

The working expenses on the Intercolonial were \$600 per mile more than the earnings.

821. The proportion of net revenue to capital cost is at present very small in Canada, having been only 1·62 per cent in 1891, a decrease of 15 as compared with 1890. This proportion is considerably lower than in many other countries and colonies, as seen by the following cost figures:—

PROPORTION OF NET REVENUE TO CAPITAL COST OF RAILWAYS IN VARIOUS BRITISH POSSESSIONS AND FOREIGN COUNTRIES.

BRITISH POSSESSIONS.		FOREIGN COUNTRIES.	
	Per cent.		Per cent.
United Kingdom.....	4·09	Germany.....	4·68
India.....	4·79	France.....	4·65
Canada.....	1·62	Belgium.....	4·03
Victoria.....	3·80	Austria-Hungary.....	3·98
New South Wales.....	3·50	Italy (State lines).....	3·70
South Australia.....	5·26	Switzerland.....	3·67
New Zealand.....	2·61	United States.....	3·77
Queensland.....	2·13		
Tasmania.....	0·30		
Western Australia.....	—0·67		

The figures for Canada are probably slightly below the true proportion, as the capital cost includes expenditure on lines in progress and completed, but not yet in operation, and consequently unproductive.

822. The next table is a summary statement of the principal articles of freight carried in 1891.

SUMMARY STATEMENT OF DESCRIPTION OF FREIGHT CARRIED ON CANADIAN RAILWAYS, 1891.

RAILWAYS.	Flour.	Grain.	Live Stock.	Lumber of all kinds, except Firewood.
	Brls.	Bush.	No.	Feet.
Canada Atlantic.....	128,760	922,172	25,332	164,952,000
Canada Southern.....	1,314,110	15,123,286	834,504	188,246,160
Canadian Pacific system....	2,231,856	20,905,105	297,923	600,118,709
Grand Trunk system.....	5,315,200	46,796,760	2,737,288	693,077,605
Intercolonial.....	1,013,129	2,890,921	95,529	184,138,324
Quebec Central.....	74,480	113,652	10,716	42,194,160
Manitoba & North-Western	43,271	2,128,125	12,912	4,162,000
South-Eastern system.....	200,030	3,465,456	16,500	61,927,920
Other lines.....	1,281,965	12,165,801	2,291,064	362,924,879
Total....	11,602,821	104,511,278	6,321,768	2,301,741,757

Principal articles of freight carried, 1891.