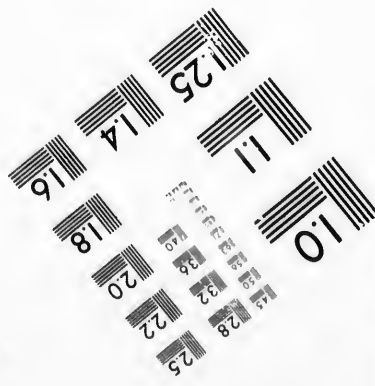
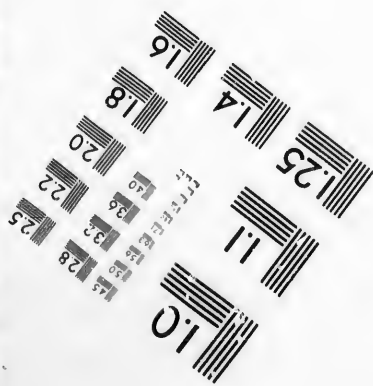
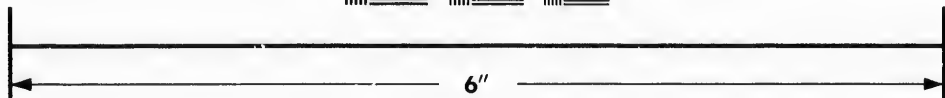
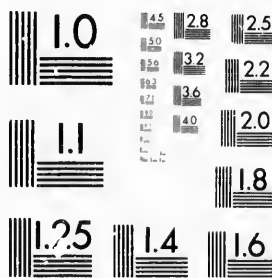


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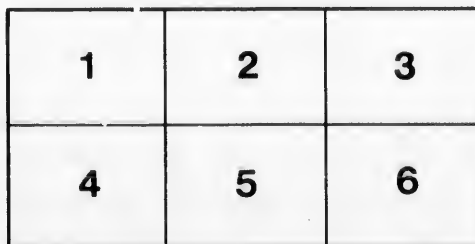
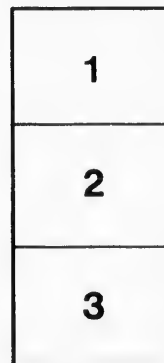
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# PROGRESS !

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The Transport Business—Its Development Under the National Policy.

## THE RAILWAY GAUGE.

Business Increasing Rapidly—Freight Rates Lower.

The Tons of Goods Carried by Land and Water—Sailors, Railwaymen, Steamers, Carters, all Benefited—Internal Trade Shows Great Advance Under the N. P.

The tariff issue will continue the great issue until it is settled in the right way. The Protective system is pulling this country down hill.—*Hamilton Times (Blake organ)*

THE TRANSPORT BAROMETER.

Another very good test of the progress the country is making under the National Policy is found in the condition of the transport business of the country. This includes freight carried by our railways, by ocean-going vessels, by the vessels employed on the lakes between the United States and Canada, and by our canals and by the vessels employed in our coasting trade.

The following tables show—1st, the total goods transport trade (in tons) of the Dominion of Canada; 2nd, that portion of the whole carried by our railways; 3rd, that portion carried by water. This latter is divided into (a) carried by ocean-going vessels; (b) carried by vessels on the lakes and rivers between the United States and Canada; (c) carried by coasting vessels between different ports of Canada.

TABLE No. 1.

Total goods transport business of Canada:—

Year.	Tons freight carried.
1876.....	32,008,884
1877.....	32,765,858
1878.....	27,462,858
1879.....	27,165,769
1880.....	30,899,759
1881.....	38,941,838
1882.....	37,712,080
1883.....	39,014,248
1884.....	38,947,463
1885.....	38,780,868

The thicker lines represent the old tariff years, the thinner the present tariff years. There has been an increase in ten years of 54 per cent. in the tons of freight carried. In no year under the National Policy has there been a decrease as compared with the preceding year. The tariff has benefited the transport trade, as witness the increase that took place immediately after the new tariff had been adopted. It will thus be apparent that forwarders, seamen, owners of steamers and sailing vessels, railways and generally all common carriers have been benefited by the new tariff in the increased quantities of freight carried.

