

Statistics of Individual Companies.—Table 4 gives the mileage, capital liability (including funded debt), earnings and operating expenses of the steam railways of Canada for the calendar year 1920. The aggregate earnings were \$492,101,104, as compared with operating expenses of \$478,248,154, an operating ratio which is shown by Table 5 to have been 97.18 per cent.

Passenger and Freight Traffic.—Tables 5 and 8 present analytically the statistics of railway passenger and freight traffic in Canada during recent years. Table 5 shows that the ratio of operating expenses to receipts in 1920 was the most unfavourable of any year since 1901, largely on account of the tremendous wage bill for the year, as given in Table 9. Table 6 shows gross earnings, operating expenses and net earnings per mile of line and gross earnings and operating expenses per train mile. Table 7 shows the distribution of the operating expenses of steam railways for the last four railway years, while Table 8 gives a summary analysis of passenger traffic and freight traffic since 1910, and Table 9 shows the number of employees, their salaries and wages and the ratio of the latter to gross earnings and operating expenses for the railway years from 1907 to 1920. Table 10 gives statistics of mileage and railway stock from 1916 to 1920, and Tables 11 and 12 give the tonnage of the chief commodities hauled as freight on steam railways between 1917 and 1920, the last year being under a new classification of commodities.

Government Aid to Private Railways.—In order that the private railways of Canada might be constructed in advance of settlement as colonization roads or through thinly-settled districts where little traffic was available, it was necessary for Dominion, Provincial and even Municipal Governments to extend some form of assistance. In our earlier history, when our Governments had plenty of Crown land and little cash, the subsidies granted to railways frequently took the form of land grants, which had the advantage of giving the railway a direct interest in opening up the country, though it sometimes led to the railways holding large tracts of land idle for speculative purposes when intermixed Crown lands had been homesteaded, thus retarding the settlement of agricultural land. Table 13 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 Dec. 31, 1920, extends to 58,121,916 acres.

As the country grew wealthier, the objections to the land grant method became more apparent, and aid was more frequently given in the form of a cash subsidy per mile of line, a loan, or a subscription to the shares of the railway. From 1851 up to Dec. 31, 1920, as shown analytically in Table 14, the total value of such 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 \$281,771,322. Of this sum \$221,911,278 represents aid granted by the Dominion