

Government Aid to Railways.—In order that the private railways of Canada might be constructed in advance of settlement as colonization roads or through sparsely settled districts where little traffic was available, it was necessary for federal and provincial governments and even for municipalities to extend some form of assistance. The form of aid was usually a bonus of a fixed amount for each mile of railway constructed and, in the early days, grants of land were also made other than for right-of-way. As the country developed, objections to the land-grant method became increasingly apparent and aid was given more frequently in the form of a cash subsidy for each mile of line, a loan or a subscription to the shares of the railway. Guarantees of debenture issues were given in a later period and, since the formation of the Canadian National Railways, all debenture issues of that System, except those for rolling-stock, have been guaranteed by the Federal Government. No new land grants or cash subsidies have been advanced by either the federal or provincial governments since 1939.

During the era of railway expansion before 1918, provincial governments guaranteed the bonds of some railway lines that afterwards were incorporated in the Canadian National Railway System. These bonds as they mature or are called are paid off by the Canadian National Railways, in large measure, through funds raised by the issue of new bonds with Federal Government guarantee. Bonds guaranteed by the Governments of New Brunswick, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia have been eliminated in this manner in recent years. Railway bonds guaranteed by the Government of Canada at Dec. 31, 1957, amounted to \$730,248,955; this amount does not include \$97,756 perpetual debenture stock and guaranteed stock of the former Grand Trunk Railway, now part of the Canadian National Railway System, on which interest and dividends are guaranteed by the Federal Government.

Subsection 3.—Traffic

Table 8 shows passenger and freight statistics for all railways for the years 1948-57. A separate analysis of the operations and traffic of the Canadian National Railways is given at p. 786.

8.—Statistics of Passenger and Freight Services and Revenue Receipts, 1948-57

NOTE.—Figures for 1910-47 are given in the corresponding table of previous Year Books beginning with the 1922-23 edition.

Year	PASSENGER SERVICE				
	Revenue Passenger-Train Miles ¹	Passenger-Train Car Miles ¹	Passengers Carried ²	Passenger Miles	Passenger Miles per Mile of Line
	No.	No.	No.	No.	No.
1948	46,101,568	410,689,409	38,279,981	3,477,273,000	82,193
1949	45,680,009	407,421,229	34,883,803	3,193,174,337	74,497
1950 ³	43,744,164	392,800,555	31,139,092	2,816,154,232	65,519
1951	46,200,947	415,178,734	30,995,604	3,110,240,504	72,424
1952	47,663,617	431,234,562	30,167,145	3,151,261,385	73,319
1953	46,977,271	430,726,717	28,736,159	2,985,943,809	69,378
1954	45,745,089	416,969,275	28,396,528	2,863,036,611	66,391
1955	44,556,022	417,729,975	27,229,962	2,891,685,018	64,853
1956	43,782,624	420,687,663	26,070,766	2,907,568,012	64,934
1957	41,629,954	409,175,053	22,965,974	2,925,132,819	65,236

For footnotes, see end of table.