

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30, 1906

(From sworn Returns furnished by the several Railway Companies)

M. J. BUTLER

Deputy Minister and Chief Engineer of the Department of Railways and Canals

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OFFICE OF THE COMPTROLLER OF RAILWAY STATISTICS.

OTTAWA, November 13, 1906.

M. J. BUTLER, Esq.,

Deputy Minister of Railways and Canals.

SIR,—By way of preface to my first report, it may not be considered amiss to allude to the steps which have been taken to reorganize the Statistical Branch of this department. The methods which had been followed up to July 1 last, when I was asked by you to take charge, were obviously defective. They had been adopted upwards of thirty years ago, when railway development in Canada was on a relatively small scale, and with slight modifications were continued down to this year. They were in keeping with the primitive conditions which prevailed in 1875; but had by a natural process become practically obsolete for present purposes.

In this situation I was asked by you to make such changes as would place our railway statistics on an up-to-date basis, so that accurate and far-reaching comparisons might be made between the results of operation in Canada and in other countries. It was decided that the schedules of the Interstate Commerce Commission at Washington would best accomplish that purpose. They had been worked out with great care during a period of years, and were regarded as the most complete and comprehensive available. By applying them to Canadian railways, it was believed that valuable and helpful comparisons might be made between the business of transportation in the Dominion and that being carried on, under similar conditions, in the United States.

It is gratifying to be able to report that not a single railway made default this year in the submission of statistical data. In preceding years there were a number of delinquents.

The new schedules will be made the basis of our statistics for the current fiscal year, and will be sent out in the course of a few weeks. It is possible the usual difficulties will be encountered in fitting a new system to the railways which have grown accustomed to the old forms; but the principal roads will be quite prepared to meet the demands upon them. Their methods of book-keeping will enable them to satisfactorily answer the somewhat elaborate table of questions, and in this way it is hoped the data for 1907 will be reasonably full and accurate. In the case of the smaller lines, it may be that a year or two will elapse before they will be in a position to readily supply the information required of them. Every effort, however, will be made on the part of this office to assist them in the matter.

It was deemed important to make a digest of the statistical information which had been issued from year to year since 1875 by the Department of Railways and Canals, and to this work my efforts have been directed for several months past. The tables which have been compiled are here given for the first time, and represent a history in figures of the growth of railway business in Canada. Hereafter this information will be made a part of each annual report, and will be a novel feature in that they will enable comparisons to be made over the whole period covered by our railway statistics.

MILEAGE.

As a starting basis, it is interesting to observe the development of railway mileage in Canada:—

Year.	Miles in Operation.	Year.	Miles in Operation.
1835	0	1871	2,695
1836	16	1872	2,899
1837	16	1873	3,832
1838	16	1874	4,331
1839	16	1875	4,804
1840	16	1876	5,218
1841	16	1877	5,782
1842	16	1878	6,226
1843	16	1879	6,858
1844	16	1880	7,194
1845	16	1881	7,331
1846	16	1882	8,697
1847	54	1883	9,577
1848	54	1884	10,273
1849	54	1885	10,773
1850	66	1886	11,793
1851	159	1887	12,184
1852	205	1888	12,585
1853	506	1889	12,585
1854	764	1890	13,151
1855	877	1891	13,838
1856	1,414	1892	14,564
1857	1,444	1893	15,005
1858	1,863	1894	15,627
1859	1,994	1895	15,977
1860	2,065	1896	16,270
1861	2,146	1897	16,550
1862	2,189	1898	16,870
1863	2,189	1899	17,250
1864	2,189	1900	17,657
1865	2,240	1901	18,140
1866	2,278	1902	18,714
1867	2,278	1903	18,988
1868	2,270	1904	19,431
1869	2,524	1905	20,487
1870	2,617	1906	21,353

In addition to the foregoing there were on June 30 last 743 miles of double track in Canada.

In this connection, it is worthy of note that but seventy-four miles of iron rails now remain as a relic of earlier days. By steady advances the work of substituting steel for iron has gone on during recent years, and in this regard Canadian lines have kept pace with the progress which has taken place in other countries.

As indicative of the expansion in transportation facilities, it may be pointed out that 3,071.70 miles of railway were under construction on June 30 last, as compared with 1,066.98 on the same date last year.

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EQUIPMENT.

In keeping with the larger mileage, increases and improvements have been made in equipment. The growth may be gathered from the following table:—

Year.	Loco- motives.	1st Class Cars.	2nd Class Cars.	Baggage, Mail and Express Cars.	Cattle and Box Cars.	Plat- form Cars.	Dumping and Coal Cars.
1875.....	980	488	277	235	12,843	6,404	1,050
1876.....	1,000	493	280	264	13,647	7,088	1,050
1877.....	995	497	294	241	13,712	6,917	1,050
1878.....	1,050	530	308	275	14,967	6,703	1,317
1879.....	1,106	548	327	274	14,983	6,618	1,731
1880.....	1,157	569	310	291	15,614	6,689	1,776
1881.....	1,211	640	353	344	17,916	8,209	1,716
1882.....	1,331	665	364	388	20,302	9,621	2,050
1883.....	1,383	671	397	370	21,399	12,731	1,625
1884.....	1,481	694	458	406	21,477	13,989	1,941
1885.....	1,524	704	501	403	22,166	13,761	2,391
1886.....	1,567	735	497	419	23,645	13,128	2,533
1887.....	1,633	764	514	463	24,770	12,865	2,957
1888.....	1,657	759	568	506	27,870	12,992	3,147
1889.....	1,761	795	581	517	31,025	13,925	3,235
1890.....	1,771	806	604	525	32,383	13,737	3,236
1891.....	1,850	849	624	560	34,365	14,614	3,559
1892.....	1,961	909	634	591	35,668	15,400	3,584
1893.....	1,954	977	664	610	35,741	15,719	3,455
1894.....	2,002	992	670	636	35,852	14,904	4,699
1895.....	2,023	1,076	702	664	36,360	15,758	4,845
1896.....	2,044	1,042	648	650	36,791	15,592	4,812
1897.....	2,096	1,085	688	674	37,471	15,352	4,931
1898.....	2,112	1,214	628	668	38,820	16,306	5,181
1899.....	2,217	1,239	640	668	41,151	15,811	5,582
1900.....	2,282	1,287	641	662	42,538	15,626	5,872
1901.....	2,443	1,159	649	815	45,904	16,348	6,775
1902.....	2,444	1,166	573	681	48,790	15,834	7,736
1903.....	2,587	1,148	590	818	53,107	18,285	7,639
1904.....	2,768	1,231	595	860	54,877	18,644	8,476
1905.....	2,906	1,285	683	796	57,229	18,669	8,787
1906.....	2,931	1,289	716	842	61,929	18,525	8,295

In this list is included hired locomotives and cars as well as those owned by the railways. It is regrettable that the information gathered in the past does not permit a comparison to be made between the traction power of present day locomotives and those formerly in use, nor the relative capacity of cars. This would be most instructive. Some idea, however, of the betterment in motive power may be had from the fact that in 1875 the volume of traffic was 5,786 tons of freight and 5,296 passengers per locomotive, as compared with 19,773 tons and 9,549 passengers in 1906. This is not, of course, an accurate test; but it is permissible under the circumstances. The same comparison applies to cars, the capacity of which has practically quadrupled within thirty years. A loaded freight train of 250 tons was probably the maximum in 1875; whereas loads of 1,500 tons are now frequently hauled over all our principal railways.

