

RAILWAYS.

form of loans of \$25,576,533 by the Dominion Government, loans of \$7,197,030 and subscriptions to shares of \$300,000 by the Provincial Governments, and loans of \$2,404,499 and subscriptions to shares of \$2,839,500 by municipalities.

Passengers and Freight.—Table 7, giving the statistics of steam railways from 1875 to 1914, shows that in 1914 the steam railways of Canada carried 46,702,280 passengers and 101,393,989 tons of freight, an increase of 471,515 passengers, or 1 p.c., and a decrease of 5,598,721 tons of freight, or 5.2 p.c., as compared with 1913. The distribution of freight as between different classes of products is shown in Table 16. The proportions p.c. are for 1914 as follows: Agriculture, 18.11; animals, 3.29; mines, 37.73; forests, 15.79; manufactures, 16.62; merchandise, 5.43; and miscellaneous, 3.03.

Government Aid to Railways.—The railways of Canada have been built largely under different forms of Government aid. Tables 5 and 10 to 12 show its nature and extent. The principal forms of aid granted have consisted in land grants, cash subsidies, loans, the issue of debentures and the guarantee of bonds or interest. Aid has been granted both by the Dominion and Provincial Governments and also by municipalities. Table 5 shows the areas of the land granted as subsidies to steam railway companies by the Dominion and Provincial Governments, with the names of the companies in the case of the Dominion Government. The total area so granted up to June 30, 1914, extends to 56,041,248 acres.

Government Railways and Subsidies.—The Dominion Government has itself undertaken the construction of the eastern portion of the new National Transcontinental Railway from Moncton, N.B., to Winnipeg, Man., and the expenditure on this line up to March 31, 1914, was \$142,970,793 (Table 14). Also the Dominion Government owns and operates the Intercolonial Railway, which extends from ocean ports in Nova Scotia and New Brunswick to Montreal, and the Prince Edward Island Railway. From 1851 up to June 30, 1914, as shown analytically in Table 11, the total value of public aid granted to steam railways in Canada, exclusive of the capital of the two government railways (I.C.R. and P.E.I.R.), amounted to \$233,772,640. Of this sum \$178,834,529 represents aid granted by the Dominion Government, \$37,023,275 that granted by the Provincial Governments, and \$17,914,836 that granted by municipalities. During 1914 the total cash subsidies paid to railways amounted to \$16,106,319, the largest in the history of Canadian railways. The contribution was made up of \$15,583,059 paid by the Dominion Government, and \$523,260 paid by the Provincial Governments.

Aid to Railways by Dominion Government.—Table 12 shows for each year from 1875 to 1914 the amount of aid to date given to steam railways by the Dominion Government. The total at June 30, 1914, of \$290,790,732 is made up of the capital of the two government-owned lines, amounting to \$111,956,203, and \$178,834,529, representing the aid granted by the Dominion Government to other railways. The latter includes in 1912 the sum of \$4,994,417 paid to the Grand Trunk Pacific Railway Co. under the Implement Clause of the agreement between the Government and the Company. This clause provides that the Government shall make up the difference between the amount