

817. Though, as previously noted, there was only an increase in working expenses of \$12 per mile in operation, there was an increase of 3 per cent in the proportion of expenses to receipts, the mileage and expenditure having increased in a faster proportion than the receipts. The Canada Atlantic and Canadian Pacific again showed the smallest proportion of working expenses, while the highest proportion was that of the Central Ontario, viz., 104 per cent. There was an increase of 3 per cent on Government railways, making the proportion of expenses no less than 124 per cent. Vigorous efforts are being made to reduce this excess of expenditure. The aggregate proportion of expenses to receipts is higher in Canada than in many other countries. In the United Kingdom, in 1890, it was 54 per cent, and in India 50 per cent; in the Australian colonies, in 1890, it was 65 per cent; in the United States, in 1890, 67 per cent, and in most European countries it ranges from 50 to 55 per cent.

818. The Canadian Pacific system has the greatest number of miles in operation, but the traffic on the Grand Trunk system is considerably the largest, running as it does through the most populous and best settled portions of the Dominion. In proportion to the number of miles in operation, the freight traffic on the Canada Southern exceeded that of any other line, being at the rate of 10,357 tons per mile, an increase of 2,693 tons per mile as compared with 1890, that on the Grand Trunk system having been 2,461 tons, an increase of 72 tons per mile, and on the Canadian Pacific 663 tons, an increase of 73 tons per mile. On the same lines the passengers carried per mile were: on the Grand Trunk 1,880, on the Canada Southern 1,653, and on the Canadian Pacific 536. The number of miles run by trains on the same lines in proportion to each mile in operation was: on the Canada Southern 8,586 miles, on the Grand Trunk 5,244 miles, and on the Canadian Pacific 2,484 miles.

819. The following table is a concise statement of the receipts and expenditure of the most important roads, showing the principal services of each, and showing also the earnings and expenses per mile.

Proportion of expenses to receipts.

Proportion of traffic, etc., to miles in operation.

Principal sources of receipts, and expenditure.