

Some CANADIAN RAILWAY and COMMERCIAL STATISTICS.

By JOSEPH G. COLNER, ESQ.

[Read before the Royal Statistical Society, 21st February, 1888.
FREDERICK HENDRIKS, Esq., F.I.A., a Vice-President, in the Chair.]

So many papers have been read during the past few years with reference to the Dominion of Canada, and so little ground has been left uncovered, that I must own to feeling some difficulty in choosing a subject, when honoured with an invitation to read a paper before this Society. However, after consideration, I have decided to place before you some observations on the development of railways and the growth of trade and commerce in Canada since the Confederation of the various provinces, and on some of the results expected to follow the completion of the Canadian Pacific Railway, a work which has justly attracted attention in most parts of the world.

It is necessary to point out in the first place, that the rapid extension of railways in Canada (see Appendix A) has been mainly owing to the manner in which such enterprises have been assisted by the Dominion and Provincial Governments and by municipalities. This encouragement has assumed a much more tangible form than mere benevolent approval, for it has taken the shape of large subsidies of money, and in many cases, in recent years, of extensive grants of fertile land. There is a special department of the Dominion Government to deal with matters relating to the railways and canals of the country, with a cabinet minister at its head; and it may be stated in passing that out of an amount of about 135 million £ sterling expended on railways, the Canadian people have in one way and another contributed 32 million £. The result of this policy is that new districts have been opened up, and older settlements developed, with a rapidity which would probably have been impossible in any other circumstances. In most of the colonies the railways belong to and are worked by the Governments, but this principle does not obtain in Canada, with the two exceptions of the Intercolonial and Prince Edward Island Railways, which were entirely constructed with public money. The other lines are in the hands of companies, which have raised and spent the money required for construction and other purposes, and any subsidies of money or of land given by Governments or municipalities have as a rule been handed over absolutely, and, excepting in the case of land, forms an annual