

12.—Commodities Hauled as Freight on Steam Railways during the calendar years 1924-1928—concluded.

Products.	1924.	1925.	1926.	1927.	1928.
	tons.	tons.	tons.	tons.	tons.
Manufactures and Miscellaneous—					
Refined petroleum and its products.....	1,679,068	1,820,215	1,976,456	2,183,613	2,637,478
Sugar.....	803,028	744,562	639,394	560,558	535,744
Iron—pig and bloom.....	368,937	350,595	401,859	371,436	446,625
Rails and fastenings.....	212,931	122,902	116,129	158,969	260,334
Bar and sheet iron—structural iron and iron pipe.....	1,018,315	1,333,646	1,560,885	1,487,998	1,938,795
Castings, machinery and boilers.....	480,497	566,155	663,753	661,030	668,974
Cement.....	1,059,479	1,101,135	1,160,063	1,333,256	1,493,173
Brick and artificial stone.....	811,945	867,373	935,649	956,660	1,008,582
Lime and plaster.....	371,317	446,771	412,529	441,908	475,577
Sewer pipe and drain tile.....	113,105	98,741	103,556	95,216	124,888
Agricultural implements and vehicles other than autos.....	220,427	330,609	423,709	490,147	552,456
Automobiles and auto-trucks.....	1,056,032	1,568,091	1,800,791	1,746,285	2,416,009
Household goods.....	73,254	80,818	81,012	75,684	75,037
Furniture.....	77,478	82,876	95,998	110,717	114,560
Liquor and beverages.....	221,932	253,399	268,700	294,337	355,973
Fertilizers, all kinds.....	285,181	338,762	332,614	445,355	577,125
Paper, printed matter, books.....	1,764,943	1,932,500	2,124,925	2,315,206	2,640,459
Wood pulp.....	1,348,725	1,721,326	1,693,673	1,477,852	1,430,533
Fish (fresh, cured, etc.).....	101,889	99,208	117,694	114,993	113,075
Canned meats.....	5,947	9,268	6,221	11,634	8,889
Canned goods (all canned food products other than meat).....	373,758	376,023	390,162	385,202	426,906
Other manufactures and miscellaneous.....	6,014,472	6,179,743	6,800,087	6,749,899	7,453,684
Merchandise.....	3,638,630	3,975,275	4,423,313	4,532,480	4,648,534
Total Mfrs. and Misc.....	22,101,290	24,399,993	26,529,172	27,000,435	30,403,410
Grand Total.....	91,599,639¹	94,624,599¹	105,221,906	106,011,355	118,652,969

¹Traffic on the Thousand Islands Ry., 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 they 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 13 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, 1928, amounted to 47,181,176 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, 1928, as shown analytically in Table 14, 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 represented aid granted by the Dominion Government, \$33,360,615 that granted by the Provincial Governments, and \$15,413,628 that granted by municipalities. Table 15 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.