

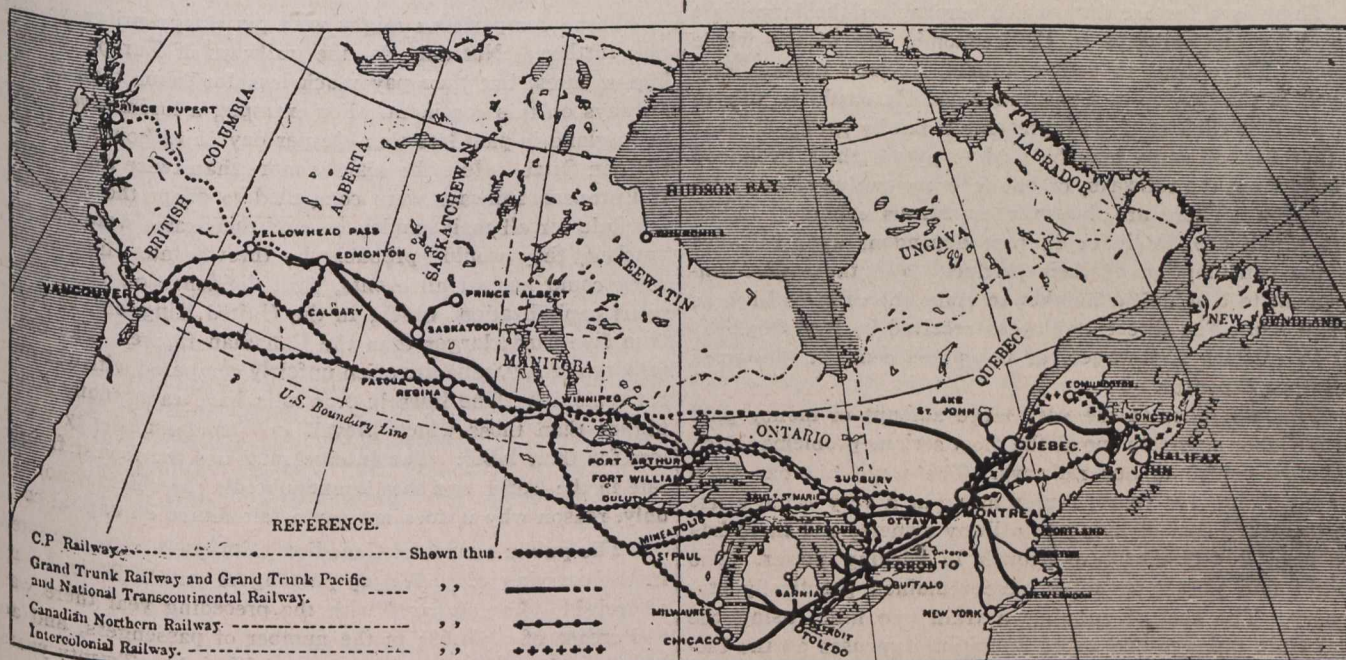
of her area, and one mile for every 300 of her inhabitants. New Zealand comes nearest to Canada by the population test, with one mile of line to every 330 inhabitants, while New South Wales approaches closest by the territorial test, with 1.1 miles of line per 100 square miles. Just to show the relative meaning of these figures, it may be said that Great Britain has 19 miles of railway per 100 square miles of area, and 1,912 inhabitants per mile of railway, while the United States has 6.4 miles of line per 100 square miles of territory, and 365 inhabitants per mile of railway.

It may be interesting to observe that the 24,104 miles of railway in Canada are divided among the various provinces as follows:—

Ontario	8,229.11
Quebec	3,662.94
Manitoba	3,205.30
Saskatchewan	2,631.34
Alberta	1,321.52
British Columbia	1,795.94
New Brunswick	1,547.25
Nova Scotia	1,350.53
Prince Edward Island	269.33
Yukon	90.91

ments. The average cost per mile of Canadian railways, as measured by stock and bond issues, has been \$55,638. This is slightly below the figure revealed by United States statistics, and very much lower than the cost in European countries.

It has just been said that no other nation under the sun has made such large sacrifices to secure transportation facilities as has Canada. That is absolutely true. Of course, Australia and New Zealand built, own and operate all their railways; but they receive back a fair rate of interest on the total outlay. The 30,000 miles of line in India were constructed by the State, yet there also by a plan of leasing and out of earnings the burden of cost is met. Belgium, France, Germany and other countries in Europe have invested colossal sums in the State ownership of railways; but the people have not been directly taxed therefor. Up to 30th June last there had been paid out of the Dominion Treasury, \$135,549,987 in cash aid to railways, to which the various provinces added \$35,588,526 and the municipalities, \$17,824,823. Not one farthing of return has been received upon this expenditure, nor ever will be. It was a gift. To these cash subventions have been added 55,116,017 acres of land, from the sale of which many millions have already been received by the grantees and the prospective value of which no one can



The Principal Railways of Canada.

It will be seen that 9,045 miles of line, or nearly 38 per cent. of the total, lie west of the Great Lakes. That is a development of less than thirty years; but to anyone cognizant of the trend of population and enterprise, it is obvious that before 1915 the eastern provinces will have the lesser mileage. It is in the West that construction is proceeding with marvellous rapidity, and yet falls short of the demand. To maintain the present ratio of one mile to every 300 inhabitants, the provinces beyond the lakes will require more than two miles of railway to be built and equipped each day. Just what that means in capital, material and labor is really very large.

With the exception of agriculture, the money invested in railways in Canada is larger than in any other industry. The capital liability amounted on 30th June last to \$1,308,481,416, exclusive of \$111,545,903 expended on Government-owned lines, and is growing at the rate of \$75,000,000 a year without taking into account the outlay on such associated enterprises as car foundries, steel rail mills and bridge building establish-

ments. This statement of paternalism takes no account whatever of the cost to Government of the eastern division of the Grand Trunk Pacific, now under construction, and which may be put down at not less than \$115,000,000, nor of the outstanding guarantees. These latter do not fall below \$200,000,000 at the present time. If cash subsidies, land grants, guarantees and cost of construction by Government were combined, the aggregate might fairly be put down at more than \$600,000,000, or something like \$75 for every man, woman and child in the Dominion.

All this has been done cheerfully by a people conscious of their needs and convinced of the soundness of their method. It may be that the time is approaching when State aid will wholly cease; but it would not seem to be imminent. Canada is essentially a pastoral country, and geographical conditions call for lines of transportation which cannot be made immediately profitable to their owners. Production in any form, be it of potatoes or machinery, is dependent upon a