

11.—Commodities hauled as Freight on Steam Railways during the calendar years 1923-1926—concluded.

Products.	1923.	1924.	1925.	1926.
	tons.	tons.	tons.	tons.
Manufactures and Miscellaneous—concluded.				
Agricultural implements and vehicles other than auto's.....	279,036	220,427	330,609	423,709
Automobiles and auto trucks.....	1,101,683	1,056,032	1,563,091	1,800,791
Household goods.....	111,844	73,254	80,818	81,012
Furniture.....	81,258	77,478	82,876	95,998
Liquor and beverages.....	177,572	221,932	253,399	269,700
Fertilizers, all kinds.....	273,341	285,181	338,762	332,614
Paper, printed matter, books.....	1,771,653	1,764,943	1,932,500	2,124,925
Wood pulp.....	1,417,265	1,348,725	1,721,326	1,693,673
Fish (fresh, frozen, cured, etc.).....	110,541	101,889	99,208	117,694
Canned meats.....	7,260	5,947	9,268	6,221
Canned goods (all canned food products other than meat).....	337,231	373,758	376,023	390,162
Other manufactures and miscellaneous.....	6,916,833	6,014,472	6,179,743	6,800,987
Merchandise.....	3,939,775	3,638,630	3,975,275	4,423,313
Total.....	24,549,729	22,101,299	24,399,993	26,529,172
Grand Total.....	162,258,933¹	91,599,639²	94,624,599³	105,221,906

¹Traffic on the Thousand Islands Ry., 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, 1926, amounted to 47,184,189 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, 1926, 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 \$225,467,753. Of this sum, \$176,-693,510 represents aid granted by the Dominion Government, \$33,360,615 that granted by the Provincial Governments, and \$15,413,628 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, 1926, was \$484,536,819.