

**12.—Commodities hauled as Freight on Steam Railways during the calendar years 1921-1923—concluded.**

Products.	1921.	1922.	1923.
	Tons.	Tons.	Tons.
<b>Manufactures and Miscellaneous—concluded.</b>			
Automobiles and auto trucks.....	544,702	932,457	1,198,499
Household goods.....	167,920	140,349	123,488
Furniture.....	94,339	105,537	89,085
Liquors and beverages.....	161,381	165,759	210,417
Fertilizers, all kinds.....	313,276	327,532	304,512
Paper, printed matter, books.....	1,662,588	2,331,194	2,522,266
Wood pulp.....	1,493,284	2,170,698	2,022,183
Fish, (fresh, frozen, cured, etc.).....	160,057	165,471	150,202
Canned meats.....	15,514	11,283	10,540
Canned goods (all canned food products other than meat)	330,315	381,437	387,910
Other manufactures and miscellaneous.....	6,223,532	6,503,678	7,893,017
Merchandise.....	4,812,177	4,610,009	4,336,655
<b>Total.....</b>	<b>23,502,220</b>	<b>26,665,667</b>	<b>28,706,474</b>
<b>Grand Total.....</b>	<b>103,131,132<sup>1</sup></b>	<b>108,530,518<sup>2</sup></b>	<b>118,289,604<sup>3</sup></b>

<sup>1</sup> 27,151 tons Thousand Islands Rly., not distributed.

<sup>2</sup> 41,489 tons Thousand Islands Rly., not distributed.

<sup>3</sup> 48,503 tons Thousand Islands Rly., not distributed.

**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, 1923, amounted to 46,886,797 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, 1923, as shown analytically in Table 15, 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 \$220,066,506. Of this sum \$179,396,755 represents aid granted by the Dominion Government, \$35,322,123 that granted by the Provincial Governments, and \$15,347,628 that granted by municipalities. Table 14 records the details of the most recent type of assistance given to private railways, *viz.*, by the guaranteeing of their bonds or of the interest thereupon. These guarantees enabled the railways receiving them to borrow money, generally from British investors, at rates of interest considerably lower than would otherwise have had to be paid. Up to Dec. 31, 1923, guarantees amounting to \$442,476,698 had been authorized by the Dominion and Provincial Governments, of which the total amount outstanding was \$370,620,819.