

(2) the status of each of the three transcontinental systems; (3) the reorganization of any of the said systems, or their acquisition by the State; and (4) other matters considered by the Commission to be relevant to the general scope of the inquiry. The majority report of the Commission, signed by Sir Henry Drayton and Mr. Acworth, has formed the basis of the subsequent railway policy of Canada. Their recommendation was that the public should take control of the Canadian Northern, of the Grand Trunk Pacific and the Grand Trunk proper, and that they should be administered on purely business principles by a board of trustees, such compensation as seemed proper to be decided by arbitration and given to the shareholders of the Canadian Northern and the Grand Trunk.

The process of the acquisition of these railways and the financial results of their operation down to the end of 1935 are described in the latter part of Subsection 2, pp. 644-651.

The Royal Commission of 1931.—During 1930 and 1931 both freight and passenger traffic declined until new low records were being established each succeeding month. Freight and passenger revenues consequently decreased at alarming rates and with increased capital expenditures and fixed charges, the financial condition of Canadian railways demanded re-adjustment. To study the situation and, if possible, to remedy it, the Government appointed a Royal Commission which, on Sept. 13, 1932, submitted its report, summarized at pp. 648-650 of the 1933 Year Book. During the following session of the Dominion Parliament legislation known as The Canadian National-Canadian Pacific Act, (c. 33) 1933, was passed. A summary of this legislation was given at p. 655 of the 1936 Year Book.

Subsection 1.—Mileage and Equipment.

The mileage of steam railways in operation in Canada is given for 1835 to 1849 and for each year from 1850 to 1935 in Table 1, showing the first great period of construction in the 1850's, when the mileage grew from 66 to 2,065, the lull 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 1917 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, 1919-35.

Year.	Miles in Operation.	Year.	Miles in Operation.	Year.	Miles in Operation.	Year.	Miles in Operation.	Year.	Miles in Operation.	Year.	Miles in Operation.
	No.		No.		No.		No.		No.		No.
1835.....	—	1862.....	2,189	1877.....	5,782	1892.....	14,564	1907.....	22,446	1921.....	39,191
1836-46....	22	1863.....	2,189	1878.....	6,226	1893.....	15,005	1908.....	22,966	1922.....	39,358
1847-49....	54	1864.....	2,189	1879.....	6,858	1894.....	15,627	1909.....	24,104	1923.....	39,654
1850.....	66	1865.....	2,240	1880.....	7,194	1895.....	15,977	1910.....	24,731	1924.....	40,059
1851.....	159	1866.....	2,278	1881.....	7,331	1896.....	16,270	1911.....	25,400	1925.....	40,350
1852.....	205	1867.....	2,278	1882.....	8,697	1897.....	16,550	1912.....	26,840	1926.....	40,350
1853.....	506	1868.....	2,270	1883.....	9,577	1898.....	16,870	1913.....	29,304	1927.....	40,570
1854.....	764	1869.....	2,524	1884.....	10,273	1899.....	17,250	1914.....	30,795	1928.....	41,022
1855.....	877	1870.....	2,617	1885.....	10,773	1900.....	17,657	1915.....	34,882	1929.....	41,880
1856.....	1,414	1871.....	2,695	1886.....	11,793	1901.....	18,140	1916.....	36,985	1930.....	42,047
1857.....	1,444	1872.....	2,899	1887.....	12,184	1902.....	18,714	1917.....	38,369	1931.....	42,280
1858.....	1,863	1873.....	3,832	1888.....	12,163	1903.....	18,988	1918.....	38,252	1932.....	42,409
1859.....	1,994	1874.....	4,331	1889.....	12,628	1904.....	19,431	1919 ¹	38,329	1933.....	42,336
1860.....	2,065	1875.....	4,804	1890.....	13,151	1905.....	20,487	1919 ²	38,495	1934.....	42,270
1861.....	2,146	1876.....	5,218	1891.....	13,838	1906.....	21,423	1920.....	38,805	1935.....	42,916

¹ June 30 for this and prior years.

² Dec. 31 for this and later years.