 214 miles of track were laid, and 240 miles were graded ready for track laying.