In addition to the cars enumerated in the above table, there are in use on Canadian railways 235 sleeping cars, 96 parlor cars, 80 dining cars and 61 official cars. In connection with freight service there are 1,655 refrigerator cars, 1,422 conductors' vans, 1,325 tool cars, 341 snow ploughs, 205 flangers and 2,868 cars of other descriptions. The grand total is 99,874 cars of all classes. Under the Railway Act of 1903 all cars were required to be equipped with air brakes and automatic couplers by January 1 last, and the returns show

there has been a fair compliance with the law. Of the cars of all descriptions in use on June 30 last, 91,015 were fitted with automatic couplers, and 85,616 with air brakes.

TRAFFIC.

Coming to the traffic of Canadian railways, it will be seen that immense growth has taken place within the thirty-two years covered by the statistics at hand. Looking first at the volume of business, the result is as follows:—

Year.	Passengers Carried.	Tons of Freight 2000 lbs.	Year.	Passengers Carried.	Tons of Freight 2000 lbs.
1875.....	5,190,416	5,670,837	1891.....	13,222,568	21,753,021
1876.....	5,544,814	6,331,757	1892.....	13,533,414	22,189,923
1877.....	6,073,233	6,859,796	1893.....	13,618,027	22,003,599
1878.....	6,443,924	7,883,472	1894.....	14,462,498	20,721,116
1879.....	6,523,816	8,348,810	1895.....	13,987,580	21,524,421
1880.....	6,462,948	9,938,858	1896.....	14,810,407	24,266,825
1881.....	6,943,671	12,065,323	1897.....	16,171,338	25,300,331
1882.....	9,352,335	13,575,787	1898.....	18,444,049	28,785,903
1883.....	9,579,984	13,266,255	1899.....	19,133,365	31,211,753
1884.....	9,982,358	13,712,269	1900.....	21,500,175	35,946,183
1885.....	9,672,599	14,659,271	1901.....	18,385,722	36,999,371
1886.....	9,861,024	15,670,460	1902.....	20,679,974	42,376,527
1887.....	10,698,638	16,356,335	1903.....	22,148,742	47,373,417
1888.....	11,416,791	17,172,759	1904.....	23,640,765	48,097,519
1889.....	12,151,105	17,928,626	1905.....	25,288,723	50,893,957
1890.....	12,821,262	20,787,469	1906.....	27,989,782	57,966,713

It will be observed that very considerable gains have been made in traffic, and reference will be made a little further along to what this has been by percentages.

EARNINGS.

In the meantime, it is of equal importance to glance at the earnings of all the railways from the above business. A table has been prepared to show the results, which are as follows:—

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Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	\$		\$		\$		\$		\$
1875.....	6,410,934	32.92	12,073,570	62.00	693,250	3.56	292,784	1.52	19,470,539
1876.....	6,254,866	32.25	12,211,158	63.08	703,994	3.63	188,004	0.96	19,358,084
1877.....	6,458,493	34.46	11,321,264	60.40	743,741	3.97	217,554	1.16	18,742,053
1878.....	6,386,325	31.12	13,129,191	63.98	795,977	3.87	208,763	1.01	20,520,078
1879.....	6,459,598	32.41	12,509,093	62.77	789,926	3.96	166,448	0.83	19,925,066
1880.....	7,076,339	30.03	15,506,935	65.81	851,288	3.18	23,561,447	0.43	23,561,447
1881.....	8,223,251	29.34	18,666,982	66.80	77,946,159	3.37	145,332	0.51	27,987,508
1882.....	10,018,477	34.51	17,729,945	61.07	1,037,460	3.57	235,857	0.81	29,027,789
1883.....	10,538,119	31.69	21,320,208	64.13	1,108,208	3.33	261,423	0.78	33,244,586
1884.....	11,204,036	33.70	20,763,243	62.12	1,155,044	3.45	33,421,705	0.89	33,421,705
1885.....	10,559,796	32.76	19,962,058	61.94	1,283,307	3.98	422,306	1.31	32,227,469
1886.....	10,261,691	30.73	21,183,967	63.44	1,432,360	4.02	511,362	1.53	33,389,381
1887.....	11,867,597	30.55	24,581,047	63.28	1,575,157	4.05	771,992	1.98	38,841,609
1888.....	12,744,636	30.22	26,410,084	62.64	1,627,731	3.85	1,376,699	3.26	42,159,152
1889.....	13,242,708	31.41	26,671,049	63.27	1,681,162	3.98	354,694	1.29	42,149,615
1890.....	13,731,768	29.31	29,921,788	63.87	1,757,977	3.96	1,423,592	3.25	46,843,826
1891.....	14,286,408	29.64	30,548,645	63.38	1,904,961	3.95	1,452,083	3.01	48,192,099
1892.....	14,788,465	28.61	33,230,121	64.28	1,995,059	3.85	1,672,121	3.23	51,685,768
1893.....	15,087,299	29.12	32,935,028	63.28	2,151,769	4.13	1,868,298	3.59	52,042,396
1894.....	15,452,420	31.18	29,982,482	60.50	2,182,942	4.40	1,934,682	3.94	49,552,538
1895.....	13,311,440	28.42	29,545,490	63.15	2,198,460	4.43	1,730,096	3.68	46,785,486
1896.....	13,747,773	27.19	32,368,082	64.03	2,396,082	4.07	2,033,069	4.02	50,345,569
1897.....	13,929,346	26.48	33,522,102	62.88	2,624,573	5.01	2,278,106	4.35	52,353,276
1898.....	15,622,311	26.16	38,508,175	64.48	2,732,004	4.59	2,852,613	4.77	59,715,105
1899.....	15,929,583	25.59	40,101,036	64.42	2,842,681	4.56	3,370,483	5.41	62,243,784
1900.....	18,581,452	26.26	45,643,699	64.52	3,012,486	4.25	3,502,632	4.95	70,740,270
1901.....	19,396,302	26.60	46,665,103	64.01	3,105,457	4.25	3,731,885	5.12	72,898,749
1902.....	22,600,090	27.01	53,986,672	64.52	3,273,302	3.91	3,806,437	4.54	83,606,503
1903.....	24,862,109	25.88	63,089,148	65.67	3,396,145	3.53	4,716,823	4.91	96,064,526
1904.....	26,901,831	26.84	64,673,919	64.53	4,031,662	4.02	4,612,022	4.61	100,219,436
1905.....	28,959,649	27.20	68,203,320	64.13	3,961,769	3.07	5,342,459	5.01	106,467,198
1906.....	33,392,188	26.64	81,433,115	64.97	4,510,649	3.59	5,986,912	4.77	125,322,865

