

11.—Commodities hauled as Freight on Steam Railways during the calendar years 1922-1925—concluded.

Products.	1922.	1923.	1924.	1925.
	Tons.	Tons.	Tons.	Tons.
<b>Manufactures and Miscellaneous—concluded.</b>				
Brick and artificial stone.....	1,173,727	1,072,379	923,216	1,005,830
Lime and plaster.....	499,889	522,577	440,699	541,290
Sewer pipe and drain tile.....	140,936	100,611	130,806	111,188
Agricultural implements and vehicles other than auto's.....	252,867	333,004	260,213	383,810
Automobiles and auto trucks.....	932,457	1,198,499	1,100,836	1,725,241
Household goods.....	140,349	123,488	84,162	91,366
Furniture.....	105,537	89,085	86,013	90,686
Liquors and beverages.....	165,750	210,417	260,231	285,095
Fertilizers, all kinds.....	327,532	304,512	322,706	376,079
Paper, printed matter, books.....	2,331,194	2,522,266	2,433,297	2,701,692
Wood pulp.....	2,179,698	2,022,183	1,930,953	2,343,843
Fish (fresh, frozen, cured, etc.).....	165,471	150,202	130,077	126,219
Canned meats.....	11,283	10,540	6,689	10,144
Canned goods (all canned food products other than meat).....	381,437	387,910	431,419	437,562
Other manufactures and miscellaneous.....	6,503,678	7,893,017	6,837,484	7,105,745
Merchandise.....	4,610,009	4,336,655	4,013,650	4,326,786
<b>Total.....</b>	<b>26,665,667</b>	<b>28,786,474</b>	<b>25,862,999</b>	<b>28,594,123</b>
<b>Grand Total.....</b>	<b>106,530,513<sup>1</sup></b>	<b>118,289,604<sup>1</sup></b>	<b>106,629,355<sup>1</sup></b>	<b>109,850,925<sup>1</sup></b>

<sup>1</sup>Traffic on the Thousand Islands Ry., 41,489 tons in 1922, 48,503 tons in 1923, 39,934 tons in 1924 and 52,716 tons in 1925, is not distributed, but is included in the totals for the respective years.

**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 12 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, 1925, amounted to 47,187,037 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, 1925, as shown analytically in Table 13, 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 \$227,562,231. Of this sum, \$176,364,480 represents aid granted by the Dominion Government, \$35,850,123 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. The total amount outstanding on Dec. 31, 1925, was \$484,564,819.