

made by the Dominion Government to the amount of \$124,966,467 (624,832,337 francs). The aggregate of earnings was \$33,389,382 (166,946,910 francs), and of working expenses \$24,177,582 (120,887,910 francs). The number of passengers was 9,861,024, and of freight 15,670,460 tons (15,921,187 tons met.) were carried.

There were 1,567 locomotives, 1,305 passenger and 23,645 box freight and cattle cars. The lines owned by coal and iron mining companies are not included in the above. Of these, there were in Nova Scotia 113 miles (182 kilometres) owned by 13 companies.

The Canadian Pacific Railway Company, in the year 1886, owned or controlled 4,533 miles (7,295 kilometres) of railway in Canada, of which there were in operation 3,769 miles (6,065 kilometres). The Grand Trunk Railway owned or controlled 2,598 miles (4,181 kilometres).

General position of railway progress from 1886 to date.

During the period between 1886 and the present date, railway construction, with all its attendant developments, has actively proceeded year by year. By a tunnel under the River Saint Clair, completed in 1891, the Grand Trunk Company obtained a new link of direct railway communication with the railway systems of Michigan, and by the close of 1890, the government had completed the extension of the Intercolonial to the eastern harbour of Sydney, Cape Breton, increasing to 1,142 miles (1,838 kilometres) the total mileage of that road. By the end of 1888, a direct line of railway had been constructed, giving a shorter route between Montreal and Saint John, New Brunswick, crossing the state of Maine and communicating with Montreal by a new bridge over the Saint Lawrence. This railway is part of the Canadian Pacific Railway system. North from Quebec 242 miles (389 kilometres) of railway have been built, giving access to the fine agricultural district of the Lake Saint John. Northward from Ottawa, another agricultural district of promise is about to be opened up, 56 miles (90 kilometres) of railway having been constructed: further west, a line, of which 25 miles (40.2 kilometres) are built, is about to pierce the district at the head of the River Ottawa: west of Winnipeg, the country to the northward is being opened up by railways touching the main line of the Canadian Pacific. Already one line extends 250 miles (402 kilometres), another 254 miles (409 kilometres), and a third near the eastern slope of the Rocky Mountains, 191 miles (307 kilometres) long, give access to sections of valuable country, while to the south extensive coal districts are being served by more than one road, and connection is made with American railway systems.

In the older provinces of Ontario and Quebec, the southern portions are covered with a network of lines. At the present date six lines of railway centre at Quebec, seven lines at Montreal, seven at Toronto, six at Ottawa, and nine at Winnipeg.

Railway Statistics, 1893-94.

As before observed, the Dominion and Provincial governments and municipalities have largely assisted railway enterprise by grants of money and lands. Up to the end of June, 1894, the Dominion government, apart from the construction of its own roads and aid to the Canadian Pacific, had assisted construction of 71 railways to the extent of over 11½ million dollars (56,250,000 francs) in cash. The various Provincial governments had assisted railway enterprise to the extent of nearly 30 million dollars (150 million francs) and municipalities nearly 16 million dollars (80 million francs).

In the fiscal year ended on the 30th June, 1894, not including private coal and iron mining companies lines, the number of miles of completed railway was 15,768 (25,376 kilometres), of which 15,368 (25,376) were laid with steel rails: the number of miles in operation was 15,627 (25,250 kilometres). The amount of the paid up capital was 887,975,020 dollars (4,439,875,100 francs). The gross earnings amounted