

WORLD'S RAILWAYS UNDER GOVERNMENT CONTROL.

Suggestions of Governmental control of the railways of the United States during the war, now being made by officials of the Government at Washington, lend interest to a compilation by the National City Bank of New York showing Government control or ownership of the railways throughout the world. It shows that about one-third of the railways are owned or controlled by the Governments of the respective countries or States in which they operate, and that in Europe, Asia, Africa and the British colonies more than one-half of the lines Government owned or controlled. In some cases, notably Germany and Australia, the railways are chiefly the property of the States or sub-divisions forming the general Government, in others they are the direct property of the Government. In Germany over 90 per cent of the railways are classed as Government or State railways; Austria-Hungary, 82 per cent; Russia, 77 per cent; Italy, 73 per cent; Switzerland, 99 per cent; the Scandinavian States, 44 per cent, and France at present 17 per cent, while other parts of her system have been built in part or whole by the Government, and are operated by railway companies, and will later revert to the Government.

Of Europe, as a whole, 54 per cent. of the railway lines are classed as State or Governmental railways; Asia, 70 per cent; Africa, 65 per cent; South America 31 per cent, and North America but 5 per cent. In Australia 99 per cent belong to the colonies which form the Commonwealth of Australia; in New Zealand 99 per cent are Governmental, India, 80 per cent, and the British colonies, as a whole, 55 per cent, while those of Great Britain none is owned by the Government, though the entire system is now temporarily controlled by the Government for war purposes.

In Canada about 5 per cent of the railways are Government owned. In China portions of the railways are being constructed under agreements which will finally make them Government property, and in Japan 79 per cent of the railways are now classed as Government lines. The principal countries which do not own, or at least control, any part of their lines are the United States, Great Britain, Spain and Turkey, though in certain of the South American countries, notably Argentina, the share of the lines owned or controlled by the Government is comparatively small.

The cost of the railways of the world, including in this term first construction and equipment, is estimated at about 60 billion dollars, of which those of Europe are about 27 billion, North America 21 billion, South America, 3 1/2 billion, Asia 4 1/2 billion, Africa 2 billion, and Oceania 1 1/2 billion.

The table which follows shows the total number of miles of railway in each of the principal countries of the world, at latest date for which figures are available, and the number of miles owned or controlled by the Government or the States forming the Government; also approximate totals for the entire world and the various grand divisions. The figures show miles of road, and do not include additional mileage in the form of second, third or fourth main tracks or yard tracks and sidings.

	Year.	Tl. Ry. Mileage.	State Rwy.
Argentina	1916	22,688	4,136
Australia	1915	22,263	20,062
Austria-Hungary	1914	29,328	24,000
Belgium	1914	5,451	2,700
Brazil	1916	16,294	2,930
Canada	1915	35,582	1,768
Chile	1915	5,015	3,336
China	1916	6,467
Denmark	1915	2,455	1,250
Egypt	1916	4,381	2,401
France	1914	31,958	5,600
Germany	1914	39,600	36,550
India	1916	35,833	29,500
Italy	1916	11,635	8,526
Japan	1915	7,131	5,686
Mexico	1913	16,088	12,324
Netherlands	1915	2,075	1,120
New Zealand	1916	2,989	2,960
Norway	1916	1,973	1,685
Peru	1915	1,800	1,100
Roumania	1914	2,382	2,350
Russia	1916	48,955	37,800
Spain	1914	9,377
Sweden	1915	9,228	3,045
Switzerland	1916	3,571	3,537
Turkey	1914	4,576	1,200
Union South Africa	1915	8,986	7,834
United Kingdom	1915	23,701

ESTIMATES FOR 1918-9.

Loans to the Grand Trunk and Canadian Northern.

OTTAWA, March 22.

Two of the items of the main estimates for the fiscal year 1918-19, presented to the House of Commons by Hon. A. K. Maclean, acting Minister of Finance, to-day, are intended, it is understood, to meet for the present what has become known as "the railway situation." One of these items provides \$7,500,000 to be loaned to the Grand Trunk Pacific. Of the sum, \$3,000,000 is a re-vote of money which Parliament voted as part of last year's loan of \$7,500,000, and which has not been paid out to the company.

The \$7,500,000 is to be repayable on demand and to bear interest, payable half-yearly, at the rate of six per cent. per annum. It is to be used for the payment of interest on Grand Trunk Pacific Railway and Grand Trunk Pacific Railway branch lines bonds, to meet deficits in the operations of the Grand Trunk Pacific system, and to pay for betterments and equipment for that system. It is to be secured by a mortgage upon the undertakings of the company, and it is to be expended subject to the direction of the Government. Furthermore, the company has agreed that it will constitute its board of directors as may be required from time to time by the Government.