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An analysis of the foregoing tables yields results which are both instructive and gratifying. Dividing up the whole time into ten year periods, or nearly so, the showing is as follows:—

Years.	Tons of freight carried.	Increase.	Earnings from freight.	Increase.
	Tons.	p. c.	\$	p. c.
1875.....	5,670,837	.....	12,073,570	.....
1886.....	15,670,460	176.1	21,183,967	75.4
1896.....	24,266,825	54.9	33,368,082	57.5
1906.....	57,966,713	138.8	81,433,115	144.0

With respect to passenger business, the calculation works out as follows:—

Years.	Number of Passengers.	Increase.	Earnings from Passengers.	Increase.
		p. c.	\$	p. c.
1875.....	5,190,416	.....	6,410,934	.....
1886.....	9,861,024	89.9	10,261,691	60.0
1896.....	14,810,407	50.2	13,747,773	32.9
1906.....	27,989,782	88.9	33,392,188	142.9

The increase in the volume of freight traffic for the whole period was 922.1 per cent, while the earnings therefrom increased by 574.4 per cent.

The growth in the volume of passenger traffic during the same time was 439.2 per cent, and of earnings from that source 420.8 per cent.

Several deductions follow as a logical sequence: The amount of freight traffic has grown much more rapidly than have the earnings; while both the volume of passenger business and the earnings therefrom have kept closely together. Without definite particulars in relation to freight traffic, it would probably be misleading to conclude that the difference between the volume and the earnings has been wholly due to a reduction in the charges. An examination of tariff rates indicates this to have operated in part as a cause; but to what extent the development of through business, changes in classification and the influence of the long haul, have also been factors in the problem, cannot be stated. With the new statistical schedules in force, to which reference has been made, it is expected that more detailed information will be available with regard to both the freight and passenger business of our railways.

A gratifying feature of the above figures is the advance shown to have been made during the past decade, particularly within very recent years. This is undoubtedly the result of general prosperity throughout the Dominion, and, having regard to the influx of immigrants and the industrial activity prevailing, may be taken as an augury of further expansion.

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A further analysis of freight traffic, on the basis of train mileage and tonnage, yields comparative results which are helpful. Following is the table:—

Year.	Freight Earnings.	Train Mileage.	Number of Tons carried.	Earnings per Train mile.	Average Earnings per Ton carried.
	\$	Miles.	Tons.	p. c.	p. c.
1875	12,073,570	12,473,825	5,670,837	.968	2.129
1876	12,211,158	12,266,167	6,331,757	.995	1.928
1877	11,321,264	13,178,833	6,859,796	.859	1.650
1878	13,129,191	13,444,120	7,883,472	.977	1.665
1879	12,509,093	13,579,086	8,348,810	.921	1.498
1880	15,506,935	14,932,672	9,938,858	1.038	1.560
1881	18,666,982	17,263,121	12,065,323	1.081	1.547
1882	17,729,945	18,013,406	13,575,787	.984	1.305
1883	21,320,208	27,074,761	13,266,255	.787	1.607
1884	20,763,243	19,965,225	13,712,269	1.039	1.514
1885	19,962,058	21,112,234	14,659,271	.946	1.371
1886	21,183,967	21,096,684	15,670,460	1.004	1.351
1887	24,581,047	22,537,719	16,356,335	1.091	1.502
1888	26,410,084	25,415,152	17,172,759	1.039	1.537
1889	26,671,049	25,918,897	17,928,626	1.029	1.487
1890	29,921,788	27,486,459	20,787,469	1.089	1.439
1891	30,548,645	28,411,531	21,753,021	1.075	1.404
1892	33,230,121	29,211,375	22,189,923	1.138	1.502
1893	32,935,028	28,525,975	22,003,599	1.155	1.496
1894	29,982,482	27,227,169	20,721,116	1.101	1.446
1895	29,545,490	25,329,614	21,524,421	1.166	1.372
1896	32,368,082	28,653,957	24,266,825	1.130	1.333
1897	33,522,102	28,542,877	25,300,331	1.174	1.324
1898	38,508,175	31,382,790	28,785,903	1.227	1.340
1899	40,101,036	32,121,829	31,211,753	1.248	1.284
1900	45,643,699	34,255,773	35,946,183	1.332	1.269
1901	46,665,103	34,233,922	36,999,371	1.363	1.261
1902	53,986,672	34,625,820	42,376,527	1.559	1.273
1903	63,089,448	38,287,215	47,373,417	1.648	1.331
1904	64,673,919	37,809,126	48,097,519	1.711	1.344
1905	68,203,320	40,506,096	50,893,957	1.684	1.340
1906	81,433,115	44,651,834	57,966,713	1.824	1.405

It will be seen that the tendency of the earnings per ton has been downward, while the earnings per train mile have moved steadily upward. The latter is a healthy indication. It is the object of all enterprising railways to increase the earnings per train mile, and larger locomotives, more capacious cars, reduction of grades and similar improvements, are all designed to bring about this result. Other things being equal, this is the best known test of economical management. Next year our statistics should afford a still more elucidating fact—the earnings per ton per train mile. That is the basic item in considering the economic aspect of the transportation question.

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In further elaboration of railway earnings, a table is appended showing the mileage of passenger trains, the number of passengers carried, the receipts therefrom, and the earnings per train mile:—

Year.	Passengers Carried.	Earnings from Passenger Traffic.	Passenger Train Mileage.	Earnings per Train Mile.
		\$		
1875.....	5,190,416	6,410,934	5,206,353	1.231
1876.....	5,544,814	6,254,866	5,837,461	1.071
1877.....	6,073,233	6,458,493	6,271,980	1.030
1878.....	6,443,924	6,386,325	6,225,327	1.026
1879.....	6,523,816	6,459,598	6,987,919	.924
1880.....	6,462,948	7,076,339	7,312,168	.968
1881.....	6,943,671	8,223,254	8,298,957	.991
1882.....	9,351,335	10,018,477	15,074,891	.665
1883.....	9,579,984	10,538,119	9,651,427	1.992
1884.....	9,982,358	11,204,036	9,315,694	1.203
1885.....	9,672,599	10,559,796	9,511,455	1.110
1886.....	9,861,024	10,261,691	9,214,131	1.114
1887.....	10,698,638	11,867,597	10,838,993	1.095
1888.....	11,416,791	12,741,636	11,859,684	1.075
1889.....	12,151,105	13,242,708	12,900,483	1.027
1890.....	12,821,262	13,731,768	14,362,870	.956
1891.....	13,222,568	14,286,408	14,987,647	.953
1892.....	13,533,414	14,788,465	15,237,093	.971
1893.....	13,618,027	15,087,299	15,859,978	.951
1894.....	14,462,498	15,452,420	16,542,860	.934
1895.....	13,987,580	13,311,140	15,332,276	.868
1896.....	14,810,807	13,747,773	15,846,615	.868
1897.....	16,171,338	13,929,346	17,237,974	.808
1898.....	18,444,019	15,622,311	19,305,693	.809
1899.....	19,133,365	15,929,583	20,093,378	.793
1900.....	21,500,175	18,581,452	20,922,098	.888
1901.....	18,385,722	19,396,302	19,115,472	1.015
1902.....	20,679,974	22,600,090	21,104,036	1.071
1903.....	22,148,742	24,862,109	22,095,705	1.121
1904.....	23,640,765	26,901,831	23,502,876	1.145
1905.....	25,288,723	28,959,649	25,428,018	1.139
1906.....	27,989,782	33,392,188	28,071,648	1.189

