

the transportation work of the railways, and leave enough for growing food for their populations.

This Continent was not crossed by railway lines until 1860, but to this day there is no one transcontinental line in the United States connecting the Atlantic with the Pacific as is done by the Canadian Pacific, and as is proposed to be done by the Grand Trunk Pacific. Canada has the distinction of having built the first actual transcontinental railway, the result of which was to provide several thousands of miles of highway between Great Britain, Australasia, China and Japan and open up for settlement an area capable of growing all the food needed by the motherland and maintaining a population as large as that of France or Germany. The United States takes the lead in length of railways, followed by the British Empire, in which some colonies and dependencies have larger lines of railway than those in the chief countries in Europe. The following are the latest returns available;

Country.	Length of Railways, Miles.	Population, No.	Population each mile of R'way.
Great Britain.....	22,200	42,372,000	1,999
Canada.....	18,868	5,500,000	291
Australia.....	13,786	3,842,000	278
New Zealand.....	2,404	851,063	354
Newfoundland.....	638	220,000	344
Jamaica.....	185	785,434	4,245
Guiana.....	100	278,328	2,783
East Africa.....	584	4,000,000	.....
Cape of Good Hope.....	8,000	2,501,625	.....
Natal.....	635	959,384	.....
Orange River.....	460	267,500	.....
India.....	25,931	.....	.....
Ceylon.....	368	3,672,000	.....
British Empire.....	94,159	.....	408
United States.....	196,000	80,000,000	.....
Austria.....	12,100	25,921,600	2,141
France.....	24,250	38,961,000	1,606
Germany.....	32,998	51,770,000	1,570
Belgium.....	2,843	6,693,000	2,660
Italy.....	9,877	32,960,000	3,336

The railway lines in the British Empire now extend to about 100,000 miles. In regard to the number of persons per head for each mile of railway, Australia stands first with Canada a close second followed by New Zealand and Newfoundland. These conditions, however, arise from the population being scattered over very extensive areas in the chief Colonies. As to Africa, West and South, there is such an enormous preponderance of half-civilized natives, Kaffirs and others, that comparisons of their populations with other countries would be misleading.

Now comes the question, who owns and by whom were built these enormous lengths of railway? The ones in the United Kingdom were built by private capital and are operated as private enterprises. The railways in Canada were built partly by the Government and partly by private capitalists. The Government owns absolutely, the Intercolonial, the

Windsor Branch (maintained only), and the Prince Edward Island Railways. The Intercolonial up to 30th June, 1902, cost \$68,310,619; and the Prince Edward Island Railway cost \$4,599,825. The result of the working of the Intercolonial is a very tender subject, both political parties accuse each other of mismanagement, of utilizing the road for political purposes to the detriment of its finances, and of lack of frankness in the published statements. The Report of the Department of Railways and Canals for 1902 has the following statistics in Section 11, page 32.

Intercolonial Railway, working expenses including Windsor Branch, up to 1902.....		\$85,810,092
" Revenue received including Windsor Branch, up to 1902 .....		79,338,649
Excess of working expenses.....		\$6,471,443

This return gives the working expenses of the Government road as having been \$6,471,443 short of the revenue between the time it was opened and the end of the fiscal year, 1902.

As to the Prince Edward Island Railway returns in the same Report, on page 33, section 1, read as follows:—

Working expenses 1875 to 1902.....	\$6,250,64
Gross earnings .....	4 136,680
Excess of working expenses over gross earnings.....	\$2,113,965

These returns are given without comment, as they stand in the Report of the Minister of Railways for fiscal year 1902.

The railways of France, Germany and other European countries were constructed partly and are operated in part by the Government. Chiefly, indeed in Germany as out of 32,878 miles open only 3,441 belong to private companies. In France the State now constructs lines which are worked by companies, and works on its own account, one important state system. The concessions granted to the six great companies expire between 1950 and 1960. The State guarantee of 4 railways terminates in 10 years from end of 1904, and others in from 30 to 31 years from that date. In Italy, the Government owns the railways and sub-lets them to private companies for a term of 60 years. The continental experience, therefore, seems somewhat adverse to the absolute ownership and working of railways by the Government.

In Australia, there is also mixed ownership. In New South Wales, there are 3,025 miles of railway open and operated by the Government, and 51 miles by private owners. The railways in South Australia pay a profit to the Government of about 3 per cent.

The question of State and private ownership and operation has called out various opinions. One eminent authority says: