



During the year 1926, 440 miles of new line were opened for operations, but owing to the shortening, abandoning and reclassification of lines and the leasing of track to electric lines, the net increase was only one mile. In addition, 107 miles were under contract at the close of the year, 55 miles of projected line had been surveyed and 204 miles of line had been completed but were not yet in operation. Construction was most active in the province of Saskatchewan, as will be seen from Table 2.

2.—Steam Railway Mileage, by Provinces, Dec. 31, 1919-1926.

Provinces.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	1926.
	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.
Prince Edward Island.....	279	279	279	278	277	276	276	276
Nova Scotia.....	1,435	1,438	1,452	1,451	1,447	1,427	1,427	1,426
New Brunswick.....	1,993	1,816	1,948	1,948	1,947	1,942	1,935	1,935
Quebec.....	4,877	4,941	4,971	4,920	4,919	4,882	4,797	4,767
Ontario.....	10,987	11,001	10,976	10,940	10,957	10,947	10,908	10,870
Manitoba.....	4,193	4,403	4,417	4,527	4,521	4,520	4,540	4,296
Saskatchewan.....	6,141	6,220	6,296	6,438	6,518	6,942	7,056	7,268
Alberta.....	4,354	4,474	4,557	4,567	4,784	4,818	4,965	5,048
British Columbia.....	3,892	3,916	3,968	3,960	3,966	3,976	4,117	4,072
Yukon.....	100	69	58	58	58	58	58	58
In United States.....	244	249	270	273	273	273	273	336
Total.....	38,496	38,896	39,192	39,360	39,665	40,061	40,352	40,353

Capital Liability.—The capital liability of the steam railways of Canada is shown in Table 3 for the years 1876 to 1926. The great increase after 1922 is due to the inclusion of all Government loans to railways and investment in road and equipment of Government railways as part of the capital liability of the railways. Statistics of individual lines are given in Table 4.