Of course, the earnings per mile are indefinite. If the data were sufficiently elaborate to show the number of passengers carried one mile—which would be obtained by multiplying the number of passengers by the actual mileage of the tickets sold—a factor would be had which would throw direct light on the passenger traffic of each railway. In the absence of that information—which will be gathered in future—it is still of some service to note that the earnings per train mile have increased during the past ten years. It would appear, however, that our Canadian railways are still running passenger trains at a low earning result per mile, which condition will only be improved as the density of travel increases. In other words, and putting the matter in elementary form, it is clear that a train running one hundred miles, and carrying two hundred passengers, will earn just twice as much as a train covering the same distance and carrying but one hundred passengers.

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TRAIN MILEAGE.

Collateral to the foregoing facts is the general record of train and locomotive mileage, which is as follows:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.	Engine Mileage.
1875.....	5,206,353	10,910,181	1,563,644	17,680,178	19,633,026
1876.....	5,837,461	9,616,148	2,650,019	18,103,628	21,001,052
1877.....	6,271,980	11,403,517	1,775,316	19,450,813	22,231,840
1878.....	6,225,327	9,981,786	3,462,334	19,669,447	24,091,600
1879.....	6,987,919	6,510,636	7,068,450	20,731,689	24,735,862
1880.....	7,312,168	10,775,380	4,157,292	22,427,449	26,575,969
1881.....	8,298,957	15,163,634	2,099,487	27,301,306	34,265,003
1882.....	15,074,891	15,638,013	2,375,393	27,846,411	33,374,847
1883.....	9,651,427	16,123,337	10,951,424	37,416,092	47,688,528
1884.....	9,315,694	15,710,630	4,254,595	29,758,676	37,390,874
1885.....	9,511,455	16,382,553	4,729,681	30,623,689	38,749,234
1886.....	9,214,151	15,914,127	5,182,557	30,481,086	37,359,499
1887.....	10,838,993	17,997,819	4,539,900	33,638,748	43,276,468
1888.....	11,859,684	20,651,834	4,763,318	37,391,206	46,489,229
1889.....	12,900,483	20,739,391	5,179,506	38,819,380	47,708,138
1890.....	14,362,870	22,428,249	5,058,210	41,849,329	49,512,630
1891.....	14,987,647	23,592,370	4,819,161	43,399,178	56,950,343
1892.....	15,237,093	24,399,014	4,812,361	44,448,468	56,994,253
1893.....	15,859,978	23,220,761	5,305,214	44,385,953	57,587,382
1894.....	16,542,860	21,423,496	5,803,673	43,770,029	57,401,514
1895.....	15,332,276	19,939,699	5,389,915	40,661,890	51,339,885
1896.....	15,846,645	23,299,776	5,354,181	44,500,602	55,786,960
1897.....	17,237,974	23,595,000	4,947,877	45,780,851	54,729,490
1898.....	19,305,693	26,868,366	4,514,424	50,688,283	60,103,944
1899.....	20,093,378	26,922,348	5,199,481	52,215,207	64,582,807
1900.....	20,922,098	24,662,906	9,592,867	55,177,871	67,712,252
1901.....	19,115,472	23,888,302	10,345,620	53,349,394	68,621,424
1902.....	21,104,036	24,891,813	9,734,007	55,729,856	70,275,615
1903.....	22,095,705	28,840,434	9,446,781	60,382,920	77,178,493
1904.....	23,502,876	28,278,310	9,530,816	61,312,002	80,508,064
1905.....	25,428,018	34,372,998	6,133,098	65,934,114	84,335,732
1906.....	28,071,648	39,045,168	5,606,666	72,723,482	94,180,788

It will be observed that the proportionate increase of passenger train mileage is much greater than the mileage of freight trains, which fact, read in the light of the earnings from these two sources, shows to what extent our railways have endeavoured to meet the demands of the travelling public. At the same time, it demonstrates with what success the growing volume of freight traffic is being handled without adding unduly to the train mileage.

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OPERATING CHARGES.

Coming to the matter of operating expenses, and placing them side by side with the earnings, the facts are as follows:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875.....	19,470,539	15,775,532	81.1
1876.....	19,358,084	15,802,721	81.6
1877.....	18,742,053	15,290,091	81.5
1878.....	20,520,078	16,100,102	78.4
1879.....	19,925,066	16,188,282	81.2
1880.....	23,561,447	16,840,705	71.0
1881.....	27,987,508	20,121,418	71.9
1882.....	29,027,789	22,390,708	70.7
1883.....	33,244,586	24,691,667	74.3
1884.....	33,421,705	25,595,341	76.5
1885.....	32,227,469	24,015,351	74.5
1886.....	33,389,381	24,177,582	72.4
1887.....	38,841,609	27,624,683	71.1
1888.....	42,159,152	30,652,046	72.7
1889.....	42,149,615	31,038,045	73.6
1890.....	46,843,826	32,913,350	70.2
1891.....	48,192,099	34,960,449	72.5
1892.....	51,685,768	36,488,228	70.5
1893.....	52,042,396	36,616,033	70.3
1894.....	49,552,528	35,218,432	71.7
1895.....	46,785,486	32,749,668	69.9
1896.....	50,545,569	35,042,654	69.3
1897.....	52,353,276	35,168,665	67.1
1898.....	59,715,105	39,137,549	65.5
1899.....	62,243,784	40,706,217	65.3
1900.....	70,740,270	47,699,798	67.4
1901.....	72,898,749	50,368,726	69.0
1902.....	83,666,503	57,343,592	68.3
1903.....	96,064,526	67,481,523	70.2
1904.....	100,219,436	74,563,161	74.4
1905.....	106,467,198	79,977,573	75.2
1906.....	125,322,865	87,129,434	69.5

It would appear that, as compared with earlier years, the railways of Canada have been steadily improving their net earnings. For the first ten years the proportion of operating expenses to income was 76.8, while for the last decade the average has been 69.1. As applied to the larger figures involved in the latter calculation this result is significant.

