

RAILWAYS.

of Canadian steam railways in operation to \$1,893,125,774 on June 30, 1916, as compared with \$1,875,810,888 in 1915 (Table 3). If the capitalization of railways under construction be added to that of the operating railways the total is increased to \$1,974,607,278, of which \$877,236,943 are stocks, \$176,284,882 are consolidated debenture stock, and \$921,085,449 are funded debt.

Statistics of Individual Companies.—Table 5 gives the mileage, capital, aid paid up, earnings and operating expenses of the steam railways of Canada for the year ended June 30, 1916. It shows that the aggregate earnings were \$261,888,654, an increase compared with 1915 of \$62,045,582, or 31 p.c. Operating expenses in 1916 amounted to \$180,542,259, an increase of \$32,811,160, or 22.2 p.c. The ratio of operating expenses to gross earnings was 68.9 p.c., as compared with 73.9 p.c. in 1915. The total aid paid up, as given in Table 5, amounting to \$159,410,343, includes \$116,297,938 paid by the Dominion Government, \$30,441,565 paid by the Provincial Governments and \$12,670,838 paid by municipalities.

Passengers and Freight.—Table 6, giving the statistics of steam railways from 1875 to 1916, shows that in 1916 the steam railways of Canada carried 49,027,671 passengers and 109,659,088 tons of freight, an increase of 2,705,636 passengers, or 5.8 p.c., and of 22,454,250 tons of freight, or 25.7 p.c., as compared with 1915. The volume of passenger and freight traffic in 1916 was the largest in the history of Canadian railways. The distribution of freight as between different classes of products is shown in Table 15. The proportions p.c. are for 1916 as follows: Agriculture, 24.72; animals, 3.56; mines, 34.52; forests, 15.10; manufactures, 15.38; merchandise, 4.22 and miscellaneous, 2.50.

Government Aid to Railways.—The railways of Canada have been built largely under different forms of Government aid. Tables 4 and 9 to 11 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 4 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, 1916, extends to 55,740,249 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, 1916, was \$159,881,197 (Table 13). 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. From 1851 up to June 30, 1916, as shown analytically in Table 10, 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 \$240,072,359. Of this sum \$184,719,628 represents aid granted by the Dominion Government, \$37,437,895 that