

1918, appointed a new board of directors of the Canadian Northern Railway Company. This board, under Order in Council of November 20, 1918, became also a board of management of the Canadian Government railways, with all the powers theretofore vested in the general manager of the Canadian Government railways. The use of the general term "Canadian National Railways" to describe both systems was authorized by Order in Council of December 20, 1918, the corporate entity of each system being, however, preserved. The Canadian Northern system, at the time of its acquisition by the Government, had a total mileage of 9,566.5 miles. In addition, the Quebec and Saguenay railway, with 62.3 miles of lines, when offered for sale, was purchased by the Government under statutory authority, and by Order in Council of September 24, 1918, placed under the jurisdiction of the board of directors of the Canadian Northern Railway Company. The Lotbinière and Megantic railway, again, about 30 miles in length, was acquired by the Dominion Government under authority of an Order in Council of December 1, 1919, and is to be operated as part of the Canadian Government railways system by the board of directors of the Canadian Northern railway. The Hudson Bay railway, with 334 miles completed at the end of 1919 out of its total of 424, has been declared to be comprised in the Canadian Government Railways, and is being operated to a limited extent by the board of directors of the Canadian Northern railway.

Aid to Railways by Dominion Government.—From 1851 up to June 30, 1918, as shown analytically in Table 10, the total value of public aid granted to steam railways in Canada, exclusive of the capital of two government railways (I.C.R. and P.E.I.R.), amounted to \$274,067,049. Of this sum \$218,714,318 represents aid granted by the Dominion Government, \$37,437,895 that granted by the Provincial Governments, and \$17,914,836 that granted by municipalities. During 1918 the total cash subsidies paid to railways amounted to \$720,404, paid wholly by the Dominion Government. Table 11 shows for each year from 1901 to 1918 the amount of aid to date given to steam railways by the Dominion Government. The total at June 30, 1918, of \$372,252,310 is made up of the capital of the two government-owned lines, amounting to \$153,537,992, and \$218,714,318, 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, increased in 1916 to \$6,263,716. This clause provides that the Government shall make up the difference between the amount realized by 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