

for operation during 1931, 427.7 miles completed but not opened for traffic, and 592.9 miles under construction. Total track mileage in 1931 was 56,908 as compared with 56,642 in 1930, a net increase of 266 miles. The expenditure of electric railways on maintenance of way and structures account decreased from \$3,977,114 in 1930 to \$3,291,490 in 1931. There was a net decrease of \$5,909,416 during 1931 in the capital investment of electric railways.

As for the telephone systems of Canada, the pole line mileage increased from 222,113 in 1930 to 222,196 in 1931, and the wire mileage from 4,790,224 to 4,985,076 in the same period. The property and equipment account was \$319,101,191 in 1930 and \$333,055,119 in 1931.

The pole line mileage of the telegraph systems increased from 52,824 in 1930 to 53,228 in 1931, and the wire mileage increased from 367,721 to 368,583. The telegraph and cable companies reported new construction valued at \$1,089,413 and alterations and repair work costing \$1,179,376, or a total expenditure for construction of \$2,268,789 for the year.

Contracts Awarded.—A record of contracts awarded during the years 1911-32, as compiled by MacLean Building Reports, Ltd., is given in Table 1. The aggregate for 1932 is 77 p.c. less than for the record year 1929. It is the lowest figure since 1918, when new construction was largely suspended on account of the War. Immigration was exceptionally great in 1912 and an extensive building program was necessary to care for the rapidly growing population; railway construction was also very active. In 1928 the high level 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 all purposes has declined greatly since then to the very low level recorded in 1932.

1.—Summary of the Value of Construction Contracts Awarded in Canada, 1911-32, 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.....	314,284,300
1913.....	384,157,000	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.....	418,951,600
1917.....	64,841,000	1928.....	472,032,600
1918.....	99,842,000	1929.....	576,651,800
1919.....	190,028,000	1930.....	486,999,600
1920.....	255,605,000	1931.....	315,482,000
1921.....	240,133,300	1932.....	132,872,400