4.—Capital Liability	of Steam	Railways,	June 30,	1876-1919,	and	Dec.	31,	1919-1923.
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Years.	Stocks.	Funded Debt.	Total.	Years.	Stocks.	Funded Debt.	Total.
1876	\$ 180,955,657 182,578,994 191,331,767 192,674,553 189,956,177	79,676,382 83,710,938 81,151,628	\$ 257,035,188 262,255,376 275,042,705 273,826,181 270,617,493	1901 1902 1903	\$ 410,326,095 424,414,314 460,401,863 483,770,312 492,752,530	\$ 373,716,704 391,696,523 404,806,847 424,100;762 449,114,035	816,110,837 865,208,710 907,871,074
1881	199,527,981 214,468,465 269,092,615 285,077,822 312,182,162	92,487,932 102,134,295	284,419,294 306,956,397 371,226,910 394,388,785 453,553,125	1906 1907 1908	526,353,951 561,655,395 588,568,591 607,891,349 647,534,647	465,543;967 504,226,234 583,369,217 631,869,664 660,946,769	991,897,918 1,065,881,629 1,171,937,808 1,239,761,013 1,308,481,416
1886	317,141,948 324,128,738 327,493,882 332,559,672 338,177,386	194,801,553 228,617,728 251,675,226	486,501,254 518,930,291 556,111,610 584,234,898 605,063,093	1911 1912 1913	687,557,387 749,207,687 770,459,351 918,573,740 1,026,418,123	722,740,300 779,481,514 818,478,175 613,256,952 782,402,638	1,410,297,687 1,528,689,201 1,588,937,526 1,531,830,692 1,808,820,761
1891 1892 1893 1894 1895	339,769,786 344,400,282 371,877,287 361,760,508 361,449,590	292,291,654 305,120,200 307,225,888 327,003,803 330,785,546	632,061,440 649,520,482 679,103,175 688,764,311 692,235,136	1916 1917 1918	1,024,085,983 1,024,264,325 1,089,114,875 1,093,885,495 1,100,301,195	851,724,905 868,861,449 896,005,116 905,994,999 914,823,515	1,875,810,888 1,893,125,774 1,985,119,991 1,999,880,494 2,015,124,710
1896 1897 1898 1899	361,075,340 367,611,048 378,151,790 391,300,360	336,137,601 348,834,086 354,946,865 362,053,495	697,212,941 716,445,134 733,098,655 753,353,855	1920 1921	1,104,409,122 1,323,705,962 1,372,545,165 1,415,623,322 1,385,080,426	931,756,484 846,324,166 792,142,471 743,653,809 1,879,593,6121	2,036,165,606 2,170,030,128 2,164,687,636 2,159,277,131 3,264,674,038 ¹

¹Includes all government loans to railways and investment in road and equipment of government railways and three coal railways.

Financial statistics of Canadian railways illustrate numerous difficulties attending their operation during past 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 and 1923, however, with rates considerably lower than during the previous years, reductions in wage bills have been essential, and these, with decreased cost of materials and increasing 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. Gross earnings in 1923 show an increase of almost \$38,000,000 from the previous year, while operating expenses increased by only \$20,000,000.

5.—Mileage, Capital Liability, Earnings and Operating Expenses of Steam Railways for the calendar year 1923.

Name of Railway.	SingleTrack Mileage.	Capital Liability.	Gross Earnings.	Operating Expenses.
	Miles.	\$	\$	\$
Alberta and Great Waterways Algoma Central and Hudson Bay Algoma Eastern Atlantic, Quebec and Western Brandon, Saskatchewan and Hudson Bay British Yukon Canada and Gulf Terminal Canada Southern Canadian National Canadian Pacific	346·20 85·41 104·50 69·45 90·32 38·10 380·55	7,450,000 20,398,800 5,520,000 6,598,675 2,150,000 4,978,879 1,740,000 37,630,000 2,207,502,645 677,582,428	223,060 2,186,148 1,143,358 244,718 75,815 163,647 110,585 24,075,645 216,578,176 192,827,930	352,847 2,059,987 723,000 287,368 177,098 119,734 87,086 15,506,237 204,921,713 155,040,207
Central Canada. Central Vermont. Crows Nest Southern. Cumberland Railway and Coal Co. Detroit River Tunnel.	25.33 74.18	3,535,931 2,161,915 4,295,000 1,871,182 21,000,000	59,442 415,291 220,664 228,333	136,336 499,068 261,083 200,965