

The increase in the volume of freight traffic for the whole period was 922 p.c. while the freight earnings increased 574 p.c. In the same time the growth in the volume of passenger traffic was 439 p.c., and of earnings from that source 421 p.c. Thus, while the volume and earnings of the passenger business have about kept pace with each other, the amount of freight traffic has grown much more rapidly than the earnings. This difference is partly due to changes in rates, but largely, no doubt, to the development of through business, changes in classification and the influence of the long haul. It is to be noted that while the tending of earnings per ton has been downward, that of earnings per train mile has been steadily upward—a healthy sign, indicating that larger locomotives, more capacious cars and improved roadbeds are having their due result. It is stated that next year's report will contain information as to earnings per ton per train mile, thus affording "the basic item for considering the economic aspect" of Canada's transportation question.

It will be seen from the table that the increase of passenger train mileage is greater proportionately than the freight train mileage. This fact, taken in conjunction with the earnings from the two sources, indicates that the railways have not been unmindful of meeting the needs of the travelling public. It is evident, indeed, that Canadian railways are still in some instances running passenger trains at a low earning result per mile, a condition that should naturally improve as the density of travel increases with a growing population. The column referring to passenger earnings

per train mile is at best indefinite. For future reports the number of passengers carried one mile will be obtained by multiplying the number of passengers by the actual mileage of tickets sold. This will afford a much more accurate index to the real trend of passenger business.

Elsewhere in the comptroller's report it is stated that of the Dominion's present mileage of 21,353 miles the Canadian Pacific comprises 8,506 miles (5,169 owned and 3,337 leased) the Grand Trunk 3,111 miles, the Intercolonial 1,483 miles, the Canada Atlantic 454 miles, and the Canadian Northern 2,482 miles (2,132 owned and 350 leased). The total number of steam railways in operation at the end of the fiscal year 1906, including the two Government roads, the Intercolonial and Prince Edward Island Railways, was 108. The number of separate controlling companies was 94, exclusive of the Government roads. The paid-up capital amounted to \$1,332,408,705, an increase during the year of \$83,832,291, the chief items of the increase being: Canadian Northern \$15,671,804, Canadian Pacific \$17,877,753, Grand Trunk \$5,840,638, Intercolonial \$3,764,456. As indicative of increasing future growth in Canada's transportation facilities, it may be pointed out that over 3,000 miles of railway were under construction at the close of the fiscal year 1906, as compared with about 1,000 miles on the same date in 1905. But it is not possible in the confines of a single article to give details other than those relating to growth already accomplished. The inviting field of future progress must be left for further consideration.

RAILWAY GROWTH IN CANADA.

A Statistical Summary Covering the Fiscal Years 1875 to 1906 inclusive.

