

\$11,043 per mile, or \$37 per head of population.

On the average 464 miles of railway per year were built in Canada in the 36 years of this period.

By 1885 Canada had more miles of railway per unit of population than any country, except Australia, has ever had. How much faster mileage has increased than population since 1885 can be seen in the diagram. Today Canada has twice as much mileage per head as the United States, or 1 mile for every 245 persons.

**2nd Period, 1903-1916.** The Dominion began construction of the National Transcontinental in 1903. The Grand Trunk Pacific was begun in 1905. The Canadian Northern rapidly extended its system.

Dominion aid to a total of \$544,831,756 was granted in this period, making the aggregate from Confederation \$754,517,591, an average of \$19,664 for every mile of line in Canada, or \$93 per head of population.

During this 14 years Canada built 1,384 miles per year.

**3rd Period, 1917-1922.** With the mileage then existing, available traffic at prevailing costs would not yield fixed charges to some roads. Rather than allow them to face financial reorganization in the ordinary way, the Dominion took over the Canadian Northern Sept. 30, 1917, the Grand Trunk Pacific March 9, 1919, and the Grand Trunk May 1, 1920.

Aid extended during this period totalled \$1,290,762,391, raising the

aggregate to \$2,045,279,982, the average per mile to \$51,563 and per head of population to \$227.

Mileage constructed in this 6 years averaged 216 miles per year.

**4th Period, 1923-1931.** This is the period of the Canadian National and the unified operation of all roads acquired by the Dominion, which unification was effected toward the end of 1922.

Aid granted in this nine years totalled \$607,259,406, bringing the aggregate to \$2,652,539,388, the average per mile on all lines to \$62,695 and per head of population to \$255.

New mileage constructed averaged 330 miles per year.

In addition to the aid indicated in the diagram, the Dominion contributed 31,781,847 acres of land; the Provinces 15,508,719 acres, \$33,460,615 in cash, and guarantees on which the outstanding liabilities are still \$72,184,488; and Municipalities \$15,413,628 in cash.

After contributing aid of all kinds equal probably to the replaceable value of all railways in Canada, the public has come into possession of a fraction over 50 per cent of the mileage, against which the capital liabilities, including liabilities for public aid, are about twice as great per mile as on the other 50 per cent and probably almost twice the replaceable value.

Certain fundamental conditions of the traffic problem in Canada should next be noted and then the direct effects on governmental budgets.

#### DOMINION AID TO RAILWAYS (excl. Land)

Year.	Mileage	Government Aid		
		Total	Per Mile	Per Cap.
1903 -----	18,988	\$ 209,685,835	\$11,043	\$ 37
1917 -----	38,369	\$ 754,517,591	\$19,664	\$ 93
1923 -----	39,665	\$2,045,279,982	\$51,563	\$227
1931 -----	42,308	\$2,652,539,388	\$62,695	\$255

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