Their recommendation was that the public should take control of the Canadian Northern, of the Grand Trunk Pacific and of the Grand Trunk proper, and that they should be administered on purely business principles by a board of trustees, such compensation as seemed proper to be decided by arbitration and given to the shareholders of the Canadian Northern and the Grand Trunk.

The process of the acquisition of these railways and the financial results of their operation down to the end of 1928 are described in a special article, "The Origin and Growth of Government-owned Railways in Canada", appearing on pages 633 to 642 of this volume, and illustrated by tables dealing with capital expenditure, physical operations, earnings and expenses, and the growth of the railway debt to the public and to the Government.

Section 2.—Statistics of Steam Railways.

The steam railways of the world may be said to have commenced their operations with the opening of the Stockton and Darlington Railway in England on Sept. 26, 1825. In the intervening century, the mileage of the steam railways of the world had increased to an estimated total of 763,197 miles in 1928, of which figure 296,754 miles were State railways. Of the enormous total, nearly one-third, or 252,383 miles, was in the United States. Canada was second with 40,688 miles (exclusive of 336 miles of Canadian railways in the United States) and British India third with 38,509 miles. Germany had 36,166 miles, France 33,208 miles, Russia in Europe 35,660 miles, Australia 27,064 miles, Great Britain and Ireland, 24,342 miles, Argentina 23,430 miles, Brazil 18,910 miles, Mexico 16,406 miles.[1] Of all the leading countries of the world Canada had the smallest population per mile of her railway lines, *viz.*, 233.

The mileage of steam railways in operation in Canada is given by single years for each year from 1850 to 1928 in Table 1, showing the first great period of construction in the 1850's, when the mileage grew from 66 to 2,065, the lull in the 1860's, the second great period of construction in the 1870's and 1880's, the lull in the 1890's, the third great period of construction between 1900 and 1915 and the subsequent falling-off in the rate of increase. The mileage in the different provinces is given for recent years in Table 2.

1.—Record of Steam Railway Mileage as at June 30, 1835-1919, and Dec. 31, 1919-1928.

Years.	Number of miles in operation.	Years.	Number of miles in operation.	Years.	Number of miles in operation.	Years.	Number of miles in operation.
1835	–	1868	2,270	1889	12,628	1910	24,731
1836-1846	16	1869	2,524	1890	13,151	1911	25,400
1847-1849	54	1870	2,617	1891	13,838	1912	26,840
1850	66	1871	2,695	1892	14,564	1913	29,304
1851	159	1872	2,899	1893	15,005	1914	30,795
1852	205	1873	3,832	1894	15,627	1915	34,882
1853	506	1874	4,331	1895	15,977	1916	36,985
1854	764	1875	4,804	1896	16,270	1917	38,369
1855	877	1876	5,218	1897	16,550	1918	38,252
1856	1,414	1877	5,782	1898	16,870	1919	38,330
1857	1,444	1878	6,226	1899	17,250	1919	38,496
1858	1,863	1879	6,858	1900	17,657	1920	38,806
1859	1,994	1880	7,194	1901	18,140	1921	39,192
1860	2,065	1881	7,331	1902	18,714	1922	39,360
1861	2,146	1882	8,697	1903	18,988	1923	39,665
1862	2,189	1883	9,577	1904	19,431	1924	40,061
1863	2,189	1884	10,273	1905	20,487	1925	40,352
1864	2,189	1885	10,773	1906	21,423	1926	40,352
1865	2,240	1886	11,793	1907	22,446	1927	40,572
1866	2,278	1887	12,184	1908	22,966	1928	41,024
1867	2,278	1888	12,163	1909	24,104		

[1]From Slason Thompson's Railway Statistics of the United States of America, 1928, pp. 47-49.