RAILWAYS.

are a good barometer to indicate the condition of the country. The returns to the Government only begin with the year 1876—

Year.	Tons of freight carried.
1876.....	8,831,757
1877.....	8,869,790
1878.....	7,883,473
1879.....	8,328,810
1880.....	8,988,868
1881.....	12,000,828
1882.....	13,676,787
1883.....	13,266,966
1884.....	13,712,268
1885.....	14,659,271

The thick lines represent the period of old tariff years; the thinner lines the period of new tariff

The increase in freight carried has been accompanied by an increase in tons of freight carried by water, so that it is not a case of "lobbing Peter to pay Paul." It has been occasioned by the increase in the railway mileage of the country and increased facilities given, enabling the "back townships to be heard from," and increasing the area of production.

It should further be noted that while Canadian railways have shown the great development indicated, the returns of the railways of Great Britain show a large decrease in the tons carried.

CANADIAN RAILWAYS—EARNINGS FOR FREIGHT.

Year.	Earnings.
1876.....	\$12,811,198
1877.....	11,821,084
1878.....	13,159,191
1879.....	12,505,098
1880.....	12,809,886
1881.....	12,889,882
1882.....	17,729,845
1883.....	21,920,208
1884.....	22,782,249
1885.....	18,829,828

The decrease in 1885 is caused by the decreased rate; see next table.

COST PER TON FREIGHT.

Year.	Cost per ton.
1876.....	\$1.99 8-10
1877.....	1.85
1878.....	1.86 8-10
1879.....	1.80
1880.....	1.88 0-10
1881.....	1.84 7-10
1882.....	1.30 0-10
1883.....	1.00 7-10
1884.....	1.21 4-10
1885.....	1.33 1-10

If the freight rates of 1878 had been in force in 1885 the country would have paid a freight bill of \$3,210,000 more than it did—or an amount equal to the interest paid on the whole present debt of Canada. This reduction is due to the competition caused by the development of the railway system under the National Policy.

PASSENGERS CARRIED BY THE RAILWAYS OF CANADA.

Year.	No. of passengers.
1876.....	5,190,418
1878.....	5,544,514
1877.....	5,073,233
1879.....	5,443,924
1878.....	5,528,876
1880.....	5,482,948
1881.....	5,943,671
1882.....	9,352,886
1883.....	8,676,845
1884.....	9,823,358
1885.....	9,872,596

There has been an increase of over 88 per cent. in the number of passengers carried in 1885 over those of 1875, nearly 50 per cent. of which is increase since the National Policy gave life and vigor to the country.

PASSENGERS CARRIED BY THE RAILWAYS OF CANADA—EARNINGS.

Year.	Earnings.
1876.....	\$8,410,934
1876.....	8,254,987
1877.....	8,469,493
1878.....	8,896,320
1879.....	8,469,586
1880.....	7,078,340
1881.....	8,233,254
1882.....	10,016,479
1883.....	10,538,120
1884.....	11,904,088
1885.....	10,559,768

This table speaks for itself. During the years 1875-1879, the railway passenger earnings remained stationary. They have run up steadily enough since. People have the money and the business, and travel for pleasure or business in increasing numbers under the N. P.

ACCORDING TO READINESS

The gross earnings of seventy-six railways in Canada and the United States during the twelve months of 1888 amounted to \$341,720,200, which is an increase of \$15,890,000 over the year previous. The Canadian railways included in this list are the Grand Trunk and the Canadian Pacific railway. These two show an increase of \$3,568,355 over the preceding year.

Of the whole seventy-six railways there are four whose earnings for the year have increased more than \$1,000,000 each.

These four are the New York Central, the Buffalo, New York & Philadelphia, the Grand Trunk and the Canadian Pacific railways—Two Canadian railways and two United States. The two Canadian railways have 30 per cent. of the whole increase.

These facts are important, as showing that under our present tariff system Canada has taken the lead in the improvement of business and is no longer compelled to wait upon other countries. Instead of improvement coming to us as a result of improvement of trade in other countries, Canada leads in the race.

Our commercial independence is now an assured fact. We are no longer disturbed from centre to circumference by every adverse change in the condition of business in the United States and other countries as we used to be before we adopted the National Policy.