Dividing up the operating charges under the four heads usually adopted, the showing is as follows:—

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Years.	Maintenance of Way, Buildings, &c.	Per Cent.	Maintenance of Motive Power.	Per Cent.	Per Cent.	Maintenance of Cars.	Per Cent.	General Expense in Conducting Transportation.	Per Cent.	Total.
	\$ cts.		\$ cts.			\$ cts.		\$ cts.		\$ cts.
1875.....	3,548,585 13	23.0	4,679,270 95	30.3	10.0	1,543,607 84	10.0	5,653,079 00	36.7	15,424,542 92
1876.....	3,813,668 27	24.1	4,825,676 19	30.6	10.0	1,588,296 01	10.0	5,575,080 94	35.3	15,802,721 41
1877.....	3,226,795 76	21.1	4,816,349 44	31.5	9.9	1,515,077 50	9.9	5,731,201 78	37.5	15,290,091 48
1878.....	3,581,795 05	22.2	4,871,863 31	30.2	10.0	1,612,077 39	10.0	6,034,392 79	37.6	16,100,102 54
1879.....	3,826,474 23	23.7	4,791,227 73	29.7	8.9	1,442,162 22	8.9	6,019,829 13	37.7	16,079,693 31
1880.....	3,678,376 30	21.9	5,170,193 28	30.9	9.7	1,639,247 06	9.7	6,253,738 26	37.5	16,731,555 80
1881.....	4,115,037 78	20.6	5,975,719 96	30.0	10.3	2,065,214 63	10.3	7,747,510 66	39.1	19,903,343 03
1882.....	4,614,040 72	20.6	6,834,530 29	30.6	9.9	2,219,015 14	9.9	8,643,939 23	38.9	22,311,525 38
1883.....	4,967,924 79	20.0	8,230,877 39	33.4	9.1	2,248,164 25	9.1	9,217,890 68	37.5	24,664,857 11
1884.....	5,197,259 03	20.3	8,794,969 55	34.4	9.0	2,315,948 91	9.0	9,229,116 10	36.3	25,537,293 59
1885.....	5,066,736 95	21.9	7,921,045 20	34.5	8.8	2,262,865 44	8.8	8,717,906 20	33.8	22,968,543 79
1886.....	5,188,947 79	21.5	7,999,073 38	33.1	10.0	2,425,902 32	10.0	8,511,254 62	35.4	24,125,178 11
1887.....	6,405,300 14	23.1	9,114,874 96	33.0	10.0	2,761,929 46	10.0	9,331,975 73	36.9	27,614,170 09
1888.....	6,793,262 40	22.1	10,335,312 34	33.7	9.8	3,002,656 73	9.8	10,516,496 41	34.4	30,637,727 88
1889.....	7,018,848 53	22.6	10,168,284 37	32.7	8.9	2,790,568 26	8.9	11,056,436 25	35.8	31,034,137 41
1890.....	7,196,734 97	21.9	11,002,966 08	33.5	9.4	3,105,182 49	9.4	11,527,162 08	35.2	32,832,045 62
1891.....	7,502,236 52	21.4	11,777,898 63	33.7	9.1	3,191,201 85	9.1	12,489,112 20	35.8	34,960,449 20
1892.....	7,678,739 44	21.0	12,218,471 80	33.4	9.5	3,491,907 16	9.5	13,099,110 11	36.1	36,488,228 51
1893.....	7,616,733 64	20.8	12,121,469 03	33.1	9.3	3,410,363 90	9.3	13,467,466 43	36.8	36,616,033 00
1894.....	7,314,393 11	20.7	11,415,967 44	32.4	8.7	3,091,692 95	8.7	13,396,177 48	38.2	35,218,432 98
1895.....	7,028,103 81	21.4	10,399,162 42	31.7	8.3	2,744,753 87	8.3	12,577,648 89	38.6	32,749,668 99
1896.....	7,370,718 39	21.3	11,194,837 28	31.9	8.8	3,121,056 20	8.8	13,356,022 65	38.0	35,042,654 52
1897.....	7,601,411 07	21.4	10,861,072 40	30.8	8.7	3,069,085 16	8.7	13,637,096 97	39.1	35,168,665 60
1898.....	8,609,795 92	21.9	11,966,919 62	30.6	8.1	3,195,750 45	8.1	15,365,083 06	39.4	39,137,549 05
1899.....	8,972,393 08	22.0	12,620,377 24	31.0	8.7	3,285,134 40	8.7	15,898,312 49	39.3	40,706,217 21
1900.....	10,259,093 66	21.5	15,097,108 29	31.6	9.4	4,501,239 80	9.4	17,842,356 87	37.5	47,699,798 62
1901.....	11,195,400 68	22.2	16,467,767 90	32.3	8.7	4,420,473 61	8.7	18,285,084 03	36.8	50,368,726 22
1902.....	12,959,574 90	22.6	18,904,364 50	32.9	9.0	5,204,951 50	9.0	20,274,701 37	35.5	57,343,592 27
1903.....	15,502,711 07	22.9	22,816,599 77	33.8	8.9	6,016,229 61	8.9	23,145,982 88	34.4	67,481,523 33
1904.....	15,569,060 66	20.8	25,879,359 36	34.7	9.3	6,960,676 98	9.3	26,154,064 73	35.2	74,563,161 73
1905.....	17,839,124 33	22.3	26,869,705 23	33.6	9.7	7,750,866 81	9.7	27,517,877 23	34.4	79,977,573 60
1906.....	18,793,848 03	20.4	29,884,204 08	34.3	10.2	8,896,209 22	10.2	29,555,173 16	33.9	87,129,434 49

The comparative constancy of the percentages is striking. It would be most instructive to compare these results with those achieved by other railways—in the United States, for example—but this cannot be done, owing to differences in classification. Hereafter that difficulty will not appear. It is, however, gratifying to note the tendency to keep up the roadbed, which is indicated by the figures in the first column, and also to expend increasingly larger sums each year for the improvement of motive power and car service.

CAPITAL INVESTED.

The capital invested in Canadian railways has reached the large sum of \$1,332,498,704, full particulars in relation to which will be found in the statistical statements in the main body of this report.

To this capitalization the following contributions have taken place:—

Dominion Government.	\$194,188,584
Provincial governments.	43,278,022
Municipalities.	17,125,164
Total	<u>\$254,591,770</u>

Included with these payments, however, is the cost of the Intercolonial and the Temiscamingue and Northern Ontario railways. These are lines built, owned and operated by government—the former by the Dominion Government, and the latter by the Government of Ontario—and should not be incorporated with a statement intended to show the amount of aid granted toward railway construction. They are not eliminated this year, in order that uniformity may be maintained with previous reports; but in future years the account will be correctly presented.

It was intended to prepare a somewhat elaborate statement with respect to aid to railways, in view of the importance of the subject; but a number of difficulties arose, which proved insurmountable for the time being. The accounts of the provinces and those returned by the railways were found to show wide discrepancies, and it was also apparent that errors had crept into the statistics published by this department in years gone by. The matter will be carefully investigated between now and the publication of the next report, with a view to the compilation of an accurate return.

ACCIDENTS.

The return of accidents represents the dark side of the business of transportation. The danger accompanying the movement of trains is always very great, and when to this is added negligence and carelessness on the part of both employes and those who suffer, we have the factors which roll up annually a regrettable record of sacrifice. While these accidents are apparently inseparable from railway traffic, they nevertheless are nearly always avoidable. Unless someone blunders, or something breaks, such disasters as usually occur could not happen. The strengthening of equipment, the elimination of risky methods of handling trains, the introduction of safeguards in many forms, and the enforcement of rigid inspection, are all steps in the right direction. These agencies are now being applied

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with more or less care on practically all our railway lines; and still the waste of life goes on. Following is the record since 1896:—

TOTAL FATAL ACCIDENTS—FROM 1896 TO 1906.

