

2.—Steam Railway Mileage by Provinces, June 30, 1916-1919 and Dec. 31, 1919-1922.

Provinces.	June 30.				Dec. 31.			
	1916.	1917.	1918.	1919.	1919.	1920.	1921.	1922.
Prince Edward Island.....	275	278	279	279	276	279	279	278
Nova Scotia.....	1,436	1,422	1,428	1,432	1,435	1,438	1,452	1,451
New Brunswick.....	1,957	1,959	1,959	1,948	1,993	1,816	1,948	1,947
Quebec.....	4,733	4,734	4,791	4,866	4,877	4,941	4,971	4,977
Ontario.....	11,320	11,049	11,057	11,000	10,988	11,001	10,976	10,881
Manitoba.....	4,309	4,194	4,168	4,190	4,193	4,403	4,417	4,585
Saskatchewan.....	5,378	6,124	6,162	6,148	6,141	6,220	6,296	6,267
Alberta.....	3,894	4,444	4,273	4,285	4,354	4,474	4,557	4,680
British Columbia.....	3,604	3,885	4,247	4,238	4,287	4,325	4,376	4,374
Yukon.....	102	102	102	102	100	69	58	58
In United States.....	426	413	413	414	414	418	441	273
Canada.....	37,434	38,604	38,879	38,896	39,058	39,384	39,771	39,773

3.—Capital Liability of Steam Railways, June 30, 1876-1919, and Dec. 31, 1919-1922.

Years.	Stocks.	Funded Debt.	Total.	Years.	Stocks.	Funded Debt.	Total.
	\$	\$	\$		\$	\$	\$
1876.....	180,955,657	76,079,531	257,035,188	1900.....	410,326,095	373,716,704	784,042,799
1877.....	182,578,994	79,676,382	262,255,376	1901.....	424,414,314	391,696,523	816,110,837
1878.....	191,331,767	83,710,938	275,042,705	1902.....	460,401,863	404,806,847	865,208,710
1879.....	192,674,553	81,151,628	273,826,181	1903.....	483,770,312	424,100,762	907,871,074
1880.....	189,956,177	80,661,316	270,617,493	1904.....	492,752,530	449,114,035	941,866,565
1881.....	199,527,981	84,891,313	284,419,294	1905.....	526,353,951	465,543,967	991,897,918
1882.....	214,468,465	92,487,932	306,956,397	1906.....	561,655,395	504,226,234	1,065,881,629
1883.....	269,092,615	102,134,295	371,226,910	1907.....	588,568,591	583,369,217	1,171,937,808
1884.....	285,077,822	109,310,963	394,388,785	1908.....	607,891,349	631,869,664	1,239,761,013
1885.....	312,182,162	141,370,963	453,553,125	1909.....	647,534,647	660,946,769	1,308,481,416
1886.....	317,141,948	169,359,306	486,501,254	1910.....	687,557,387	722,740,300	1,410,297,687
1887.....	324,128,738	194,801,553	518,930,291	1911.....	749,207,687	779,481,514	1,528,689,201
1888.....	327,493,882	228,617,728	556,111,610	1912.....	770,459,351	818,478,175	1,588,937,526
1889.....	332,559,672	251,675,226	584,234,898	1913.....	918,573,740	613,256,952	1,531,830,692
1890.....	338,177,386	266,885,707	605,063,093	1914.....	1,026,418,123	782,402,638	1,808,820,761
1891.....	339,769,786	292,291,654	632,061,440	1915.....	1,024,085,983	851,724,905	1,875,810,888
1892.....	344,400,282	305,120,200	649,520,482	1916.....	1,024,264,325	868,861,449	1,893,125,774
1893.....	371,877,287	307,225,888	679,103,175	1917.....	1,089,114,875	896,005,116	1,985,119,991
1894.....	361,760,508	327,003,803	688,764,311	1918.....	1,093,885,495	905,994,999	1,999,880,494
1895.....	361,449,590	330,785,546	692,235,136	1919.....	1,100,301,195	914,823,515	2,015,124,710
1896.....	361,075,340	336,137,601	697,212,941	1919.....	1,104,409,122	931,756,484	2,036,165,606
1897.....	367,611,048	348,834,086	716,445,134	1920.....	1,323,705,962	846,324,166	2,170,030,128
1898.....	378,151,790	354,946,865	733,098,655	1921.....	1,372,545,165	792,142,471	2,164,687,636
1899.....	391,300,360	362,053,495	753,353,855	1922.....	1,415,623,322	743,653,809	2,159,277,131

¹ Including consolidated debenture stock of the Canadian Pacific Railway, \$163,257,224 in 1913, \$173,307,470 in 1914, \$176,284,882 in 1915 and 1916, \$216,284,882 in 1917, 1918, 1919, and \$435,294,722 in 1920, \$492,095,525 in 1921, and \$530,793,106 in 1922 for all companies.

Financial statistics of Canadian railways illustrate numerous difficulties attending their operation during the past three years. The high rates which prevailed during 1920 and part of 1921 offset materially the universally high costs of operation during these years. In 1922, however, with rates from 6 to 25 p.c. lower than during the previous year, reductions in wage bills were essential, and, with decreased cost of materials, have enabled the earning of substantial net revenues. These reductions, combined with increased traffic density, have enabled the railways to keep expenses on the whole below those of 1921 and well below those of 1920, and to show, generally, surpluses from operation.