

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.

1.—Record of Steam Railway Mileage as at June 30, 1835-1919, and Dec. 31, 1919-1929.

Year.	Number of Miles in Operation.	Year.	Number of Miles in Operation.	Year.	Number of Miles in Operation.	Year.	Number of Miles in Operation.
1835	-	1868	2,270	1899	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	15,827	1915	34,882
1853	596	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	1920	38,496
1858	1,863	1879	6,858	1900	17,657	1921	38,806
1859	1,994	1880	7,194	1901	18,140	1922	39,192
1860	2,065	1881	7,331	1902	18,714	1923	39,360
1861	2,146	1882	8,697	1903	18,988	1924	39,665
1862	2,189	1883	9,577	1904	19,431	1925	40,061
1863	2,189	1884	10,273	1905	20,487	1926	40,352
1864	2,189	1885	10,773	1906	21,423	1927	40,572
1865	2,240	1886	11,793	1907	22,446	1928	41,024
1866	2,278	1887	12,154	1908	22,966	1929	41,409
1867	2,278	1888	12,163	1909	24,104		

The mileage in the different provinces is given for recent years in Table 2. Construction was most active in Saskatchewan and Alberta, as will be seen from the increased mileage recorded by these provinces during the period covered.

2.—Steam Railway Mileage, by Provinces, Dec. 31, 1921-1929.

Province.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.
	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.
Single Track—									
Prince Edward Island...	279	278	277	276	276	276	276	276	276
Nova Scotia.....	1,452	1,451	1,447	1,427	1,427	1,426	1,424	1,421	1,420
New Brunswick.....	1,948	1,948	1,947	1,942	1,935	1,935	1,935	1,935	1,931
Quebec.....	4,971	4,920	4,919	4,882	4,797	4,767	4,859	4,910	4,891
Ontario.....	10,976	10,940	10,957	10,947	10,908	10,870	10,834	10,866	10,872
Manitoba.....	4,417	4,527	4,521	4,520	4,540	4,296	4,293	4,293	4,294
Saskatchewan.....	6,293	6,438	6,518	6,912	7,056	7,268	7,358	7,551	7,761
Alberta.....	4,557	4,567	4,794	4,818	4,965	5,048	5,139	5,307	5,513
British Columbia.....	3,968	3,960	3,966	3,976	4,117	4,072	4,060	4,071	4,024
Yukon.....	58	58	58	58	58	58	58	58	58
In United States.....	270	273	273	273	273	336	336	336	336
Totals, Single Track.....	39,182	39,360	39,605	40,061	40,352	40,352	40,572	41,024	41,409
Second track.....	2,629	2,608	2,591	2,610	2,614	2,620	2,647	2,639	2,659
Industrial track.....	-	-	-	-	1,555	1,591	1,611	1,662	1,607
Yard track and sidings...	9,755	9,892	9,680	10,012	9,579	9,716	9,887	10,130	10,193
Grand Totals, All Tracks	51,576	51,860	51,936	52,682	54,100	54,279	54,717	55,455	55,868

Capital Liability.—The capital liability of the steam railways of Canada is shown in Table 3 for the years 1901 to 1929. The great increase after 1922 is due to the inclusion of all Government loans to railways and investment in road and