Year.	Passengers.	Employees.	Others.	Total.
1896.....	11	46	104	161
1897.....	7	76	130	213
1898.....	5	98	167	270
1899.....	20	119	145	284
1900.....	7	123	195	325
1901.....	16	118	183	317
1902.....	19	146	165	330
1903.....	53	186	181	420
1904.....	25	192	178	395
1905.....	35	206	227	468
1906.....	16	139	206	361

It will be observed that the number of fatal accidents in 1906 was less than during the three preceding years. This is gratifying; but only in the negative sense that the situation in this regard was not as bad as formerly. To know, however, that only one passenger in 1,749,361 was fatally injured on our Canadian railways is a striking proof of the relative safety with which this form of transportation is carried on.

CONCLUSION.

In conclusion, I desire to acknowledge the considerate kindness and hearty assistance which I have received from Professor Henry C. Adams, statistician, and Mr. W. E. Burleigh, assistant statistician, of the Interstate Commerce Commission at Washington.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,
Comptroller.

STEAM RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30, 1906

(From Sworn Returns furnished by the several Railway Companies)

DEPARTMENT OF RAILWAYS AND CANALS.

THE SUMMARY of Tables of Steam Railways for the Years ended June 30, 1905, and June 30, 1906.

	Comparative Statement.	
	June 30, 1905.	June 30, 1906.
Miles of railway completed (track laid).....	20,601	21,518
" sidings.....	3,632	4,085
" iron rails in main line.....	68	74
" steel " ".....	20,533	21,444
" " (double track).....	838	878
Capital paid (including the four following items).....	1,248,666,414	1,332,498,705
Government (Dominion and Provincial) bonuses paid.....	208,208,070	216,853,117
" " " " loans paid.....	20,613,489	20,613,489
" " (Provincial only) subscriptions to shares paid.....	300,000	300,000
Municipal aid paid.....	17,198,211	17,125,164
Miles in operation.....	20,487	21,353
Gross earnings.....	106,467,199	125,322,865
Working expenses.....	79,977,574	87,129,434
Net earnings.....	26,489,625	38,193,431
Passengers carried.....	25,288,723	27,989,782
Freight carried (tons).....	50,893,957	57,966,713
Train mileage.....	65,934,114	72,723,482
Passengers killed.....	35	16
Number of elevators.....	281	320
" Highway crossings at rail-level, with watchman.....	222	203
" " " " without watchman.....	13,746	12,962
" Overhead bridges, highway crossings over railway.....	472	431
" Highway crossings under railway.....	329	336
" Farm " ".....	251	394
" Level crossings of other railways.....	295	315
" Junctions with other railways.....	390	374
" " " " branch lines.....	234	265
" Engines owned.....	2,808	2,911
" " hired.....	98	20
" Sleeping cars owned.....	169	216
" " hired.....	25	19
" Parlor cars owned.....	41	92
" " hired.....	4	4
" Dining cars owned.....	58	75
" " hired.....	5	5
" Official cars owned.....	64	61
" First-class passenger cars owned.....	1,195	1,243
" " " " hired.....	90	46
" Second-class and immigrant cars owned.....	680	715
" " " " hired.....	3	1
" Baggage, mail and express cars owned.....	784	838
" " " " hired.....	12	4
" Refrigerator cars owned.....	1,455	1,487
" " " " hired.....	56	168
" Cattle and box freight cars owned.....	55,060	61,081
" " " " hired.....	2,169	848
" Platform cars owned.....	18,348	18,496
" " " " hired.....	321	29
" Coal cars owned.....	8,552	8,287
" " " " hired.....	235	8
" Conductors vans owned.....	1,363	1,416
" " " " hired.....	15	6
" Tool cars owned.....	802	1,325
" " " " hired.....	4	.....
" Snow ploughs owned.....	319	340
" " " " hired.....	.....	1
" Flangers owned.....	202	199
" " " " hired.....	.....	6
" Other rolling stock.....	2,126	2,868
Included in the above there are the following:		
Number of cars with air brakes owned.....	75,429	85,616
" " " " hired.....	2,749	826
" " " " automatic couplers owned.....	82,122	91,015
" " " " " " hired.....	3,259	167

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Nominal capital paid up to June 30, 1906.

	Miles con- structed.	Amount.	Per mile.	Remarks.
		\$ cts.	\$ cts.	
Ordinary share capital.....	21,518	385,088,053 87	17,896 09	
Preference ".....	21,518	176,567,341 38	8,205 56	
Bonded debt.....	21,518	504,226,233 64	23,432 76	
Aid from Dominion Government.....	21,518	194,188,584 18	9,024 47	
" Ontario ".....	7,348	16,545,939 32	2,251 76	
" Quebec ".....	3,407	16,754,426 16	4,917 65	
" New Brunswick Government.....	1,623	4,186,137 71	2,579 26	Equal to an average of \$2,011.25 per mile on the total mileage.
" Nova Scotia ".....	1,214	3,753,431 18	3,091 79	
" Prince Edward Island Government....	267	.....	.....
" Manitoba Government.....	2,823	1,916,952 75	679 05	
" British Columbia Government.....	1,663	121,135 00	72 84	
" Alberta & Saskatchewan Governments.....	3,173	.....	.....
" Municipalities in Ontario.....	7,348	12,928,290 18	1,759 43	
" " Quebec.....	3,407	2,896,536 08	850 17	
" " New Brunswick.....	1,623	341,500 00	210 41	
" " Nova Scotia.....	1,214	283,023 93	233 13	
" " Prince Edward Island.....	267	.....	.....	Equal to an average of \$795.85 per mile on the total mileage.
" " Manitoba.....	2,823	490,600 00	173 79	
" " British Columbia.....	1,663	162,952 50	97 99	
" " Alberta & Saskatchewan.....	3,173	22,261 29	7 02	
Capital from other sources.....	21,518	12,025,395 66	558 85	
Total capital paid.....	21,518	1,332,498,704 83	.....

Government and Municipal Loans, Bonuses, &c., promised to Railways Completed and under Construction up to June 30, 1906.

	\$ cts.
Dominion Government.....	198,227,484 08
Ontario ".....	16,728,012 89
Quebec ".....	17,710,273 08
New Brunswick Government.....	4,432,637 71
Nova Scotia ".....	3,917,620 78
Manitoba ".....	1,916,952 75
British Columbia ".....	121,135 00
Municipalities in Ontario.....	12,945,197 80
" Quebec.....	4,645,574 00
" New Brunswick.....	341,500 00
" Nova Scotia.....	333,023 93
" Manitoba.....	595,600 00
" British Columbia.....	162,952 50
" Alberta and Saskatchewan.....	25,000 00
Total.....	262,102,964 52

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NOTE B.—Memorandum of adjustment with Statement No. 3, Part II, being Accountant of Department of Railways and Canals Statement of Railway Subsidies to June 30, 1906.

