

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, 1927, amounted to 47,184,176 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, 1927, 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, 1927, was \$580,039,245.

12.—Areas of Land Subsidies granted to Steam Railways by the Dominion¹ and Provincial Governments up to Dec. 31, 1927.

By the Dominion Government.		Acres.
Alberta Railway and Coal Co.	.....	1,101,712
Canadian Pacific Railway Co. (main line)	.....	18,205,610
Calgary and Edmonton Railway Co.	.....	1,819,975
Great North West Central Railway Co.	.....	320,000
Manitoba Northwestern Railway Co.	.....	1,501,376
Manitoba Southwestern Col. Railway Co.	.....	1,396,800
Saskatchewan and Western Railway Co.	.....	98,880
C.P.R.—Souris Branch	.....	1,408,704
C.P.R.—Pipestone Extension, Souris Branch	.....	200,320
Canadian Northern Railway Co.	.....	3,315,599
Manitoba and Southeastern Railway Co.	.....	679,368
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.	.....	1,624,113
Total by Dominion Government	.....	31,672,457¹
By Provincial Governments.		
Nova Scotia	.....	180,000
New Brunswick	.....	1,788,392
Quebec ²	.....	2,085,710
Ontario	.....	3,251,207
British Columbia	.....	8,233,410 ³
Total by Provincial Governments	.....	15,538,719⁴
Total by Dominion and Provincial Governments	.....	47,181,176¹

¹Exclusive of grants for right-of-way purposes. ²Not including convertible land grants made by the Government of this province. ³Includes 4,065,076 acres repurchased from B.C. Southern and Columbia and Western railways.