

836. The following is a table showing the railway receipts per mile in the United Kingdom and British possessions, and also in those foreign countries for which statistics were available :—

Railway receipts per mile in various countries.

RAILWAY RECEIPTS PER MILE IN VARIOUS COUNTRIES.

COUNTRY.	Annual Receipts per Mile Open.	COUNTRY.	Annual Receipts per Mile Open.
	£		£
United Kingdom.....	17,130	New South Wales.....	5,163
Belgium.....	12,167	Trinidad and Tobago.....	4,957
France.....	11,967	Cape Colony.....	4,163
Russia.....	11,325	Jamaica.....	4,078
Germany.....	10,006	Australia.....	4,024
Austria-Hungary.....	9,198	Australasia.....	3,684
British Guiana.....	7,806	Canada.....	3,440
Natal.....	7,265	New Zealand.....	2,628
India.....	6,648	Barbados.....	2,380
Ceylon.....	6,575	South Australia.....	2,353
United States.....	6,569	Newfoundland.....	2,088
Italy.....	6,424	Queensland.....	2,000
Victoria.....	6,351	Tasmania.....	2,219
Mauritius.....	5,856	Western Australia.....	1,168

837. The receipts per mile in Canada are less than in most of the countries named, but, with the exception of Victoria and New South Wales, are higher than in the Australasian colonies. In comparing the receipts of Canada and Australasia with other countries, the large area in most cases to be covered must be taken into account. The receipts by provinces in Canada, if they could be obtained, would be the most correct figures to compare with the receipts of the several Australasian colonies.

Receipts in Canada compared with other colonies.

838. Almost all the railway companies in the Dominion use a gauge of 4 feet 8½ inches. The only exceptions are the Carillon and Grenville, with a gauge of 5 feet 6 inches; the Prince Edward Island Railway, with a gauge of 3 feet 6 inches; and the Lake Temiscamingue Railway Company and the Alberta Railway and Coal Company, where the gauge is 3 feet.

Gauge of Canadian railways.

839. The quantity and description of rolling stock in the years 1890 and 1891 will be found in the next table :—

Rolling stock in use, 1890 and 1891.