Year	Miles in Operation.	Total* Earnings.	Percentage of operating expenses to earnings.	Freight Earnings.	Train Mileage.	Number of Tons carried.	Earnings per Train mile.	Average Earnings per Ton carried.	Passengers Carried.	Earnings from Passenger Traffic.	Passenger Train Mileage.	Earnings per Train Mile
		\$		\$	Miles.	Tons.	p. c.	p. c.		\$		
1875	4,804	19,470,539	81.1	12,073,570	12,473,825	5,670,837	.968	2.129	5,190,416	6,410,934	5,206,353	1.231
1876	5,218	19,358,084	81.6	12,211,158	12,266,167	6,331,757	.995	1.928	5,544,814	6,254,866	5,837,461	1.071
1877	5,782	18,742,053	81.5	11,321,264	13,178,833	6,859,796	.859	1.650	6,073,233	6,458,493	6,271,980	1.030
1878	6,226	20,520,078	78.4	13,129,191	13,414,120	7,883,472	.977	1.665	6,443,924	6,386,325	6,223,327	1.026
1879	6,858	19,925,066	81.2	12,509,093	13,579,086	8,348,810	.921	1.498	6,523,816	6,459,598	6,987,919	.924
1880	7,194	23,561,447	71.0	15,506,935	14,926,722	9,938,858	1.038	1.560	6,462,948	7,076,339	7,312,168	.968
1881	7,331	27,987,508	71.9	18,666,982	17,263,121	12,065,323	1.081	1.547	6,943,671	8,223,254	8,298,957	.991
1882	8,697	29,027,789	70.7	17,729,945	18,013,406	13,575,787	.984	1.305	9,351,335	10,018,477	15,074,891	.665
1883	9,577	33,244,586	74.3	21,320,208	27,074,761	13,266,255	.787	1.607	9,579,984	10,538,119	9,651,427	1.992
1884	10,273	33,421,705	76.5	20,763,243	19,965,225	13,712,269	1.039	1.514	9,982,368	11,204,036	9,315,694	1.203
1885	10,773	32,227,469	74.5	19,962,058	21,112,234	14,659,271	.946	1.371	9,672,599	10,559,796	9,511,455	1.110
1886	11,793	33,389,831	72.4	21,183,967	21,096,684	15,670,460	1.004	1.351	9,861,024	10,261,691	9,214,131	1.114
1887	12,184	38,841,609	71.1	24,581,047	22,537,719	16,356,335	1.091	1.502	10,698,638	11,867,597	10,838,993	1.095
1888	12,585	42,159,152	72.7	26,410,084	25,415,152	17,172,759	1.039	1.537	11,416,791	12,744,636	11,859,684	1.075
1889	12,585	42,149,615	73.6	26,671,049	25,918,897	17,928,626	1.029	1.487	12,151,105	13,242,708	12,900,483	1.027
1890	13,151	46,843,826	70.2	29,921,788	27,486,459	20,787,469	1.089	1.439	12,821,262	13,731,768	14,362,876	.956
1891	13,838	48,192,099	72.5	30,548,645	28,411,531	21,753,021	1.075	1.404	13,222,568	14,286,408	14,987,647	.953
1892	14,564	51,685,768	70.5	33,230,121	29,211,375	22,189,923	1.139	1.502	13,533,414	14,788,465	15,237,093	.971
1893	15,005	52,042,396	70.3	32,935,028	28,525,975	22,063,599	1.155	1.496	13,618,027	15,087,299	15,859,978	.961
1894	15,627	49,552,528	71.7	29,982,482	27,227,169	20,721,116	1.101	1.446	14,462,498	15,452,420	16,542,860	.934
1895	15,977	46,785,486	69.9	29,545,490	25,329,614	21,524,421	1.166	1.372	13,987,580	13,311,440	15,332,276	.868
1896	16,270	50,545,559	69.3	32,366,082	28,653,957	24,266,825	1.130	1.333	14,810,807	13,747,773	15,846,645	.868
1897	16,560	52,353,276	67.1	33,522,102	28,542,877	25,300,331	1.174	1.324	16,171,338	13,729,347	17,237,974	.808
1898	16,870	59,715,105	65.5	38,508,175	31,342,790	28,785,903	1.227	1.340	18,444,049	15,622,311	19,305,693	.809
1899	17,250	62,243,784	65.3	40,101,036	32,121,829	31,211,753	1.248	1.284	19,133,365	15,929,583	20,093,738	.793
1900	17,657	70,740,270	67.4	45,643,699	34,255,773	35,946,183	1.332	1.269	21,500,175	18,581,452	20,932,098	.888
1901	18,140	72,898,749	69.0	46,665,103	34,233,922	36,999,371	1.363	1.261	18,385,722	19,396,302	21,115,472	1.015
1902	18,714	83,666,503	68.3	53,986,672	34,625,820	42,376,527	1.559	1.273	20,679,974	22,600,090	21,104,036	1.071
1903	18,988	96,064,526	70.2	63,089,448	38,287,215	47,373,417	1.648	1.331	22,148,742	24,862,109	22,095,705	1.121
1904	19,431	100,219,436	74.4	64,673,919	37,809,126	48,097,519	1.711	1.344	23,640,765	26,901,831	23,502,876	1.145
1905	20,487	106,467,198	75.2	68,203,320	40,506,096	50,893,957	1.684	1.340	25,288,723	28,959,649	25,428,018	1.139
1906	21,353	125,322,865	69.5	81,433,115	44,651,834	57,966,713	1.824	1.405	27,989,782	33,392,188	28,071,648	1.189

* Including Mail, Express, etc.