

**3.—Value of General Construction completed, by Classes of Work, 1921 and 1922—concluded.**

Classes of works.	Value of works carried out.			
	1921.		1922.	
	New construction.	Total.	New construction.	Total.
	\$	\$	\$	\$
<b>Harbours and docks—</b>				
Harbours, wharves, piers and jetties.....	3,488,643	3,671,053	5,703,914	5,821,377
Docks, wet and dry.....	1,933,392	1,969,859	1,415,544	1,440,342
Canals and waterways.....	3,372,819	3,389,715	3,157,641	3,158,211
Dredging.....	1,564,199	1,813,320	838,686	921,119
River and sea walls, embankments, etc.....	304,182	307,575	252,572	343,804
<b>Miscellaneous—</b>				
Waterworks, reservoirs (mains and service).....	2,186,006	2,195,663	2,006,390	2,090,365
Hydraulic works (mains and service).....	662,780	663,780	377,909	467,969
Gas works (mains and service).....	9,300	16,076	18,700	20,350
Land drainage works.....	683,610	701,605	814,044	816,813
Irrigation works.....	217,203	223,103	1,737,500	1,737,600
Mine shafts and adits.....	3,700	5,700	1,700	5,680
Electric lines and works, telephones, etc.....	459,145	527,880	301,964	336,478
Railway construction.....	3,715,768	4,756,361	2,041,898	2,321,682
Demolition.....	—	—	148,069	175,585
All other works.....	3,106,275	3,886,769	1,364,998	1,576,595
<b>Total value of work done.....</b>	<b>92,363,688</b>	<b>106,033,371</b>	<b>103,615,126</b>	<b>117,092,698</b>

NOTE.—The difference between value of new construction and total value of work done represents value of alterations, maintenance and repairs.

**Construction in Transportation and Public Utility Industries.**—The expenditure for construction by the transportation and public utility systems is incorporated in their general maintenance and structural accounts. The maintenance of way and structures account of the steam railways in 1923 totalled \$83,501,064, as compared with \$79,887,565 in 1922. There were 447<sup>1</sup> miles of new lines opened for operation during 1923, 36 miles completed but not opened for traffic, and 2,238 miles projected or under construction. Total track mileage in 1923 was 52,365, as compared with 52,273 in 1922, a net increase of 92 miles. The expenditure of electric railways on maintenance of way and structures account increased from \$3,877,482 in 1922 to \$4,233,164 in 1923. The length of their main line increased from 2,237.82 miles to 2,247.63, or by 9.81 miles.

As for the growth of the telephone systems of Canada, the pole line mileage increased from 184,147 in 1922 to 188,408 in 1923 and the wire mileage from 2,396,805 to 2,574,083 in the same period. The property and equipment account was \$167,332,932 in 1922 and \$162,502,365 in 1923.

The pole line mileage of the telegraph systems increased from 53,096 in 1922 to 53,383 in 1923, and the wire mileage, which was 262,343 in 1922, increased by 8,439 in the following year. The line and equipment account was \$1,507,016 in 1922 and \$1,539,739 in 1923.

**Contracts awarded.**—The total value of contracts for construction awarded in Canada during the calendar years 1919 to 1924 inclusive, according to the compilation of the MacLean Building Reports, Ltd., is given in Table 4.

<sup>1</sup> Gross: net new mileage in operation, 321.