such compensation as seemed proper to be decided by arbitration and given to the shareholders of the Canadian Northern and the Grand Trunk.

The process of the acquisition of these railways and the financial results of their operation down to the end of 1925 are described in a special article, "The Origin and Growth of Government-owned railways in Canada," appearing on pages 601 to 607 of this volume, and illustrated by Tables 19, 20 and 21, dealing respectively with physical operations, with earnings and expenses, and with the growth of the railway debt to the public and to the Government.

2.—Statistics of Steam Railways.

The steam railways of the world may be said to have commenced their operations with the opening of the Stockton and Darlington railway in England on Sept. 26, 1825. In the intervening century, the mileage of the steam railways of the world has increased to an estimated total of 738,577 miles in 1924, of which figure 279,721 miles were state railways. Of the enormous total, slightly over one-third, or 250,282 miles, was in the United States. British India was second, with 40,401 miles and Canada a close third with 40,061 miles. Germany had 35,558 miles, France 33,208 miles, Russia in Europe, 30,732 miles, Australia 26,712 miles, Great Britain 24,088 miles, Argentina 22,228 miles, Brazil 18,703 miles, Mexico 16,406 miles.[1] Of all the countries in the world Canada had the smallest population per mile of her railway lines, *viz.*, 230.

The mileage of steam railways in operation in Canada is given by single years for each year from 1835 to 1925 in Table 1, showing the first great period of construction in the 1850's, when the mileage grew from 16 to 2,065, the lull in the 1860's, the second great period of construction in the 1870's and 1880's, the lull in the 1890's, the third great period of construction between 1900 and 1915 and the subsequent falling-off in the rate of increase. The mileage in the different provinces is given for recent years in Table 2.

1.—Record of Steam Railway Mileage as at June 30, 1835-1919, and Dec. 31, 1919-1925.

Years.	Number of miles in operation.	Years.	Number of miles in operation.	Years.	Number of miles in operation.	Years.	Number of miles in operation.
1835	-	1858	1,863	1881	7,331	1904	19,431
1836	16	1859	1,994	1882	8,697	1905	20,487
1837	16	1860	2,065	1883	9,577	1906	21,423
1838	16	1861	2,146	1884	10,273	1907	22,446
1839	16	1862	2,189	1885	10,773	1908	22,966
1840	16	1863	2,189	1886	11,793	1909	24,104
1841	16	1864	2,189	1887	12,184	1910	24,731
1842	16	1865	2,240	1888	12,163	1911	25,400
1843	16	1866	2,278	1889	12,628	1912	26,840
1844	16	1867	2,278	1890	13,151	1913	29,304
1845	16	1868	2,270	1891	13,838	1914	30,795
1846	16	1869	2,524	1892	14,564	1915	34,882
1847	54	1870	2,617	1893	15,005	1916	36,985
1848	54	1871	2,695	1894	15,627	1917	38,369
1849	54	1872	2,899	1895	15,977	1918	38,252
1850	66	1873	3,832	1896	16,270	1919	38,330
1851	159	1874	4,331	1897	16,550	1919	38,496
1852	205	1875	4,804	1898	16,870	1920	38,806
1853	506	1876	5,218	1899	17,250	1921	39,192
1854	764	1877	5,782	1900	17,657	1922	39,360
1855	877	1878	6,226	1901	18,140	1923	39,665
1856	1,414	1879	6,858	1902	18,714	1924	40,061
1857	1,444	1880	7,194	1903	18,988	1925	40,352

[1]From Slason Thompson's Railway Statistics of the United States of America, 1924, pp. 36-38.