21.—Debt and Interest Charges of Canadian National Railways (including appropriations for Canadian Government Railways), 1919-1925—concluded.

INTEREST.

Years.	Accrued During Year.			Increase During Year.		
	Due to Public.	Due to Dominion Govt.	Total.	Due to Public.	Due to Dominion Govt.	Total.
	$	$	$	$	$	$
1919	28,599,687	9,596,581	38,196,268	669,715	3,517,851	4,187,566
1920	31,055,318	14,346,832	45,402,150	2,455,631	4,750,251	7,205,882
1921	34,476,014	20,966,782	55,442,796	3,420,696	6,619,950	10,040,646
1922	34,652,324	24,912,876	59,565,200	176,310	3,946,094	4,122,404
1923	35,041,380	30,157,944	65,199,324	389,056	5,245,068	5,634,124
1924	38,361,704	31,271,043	69,632,747	3,320,324	1,113,099	4,433,423
1925	40,438,235	31,450,382	71,888,617	2,076,531	179,339	2,265,870

III.—ELECTRIC RAILWAYS.

The cheap and reasonably rapid conveyance of human beings is a necessity of modern urban life and is supplied throughout Canada by the electric street railway, generally operated by the development of the water-powers which are so important a feature of Canadian economic life.

Historical.—Replacing the horse car systems, used in Montreal and Toronto as early as 1861, electric street railways were first seen in operation in Canada in 1885, when a successful experimental railway was constructed and operated at the Toronto Exhibition grounds. Before many years their safety and convenience resulted in the discarding of the older system. An electric system 7 miles in length was opened at St. Catharines in 1887, using the double overhead trolley. This was followed by the completion of the Ottawa Electric railway in 1891, and the electrification of the Montreal and Toronto systems in 1892. The street railways of other eastern cities were generally electrified during the 1890's, while in the newer western cities electricity was used from the commencement. In the cities of the East electric street railways are generally operated by private companies under franchises from the city, while in a considerable number of cities of Ontario and the West the street railways are owned and operated by the city, a fact which is indicated in Table 25. In 1921, on the expiry of the 30-year franchise of the Toronto Street Railway Co., the railway in this second largest city of Canada was taken over by the city and is now being operated by a transportation commission.

Where possible, water-power with turbine engines is used for generating purposes. Where this is not available steam power is necessary, and although this is a more expensive method, modern devices have greatly reduced the cost per h.p. Many difficulties are met in operating the cars during the winter season, due to snow, ice and sleet. These, however, have been overcome by the use of sweepers, scrapers and ploughs. The single overhead trolley system has been found the most suitable and is in general use.

In addition to the street railways there is quite a large mileage of electric surburban or inter-urban lines, especially in the Toronto, Niagara and lake Erie district, where considerable freight traffic is carried, and on the Pacific coast, where the British Columbia Electric Railway operates several hundred freight cars.

Development of Electric Railway Traffic.—Figures for the year 1893 show that 30 companies, with a paid-up capital of about $9,000,000, operated 256