

RAILWAY DEPARTMENT AND OPERATIONS IN CANADA, 1899.

The officials of the Department of Railways and Canals deserve commendation for the work done by them in preparing the Report of last year. It is more comprehensive than preceding ones in statistical returns, and in charts delineating the course of each railway and canal in the Dominion. Canada has the distinction of having more miles of railway running in a continuous line than any other country, the stretch of the Canadian Pacific from the Atlantic to the Pacific ocean covering over 3,000 miles. The Dominion has also more miles of railway per head of population than any other nation, the average length being 3 1-3 miles for each 1,000 people. So extensive a provision is not favourable to financial results for the railways, but for the country it is an inestimable boon. Canada, indeed, may be said to have been made by the railways, far more so than any other nation, owing to her exceptional geographical conditions which place such long distances between the several sections of the Dominion. In England, prior to railways, there was an enormous traffic along the highways which, for many centuries, had enabled close communication to be kept up between all parts of the Kingdom. An average speed of 10 to 12 miles per hour had been reached for passengers travelling, and the main roads swarmed with mail and private coaches, waggons, etc. The post-office allowance for mail coaches was 50 minutes for 11 miles, and the "Tally-ho," or "Highflyer" rival, at times outdistanced, the royal vehicle. To and from principal towns and cities these coaches came and went from 4 to 6 times daily, even going at high speed at night. The long distances in Canada and the climate made such a service impossible. By a happy providence, just when the country was ready for development by the settlement of political troubles, the union of the Upper and Lower Provinces, and the inauguration of an ocean steamship service, the railway system came into use for providing transport facilities essential to the country's growth. Since 1836, when the first railway was opened in Canada, there have been 17,340 miles of road built in the Dominion, on 562 miles of which there is a double track. Besides the two lines owned by the Government, there are 84 companies in control of our railways. On the Government roads there has been an outlay of \$144,961,700, of which \$20,633,842 was taken from current revenue, leaving \$124,327,857 to be charged to capital account, so that about one-half the national debt is represented by lines of railway built wholly, or in part, by the Government. We venture to say that no nation ever made a more remunerative investment than was effected by Canada in placing public money, and pledging the credit of this country for the payment of loans raised for building and subsidizing railways. The number of miles in operation, paid-up capital, number of passengers carried and weight of freight, gross earnings and

operating expenses of our railways in 1897, 1898, and 1899 were as below, the data for the comparison shown being derived from official sources:

CAPITAL PAID UP		1899	1898	1897
		\$	\$	\$
Company lines.....		881,860,016	862,691,509	
Govt. lines.....		59,437,021	59,166,723	
Total Capital paid up.....		964,699,784	941,297,037	921,858,232
Increase in 1899 over '98.....		23,402,747		
Miles in Operation,				
Company Lines.....		15,725	15,362	15,190
Govt. Lines.....		1,525	1,355	1,360
Total Length.....		17,250	16,717	16,550
Passengers Carried				
Company Lines.....		17,400,603	16,789,095	14,548,150
Govt. Lines.....		1,732,762	1,651,954	1,623,188
Totals.....		19,133,365	18,444,049	16,171,338
Increase, 1899 over '98.....		689,316		
Freight Carried,				
Company Lines, tons.....		29,403,024	21,293,788	23,952,156
Govt. Lines, ".....		1,808,729	1,492,115	1,348,175
Totals Tons.....		31,211,753	28,785,903	25,300,331
Increase, 1899, Tons.....		2,425,850		
GROSS EARNINGS		\$	\$	\$
Company Lines.....		58,340,441	56,438,485	49,333,896
Govt. Lines.....		3,903,343	3,276,620	3,019,471
Totals.....		\$62,243,784	59,715,105	42,353,277
Increase, 1899.....		2,528,679		
Working expenses				
Company Lines.....		36,812,478	35,638,482	62,002,207
Govt. Lines.....		3,893,739	3,489,067	3,166,459
Totals.....		\$40,706,217	39,137,549	35,168,666
Excess or deficit of earnings, over or under expenses				
		\$	\$	\$
Company Lines.....	Ex	21,537,963	Ex	20,790,003
Govt. Lines.....	Ex	9,604	D.	212,447
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The increase of traffic in 1899 over 1898 and 1897 was very marked, both for passengers and freight.

TRAFFIC		1899 Increase over 1898	1899 Increase over 1897
Numbers of Passengers.....		689,316	2,962,027
Tons of Freight.....		2,425,850	5,911,422

The bulk of these increases of traffic was on the Canadian Pacific, Grand Trunk and their connections.

The Intercolonial in 1898 had a deficit of \$139,980, and the Prince Edward Island line a deficit of \$72,467. In 1899 the former line had an excess of earnings over expenditure of \$62,645, and the latter line an excess of expenses of \$53,041, thus leaving the Government lines last year with a net surplus of revenue over outlays of \$9,604. The net revenue of the Intercolonial was reduced by a payment of \$210,000 for rent of extension into Montreal, so that as the result of the year's working was a surplus of \$62,645, it appears as though the extension had had a favourable effect on the Intercolonial's finances.

The total amount charged to Capital Account for outlays on the Intercolonial has been, \$56,750,843, and the Prince Edward Island line, \$3,790,107, making a total charge of \$60,540,950 on Government railways, which are the property of the country. The working