This provision, together with steps already taken by the Government, will, it is expected, enable the Grand Trunk Pacific to carry on during the coming year. Both roads will be enabled to make rail replacements as economically as possible under war conditions as a result of the purchase of rails which the Government is making. From the supplies being secured those companies will obtain steel for renewals at cost, plus cost of transportation. In addition, the Grand Trunk and Grand Trunk Pacific will probably be assisted in coping with the present shortage of freight cars and motive power from the rolling stock and locomotives which the Government has ordered. The revenue of both roads, moreover, will be increased by the higher freight and passenger rates, which became effective on March 15th last, in accordance with the order of the Dominion Railway Board, confirmed by the Government.

Thus will be met the present difficulties of the Grand Trunk and Grand Trunk Pacific. Negotiations which have been in progress between the directors of the Grand Trunk Railway Company and the Government, looking to the acquisition by the latter of control of the company, will, it is understood, be continued when Sir Robert Borden and several of his colleagues go to England in June to attend the Imperial Conference, which has been summoned. Those negotiations may result in a permanent solution of the so-called railway problem at the next session of Parliament.

\$25,000,000 TO C. N. R.

Another important item is that providing for a loan of \$25,000,000 to the Canadian Northern. The appropriation is made by way of loan because, although the Government has acquired the whole of the common stock of the Canadian Northern system, it has continued the Canadian Northern Railway Company as a corporate entity. The Government of Canada is thus making a loan to a company which it controls. The loan is to be made on the same terms as to payment of interest and repayment of principle as that to the Grand Trunk Pacific, and is to be secured by a mortgage on the Canadian Northern system. The money is to be used to pay interest on debentures and maturing loans of the Canadian Northern system, and to meet the cost of construction, betterments and equipment. Material for betterments and new equipment is being procured by the Government, as has already been stated.

The appropriation for the payment of interest on the public debt amounts to \$78,119,501. It exceeds the vote of last year by \$20,399,286. It is interesting to

United States	1917	265,218
All other	36,120	3,710
Total railway mileage, 713,120.			
Total State mileage, 237,010.			

	Tl. Ry. Mileage.	State Rwy.
Europe	217,000	118,000
North America	323,000	15,000
South America	52,000	16,000
Asia	69,000	47,000
Africa	29,000	19,000
Oceania	23,000	22,000

FIGURES THAT TELL OF GREATEST EFFORTS OF SUBS. AND NEED OF SHIPS TO MEET THEM.

ADMIRALTY'S STATISTICAL TABULATION.

Losses by enemy action and marine risk (in gross tons) for the period, the United Kingdom, foreign and the total for world show, respectively:

1914: August and September, 314,000, 85,947, 399,947; fourth quarter, 154,728, 126,688, 281,416.

1915: First quarter, 215,905, 104,542, 320,447; second quarter, 223,676, 156,743, 380,419; third quarter, 256,659, 172,822, 529,481; fourth quarter, 307,134, 187,234, 494,373.

1916: First quarter, 325,237, 198,958, 524,195; second quarter, 270,690, 251,599, 522,289; third quarter, 284,358, 307,681, 592,039; fourth quarter, 617,563, 541,780, 1,159,343.

1917: First quarter, 911,840, 707,533, 1,619,373; second quarter, 1,361,870, 870,064, 2,236,934; third quarter, 952,938, 541,535, 1,494,473; fourth quarter, 782,889, 489,954, 1,272,843.

Totals: 7,079,492; 4,748,080; 11,827,572.

Note.—Figures for gross world's tonnage for August and September, 1914, include 182,829 gross tons interned in enemy ports.

TOTAL REPLACEMENT OF LOST WORLD'S SHIPPING.

The mercantile ship building output (in gross tons) for the period, the United Kingdom, foreign, and the total for world, respectively, is as follows:

1914 to end of year: 675,610, 337,310, 1,012,920.

1915: For the United Kingdom, first quarter, 266,267, second quarter, 146,870, third quarter, 145,070, fourth quarter, 92,712; foreign for the whole year 551,081; total for the world for the whole year, 1,202,000.

1916: For the United Kingdom, first quarter 95,566, second quarter 107,693, third quarter 124,961, fourth quarter 213,332; foreign output for the whole year, 1,146,448; total for the world for the whole year, 1,688,000.

1917: For the United Kingdom, first quarter, 246,239, foreign 282,200; total for the world 528,439; second quarter, 249,331, 377,109, total 626,440; third quarter, 248,283, 368,170, total 616,453; fourth quarter, 419,621, 512,402, total 932,023; totals, 3,031,555, 3,574,720, 6,606,275.

AMOUNT OF ENEMY TONNAGE CAPTURED.

The third table shows 2,589,000 gross tons of enemy vessels captured and brought into service. Of this total more than a million tons was taken at the outbreak of war.

note that the appropriation for interest on the funded debt payable in Canada has increased \$30,988,098 since the estimates of last year were voted. Furthermore, for pensions payable to soldiers disabled in the present war, and to the dependents of soldiers who have lost their lives, \$15,000,000 is to be appropriated this year, as compared with \$10,000,000 last year.

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