	\$	cts.
Total Dominion Government aid paid—Statement I.	194,188,584	18
Add Atlantic and North-west Railway (portion in United States).	1,963,500	00
St. Catharines and Niagara Railway (Electric Railway) in Electric Ry. Statistics.	38,400	00
Oshawa Railway and Navigation Co " " " "	22,400	00
	196,212,884	18
LESS—Intercolonial Railway, including Windsor Branch Railway (cost). \$ 81,238,728 63		
Prince Edward Island Railway (cost).	7,215,654	34
Canadian Pacific Railway, construction of lines built by Dominion (not including surveys) and transferred to Canadian Pacific Railway Co.	31,145,738	54
Grand Trunk Railway Company (loan).	15,142,633	33
Kent Northern Railway (rails loan).	58,334	27
Salisbury and Harvey Railway (loan, including rails).	29,391	01
St. John Bridge and Railway Extension (loan).	433,900	00
Windsor and Annapolis Railway.	1,193,369	00
Canadian Pacific Railway subsidy.	25,000,000	00
Western Counties Railway subsidy.	500,000	00
	161,957,749	12
Agreeing with subsidy No. 3, Part II, Accountant of Department of Railways and Canals Statement to June 30, 1906.	\$ 34,255,135	06

STEAM RAILWAYS.

Total Fatal Accidents for Year ended June 30, 1906.

	Passengers Killed.	Employees Killed	Others Killed.	Total Killed.
Falling from cars or engines.	4	12	3	19
Jumping on or off trains in motion	5	8	20	33
At work on or near the track making up trains.		13		13
Putting heads or arms out of window.		1		1
Coupling cars.		10		10
Collisions, or by trains thrown from track.	1	35	2	38
Struck by engines or cars on highway crossings.	1	2	47	50
Walking, standing, lying, sitting or being on track.	5	38	125	168
Explosions		2		2
Striking bridges		1		1
Other causes.		17	9	26
Total killed	16	139	206	361

TABLE showing Location of the Steam Railways of the Dominion of Canada, June 30, 1906.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Coal Co., now, Alberta Railway and Irrigation Co.	From Lethbridge in District of Alberta, N.W.T., to Coufés, on International boundary, 4 ft. 8½ in. gauge. Also third rail for 20 miles, making a gauge of 3' 0". The portion from Dummore to Lethbridge, 107 miles, was changed to 4 ft. 8½ in. gauge and sold to Can. Pac. Ry., 29th Nov., 1893.		66 72
Albert Southern	Harvey Branch Junction to Alma, N.B.	16 00	
	Harvey Branch Albert to Harvey Bank, N.B.	3 00	19 00
Algoma Central and Hudson Bay.	Sault Ste. Marie to Chippewa River—Main line	69 00	
	Branch—Michipicoten to Helen Mines	12 00	
	" Josephine Jet. to Josephine Mine	10 50	
	Mile 20 to Maple Camp	1 00	
	Lake Wilde to Breiting Mine	2 00	
	Mile 68 to Chippewa River	1 00	95 50
Atlantic, Quebec and Western.	102 miles under construction		
Baie des Chaleurs in Atlantic and Lake Superior System.	Metapedia Station on I.C.R. to Paspébiac, 100 miles.		100 00
Bay of Quinté Railway.	Deseronto to Bamockburn	76 00	
	" west of Deseronto	2 00	
	" Deseronto Junction	4 00	
	Yarker to Sydenham	11 37	93 37
Bedlington and Nelson	International Boundary at Port Hill to Jet. Can. Pac. Ry. at Creston, and from Junct. with C.P.R. at Sirdar to Kuscomok		15 30
Beersville Coal and Railway Co.	From Adamsville to Mount Carlyle		8 63
British Yukon	White Pass to White Horse Spur, B.C., and Branch to White Horse		90 32
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32 00
Brockville, Westport and North Western	Brockville to Westport, Ont.		45 00
Bruce Mines and Algoma	Town of Bruce Mines to Rock Lake Mine		17 28
Calgary and Edmonton (now Can. Pac. Ry.)	Calgary to Edmonton	190 60	
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Ry.	" MacLeod, District of Alberta	105 60	296 20
Central Counties	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron, near Parry Sound		395 60
Leased to Canada Atlantic	From Glen Robertson, on Canada Atlantic to Hawkesbury, Ont.	21 00	
	South Indian, on Canada Atlantic, to Rockland	16 40	37 40
Canadian Northern	Port Arthur to Winnipeg	438 60	
	Beaver to Edmonton	752 20	
	Branches—Stanley Junction to Gunflint Lake	66 90	
	" Carman Junction to Somerset	78 90	
	" Neepawa Junction to McCreary Junction	70 40	
	" Gilbert Plains Junction to Prince Albert	360 60	
	" Sifton Junction to Winnipegosis	21 20	
	" Emerson to Ridgeville	11 60	
	" Winnipeg Transfer Track	9 96	
	" Rossburn Junction to Rossburn	79 00	
	" Greenway to Adelpa	52 10	
	" Arizona Junction to Brandon Junction	77 00	
	" Brandon Junction to Carberry	22 80	
	" Oak Point Junction to Oak Point	54 00	
	" Hartney to Virden	36 46	
			2,131 72

