

L'analyse de l'assistance que le gouvernement fédéral accorde aux chemins de fer, est comme suit :—

Contribution du gouvernement fédéral.....	\$ 182,222,278
Montant dépensé sur le Pacifique Canadien avant son transport à la compagnie.....	31,145,738
Coût du chemin de fer de l'Intercolonial.....	\$ 72,742,164
"    "    de l'Île de Prince-Edouard....	6,128,117
	78,870,281
Prêts, Grand-Tronc, chemin de fer du.....	\$ 15,142,633
"    autres chemins de fer.....	821,625
	15,964,258
Subsides—	
(a) Canada Central.....	\$ 1,525,250
(b) Chemin de fer Pacifique-Canadien (route principale). .....	25,000,000
(c)    "    "    extension.....	5,753,494
	32,278,744
Subsides aux autres chemins de fer.....	23,963,257

STATISTIQUES DES CHEMINS DE FER À VAPEUR, 1875-1904.

Année terminée le 30 juin.	Longueur exploitée (en milles.)	Distances parcourues (en milles)	Nombre des voyageurs.	Tonnes de marchandises transportées.	Recettes.	Recettes d'exploitation.	Proportion des dépenses aux recettes.
					\$	\$	
1875.....	4,856½	17,680,168.	5,190,416	5,670,836	19,470,539	15,775,532	81·02
1876.....	5,157½	18,103,628	5,544,814	6,331,757	19,358,085	15,802,721	81·68
1877.....	5,574½	19,450,813	6,073,233	6,859,796	18,742,053	15,290,091	81·58
1878.....	6,143½	19,669,447	6,443,924	7,883,472	20,520,078	16,100,102	78·46
1879.....	6,484½	20,731,689	6,523,816	8,348,810	19,925,066	16,188,102	81·24
1880.....	6,891½	22,427,449	6,462,948	9,938,858	23,561,447	16,840,705	71·47
1881.....	7,260	27,301,306	6,943,671	12,065,323	27,987,509	20,121,418	71·89
1882.....	7,530	27,846,411	9,352,335	13,575,787	29,027,790	22,390,709	77·13
1883.....	8,726	30,072,910	9,579,948	13,266,255	33,244,585	24,691,667	74·27
1884.....	9,575	29,758,676	9,982,358	13,712,269	33,421,705	25,595,341	76·58
1885.....	10,150	30,623,689	9,672,599	14,659,271	32,227,469	24,015,351	74·51
1886.....	10,697	30,481,088	9,861,024	15,670,460	33,389,382	24,177,582	72·49
1887.....	11,691	33,638,748	10,698,638	16,356,335	38,842,010	27,624,683	71·12
1888.....	12,163	37,391,206	11,416,791	17,173,759	42,159,153	30,652,048	72·70
1889.....	12,628	38,819,380	12,151,051	17,928,626	42,149,615	31,038,045	73·63
1890.....	13,256	41,849,329	12,821,262	20,787,469	46,843,826	32,913,350	70·26
1891.....	14,009	43,399,178	13,222,568	21,753,021	48,192,099	34,960,449	72·56
1892.....	14,588	44,448,468	13,533,414	22,189,923	51,685,883	36,488,228	70·60
1893.....	15,020	44,385,953	13,618,027	22,003,599	52,042,397	36,616,033	70·36
1894.....	15,613	43,573,837	14,983,620	20,721,116	49,487,965	35,166,202	71·06
1895.....	15,941	40,418,324	12,520,585	21,524,421	46,655,883	32,678,035	70·04
1896.....	16,214	43,940,155	13,059,023	24,248,294	50,374,295	34,893,337	69·27
1897.....	16,437	44,447,977	13,742,454	25,230,470	52,109,518	34,949,432	68·38
1898.....	16,584	48,627,453	14,766,859	28,699,997	59,359,930	38,909,877	65·55
1899.....	17,115	50,086,993	15,451,082	31,068,159	61,831,325	40,468,361	65·45
1900.....	17,481	52,647,684	17,122,193	35,764,970	70,231,979	47,405,596	67·50
1901.....	18,140	53,349,394	18,385,722	36,999,371	72,898,749	50,368,726	69·06
1902.....	18,714	55,729,856	20,679,974	42,376,527	83,666,503	57,343,592	68·54
1903.....	18,988	60,382,920	22,148,742	47,373,417	96,064,527	67,481,524	70·25
1904.....	19,431	61,312,002	23,640,765	48,097,519	100,219,436	74,563,162	74·40