

for operation during 1930, 357.7 miles completed but not opened for traffic and 872.5 miles under construction. Total track mileage in 1930 was 56,642 as compared with 55,868 in 1929, a net increase of 774 miles. The expenditure of electric railways on maintenance of way and structures account decreased from \$4,560,916 in 1929 to \$3,977,114 in 1930. There was a net increase of \$183,318 during 1930 in the capital investment of electric railways.

As for the telephone systems of Canada, the pole line mileage increased from 220,525 in 1929 to 222,113 in 1930, and the wire mileage from 4,486,213 to 4,880,224 in the same period. The property and equipment account was \$291,589,148 in 1929 and \$319,101,191 in 1930.

The pole line mileage of the telegraph systems decreased from 52,835 in 1929 to 52,824 in 1930, while the wire mileage increased from 360,883 to 371,747. The telegraph and cable companies reported new construction valued at \$2,395,879 and alterations and repair work costing \$1,782,117, or a total expenditure for construction of \$4,177,996 for the year.

**Contracts Awarded.**—A record of contracts awarded during the years 1911-31, as compiled by MacLean Building Reports, Ltd., is given in Table 1. The aggregate for 1931 is 45 p.c. less than for the record year 1929, and much less than the previous maxima established in 1928 and 1912; it is the lowest figure since 1925. Immigration was exceptionally great in 1912 and an extensive building program was necessary to care for the rapidly growing population, while railway construction was also very active. In 1928 the increase was largely accounted for by residential building and industrial contracts were considerably ahead of 1927. Although residential construction declined in 1929, the tremendous increase in engineering construction and the significant advances in building for business purposes combined to make the record total. While construction operations of all types declined in 1930 when compared with 1929, the declines were most pronounced in the industrial, residential and business types, whereas engineering construction continued very active and was nearly double that of any year prior to 1929. It will be observed from Table 2 that construction for business and industrial purposes show the greatest declines for 1931, although engineering construction declined by 24 p.c. and residential by over 13 p.c.

**1.—Summary of the Value of Construction Contracts Awarded in Canada, 1911-31, as Compiled by MacLean Building Reports, Ltd.**

Year.	Value of Construction Contracts.	Year.	Value of Construction Contracts.
	\$		\$
1911.....	345,425,000	1922.....	331,843,800
1912.....	463,083,000	1923.....	314,254,300
1913.....	394,157,000	1924.....	276,261,100
1914.....	241,952,000	1925.....	297,973,000
1915.....	83,916,000	1926.....	372,947,900
1916.....	99,311,000	1927.....	418,851,600
1917.....	84,841,000	1928.....	472,032,600
1918.....	99,842,000	1929.....	578,651,800
1919.....	190,028,000	1930.....	456,999,600
1920.....	255,605,000	1931.....	315,482,900
1921.....	240,135,300		