

13.—Commodities Hauled as Freight on Steam Railways during the calendar years 1925-1929—concluded.

Group and Product.	1925.	1926.	1927.	1928.	1929.
	tons.	tons.	tons.	tons.	tons.
Manufactures and Miscellaneous—					
Refined petroleum and its products.....	1,820,215	1,976,456	2,183,613	2,637,478	3,088,483
Sugar.....	744,582	639,394	560,658	535,744	535,477
Iron—pig and bloom.....	350,595	401,859	371,436	446,625	492,659
Rails and fastenings.....	122,902	116,129	158,969	260,334	253,890
Bar and sheet iron—structural iron and iron pipe.....	1,333,646	1,560,885	1,487,998	1,938,795	2,416,028
Castings, machinery and boilers.....	668,156	663,753	661,030	668,974	718,526
Cement.....	1,101,135	1,160,063	1,338,256	1,493,173	1,711,985
Brick and artificial stone.....	867,373	935,649	956,660	1,008,582	1,051,484
Lime and plaster.....	446,771	412,529	441,908	475,577	489,503
Sewer pipe and drain tile.....	98,741	103,556	95,216	124,888	125,915
Agricultural implements and vehicles other than autos.....	330,609	423,709	490,147	562,456	485,721
Automobiles and auto-trucks.....	1,568,091	1,800,791	1,746,285	2,416,009	2,599,309
Household goods.....	80,818	81,012	75,684	75,037	62,921
Furniture.....	82,876	95,998	110,717	114,560	128,661
Liquor and beverages.....	253,399	268,700	294,337	355,973	343,017
Fertilizers, all kinds.....	338,762	332,614	445,356	577,125	568,069
Paper, printed matter, books.....	1,932,509	2,124,925	2,315,206	2,640,459	2,986,674
Wood-pulp.....	1,721,326	1,693,673	1,477,652	1,430,533	1,338,847
Fish (fresh, cured, etc.).....	99,208	117,694	114,943	113,075	110,393
Canned meats.....	9,268	6,221	11,634	8,889	9,027
Canned goods (all canned food products other than meat).....	376,023	390,162	385,202	426,906	452,118
Other manufactures and miscellaneous.....	6,179,743	6,809,087	6,749,899	7,453,684	8,058,484
Merchandise.....	3,975,275	4,423,313	4,532,480	4,648,534	4,449,218
<b>Totals, Mfrs. and Misc.....</b>	<b>24,399,993</b>	<b>26,529,172</b>	<b>27,900,435</b>	<b>36,402,410</b>	<b>32,471,409</b>
<b>Grand Totals.....</b>	<b>94,624,599<sup>1</sup></b>	<b>105,221,906</b>	<b>106,011,355</b>	<b>118,652,969</b>	<b>115,187,028</b>

<sup>1</sup>Traffic on the Thousand Islands Ry., 52,716 tons in 1925, is not distributed, and is included as originating on Canadian National Railways.

**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 and for right of way purposes up to Dec. 31, 1929, amounted to 47,290,566 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, 1929, as shown analytically in Table 14, the total value of such aid granted to steam railways in Canada, exclusive of the capital of Government railways, amounted to \$225,567,753. Of this sum, \$176,693,510 represented aid granted by the Dominion Government, \$33,460,615 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.