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TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canada Coals and Railway Co., formerly Joggins	Maccan Station, I.C.R., to Joggins Coal Mine.....		12 00
Canada Southern.....	Main Line—Windsor, Ont., to Suspension Bridge....	226 18	
	Amherstburg Branch—Essex Centre to Amherstburg....	16 83	
	St. Clair Branch—St. Clair Junction to Courtright....	62 63	
	Fort Erie Branch—Fort Erie to Welland Junction....	17 50	
	Erie and Niagara Branch—Old Fort Erie to Niagara....	30 60	
	Oil Springs Branch—Oil Springs to Oil City.....	5 50	
Leased.....	Sarnia, Chatham and Erie—Oil City to Petrolia....	7 00	
".....	Leamington and St. Clair—Comber to Leamington..	15 95	
			382.19
Canada Eastern, now included in Intercolonial System.....	Late Northern and Western of New Brunswick....		
	Gibson, opposite City of Fredericton to Chatham Junction, I.C.R.....	107 00	
	Chatham Junction to Chatham and Logieville via Nelson.....	20 00	
Canadian Pacific:			
Owned.....	Main Line—Quebec to St. Martin's Junction.....	159 80	
	" Montreal to Ottawa.....	120 30	
	" Ottawa to Bonfield.....	223 60	
	" Bonfield to Vancouver.....	2,568 00	
			3,071 70
	Branches—Dunmore to Crows Nest.....	213 90	
	" Piles Junction to Grand Piles.....	26 90	
	" Berthier Junction to Berthier.....	2 10	
	" Joliette Junction to St. Félix.....	16 60	
	" Ste. Thérèse Junction to St. Jérôme.....	13 30	
	" " to St. Eustache.....	6 00	
Montreal and Western.....	" St. Jérôme to Labelle.....	66 90	
	" St. Lin Junction to St. Lin.....	15 10	
	" Buckingham Stn. to Buckingham Village....	3 20	
Brockville and Ottawa Railway..	" Carleton Junction to Brockville.....	44 90	
	" Sudbury to Sault Ste. Marie.....	179 30	
	" Sudbury to Copper Mines.....	5 60	
	" Dymont to Ottamine.....	6 90	
	" Molsen to Lac du Bonnet.....	22 00	
	" McGregor to Varcoe.....	54 90	
	" Whittier Junction to Emerson.....	63 60	
	" Rugby Junction to Manitou.....	99 60	
	" Rugby Junction to Winnipeg Beach.....	48 20	
	" Rosenfeldt to Gretna.....	13 70	
	" Rugby Junction to Teulon.....	37 30	
	" Kenmay to Estevan.....	156 20	
	Souris Branch. { Glenboro' to Souris.....	45 70	
	{ Deloraine to Napinka.....	18 70	
	Branches—Schwitzer Junction to Regina.....	207 80	
	" North Portal to Pasqua.....	160 30	
	" New Westminster Jct. to New Westminster....	8 20	
	" Mattawa to Kippewa.....	47 90	
	" Mission Junction to Sumas.....	10 00	
	" Revelstoke to Arrow Head.....	27 70	
	" Vancouver to Coal Harbour.....	1 20	
	" Three Forks to Sandon.....	4 20	
	" Wood Bay to Mowbray.....	25 70	
	" North Star Junction to Kimberly.....	19 10	
	" Deloraine to Lyleton.....	36 50	
	" Fernie to Fernie Mines.....	5 00	
	" Kirkella to Strasburg.....	200 40	
	" Marysville Junction to Marysville.....	90	
	" Crows Nest to Kootenay Landing.....	180 9	
	" Selkirk Junction to Selkirk.....	900	
			2,097 30
	Total mileage owned.....		5,169 00

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued.			
Leased Lines.....	Atlantic and North-west (in Canada)— South end Lachine Bridge to Maine boundary, Que.	182'60	
	Renfrew Jct. to Eganville, Ont.	18'80	
			291'40
Leased lines.....	St. Lawrence and Ottawa— Ottawa to Prescott, Ont.	51'70	
	Chaudière Junction to Sussex St., Ottawa.	6'60	
	Ontario and Quebec— Montreal (Windsor Sta.,) to Toronto Jct. .	338'90	
	Mile End to Adirondack Jct.	10'00	
	St. Luc Jct. to Western Jct.	1'70	
	Toronto Jct. to Toronto (Union Station). .	4'70	
	Leaside Jct. " "	5'30	
	London to Windsor	112'60	
			473'20
	Credit Valley— Toronto Junction to St. Thomas.	116'80	
	Streetsville Junction to Melville Jct.	31'60	
	Cataract to Elora.	27'30	
			175'70
	West Ontario Pacific—Woodstock to London.		26'60
	Toronto, Grey and Bruce— Toronto Junction to Owen Sound	116'60	
	Orangeville Junction to Teeswater	67'90	
	Wingham Junction to Wingham.	4'60	
	Mount Forest Tank to Mount Forest.	1'20	
	Guelph Junction— Guelph Junction on Credit Valley Ry. to Guelph. .		190'30
			15'00
	Montreal and Lake Maskinongé— St. Félix to St. Gabriel de Brandon.		11'00
	Montreal and Ottawa— Vaudreuil to Jct. with the Canada Atlantic	86'70	
	Rigaud to Pt. Fortune.	6'80	
			93'50
	Lindsay, Bobcaygeon and Pontypool— Burketon Junction to Bobcaygeon		38'70
	Toronto, Hamilton and Buffalo— Hamilton Junction to Hamilton.		2'70
	Cap de la Madeleine— From Main Line C.P.R., at Junction with Piles branch to Cap de la Madeleine.		2'30
	New Brunswick— Woodstock to Maine boundary	59'50	
	Newburg Junction to Fredericton.	58'00	
	Aroostook Junction to Edmondston.	57'10	
			174'60
	St John and Maine— Vanceboro to McAdam Junction	6'00	
	McAdam Junction to Fairville.	81'80	
	Fairville to Carleton.	4'00	
	St. John Bridge and Railway Extension— Fairville to St. John.		91'80
			2'00
	Fredericton— Fredericton Junction to Fredericton		22'10
	New Brunswick and Canada— McAdam Junction to St. Stephen.	33'90	
	Watt Junction to St. Andrews.	27'50	
	McAdam Junction to Woodstock.	51'10	
	Debec Junction to Maine boundary.	5'10	
	St. Stephen and Milltown Ry.— St. Stephen to Milltown.		117'60
			4'60
	Tobique Valley— Perth Centre to Plaster Rock.		27'50

SESSIONAL PAPER No. 20b

TABLE showing Location of Railways, &c.—Continued

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued.			
Leased lines	Manitoba and Northwestern—		
	Portage la Prairie to Yorkton.....	222 90	
	Binscarth to Russell.....	11 30	
	Yorktown to Sheho.....	42 20	
	Saskatchewan and Western—Minnedosa to Rapid City.....	18 20	
			294 60
	Manitoba South-western Colonization—		
	Manitou to Deloraine.....	100 30	
	La Riviere to Glenboro.....	103 30	
	Elm Creek to Carman.....	12 10	
			215 70
	Great North-west Central—		
	Chater to Miniota.....	71 00	
	Forrest to Lenore.....	40 70	
	British Columbia Southern—		111 70
	Nelson to Proctor.....		20 40
	North rn Colonization—		
	Labelle to Nominique.....		23 50
	Shuswap and Okanagan—		
	From Jct. with C. P. R. at Sicamous to Lake Okanagan		50 80
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpen- ter's Creek, B.C.....		36 50
	Columbia and Western—		
	Castlegar Junction to Midway.....	101 00	
	Castlegar Jct. to Rossland.....	29 30	
	Trail to Smelter Junction.....	2 00	
	Mining Spurs, including Rossland to LeRoi.....	24 80	
			157 10
	Kootenay and Arrowhead—		
	Lardo to Gerrard.....		33 20
	Columbia & Kootenay—		
	Nelson to Robson.....	27 40	
	Spur to mouth of Kootenay River.....	80	
	Slocan Junction to Slocan.....	31 30	
			59 50
	Vancouver and Lulu Island, Vancouver, to Steveston.		16 90
	Calgary and Edmonton—		
	Calgary Junction to Strathcona.....	190 60	
	" to MacLeod Junction..	105 20	
	Wetaskiwin to Daysland.....	51 00	
	Lacombe to Stettler.....	49 60	
	Ottawa Northern and Western—		396 40
	Ottawa to Waltham (including Interprovin- cial Bridge).....	78 20	
	Hull Junction to Maniwaki.....	80 50	
			158 70
	Tilsonburg, Lake Erie and Pacific—		
	Ingersoll to Port Burwell.....		33 40
	Total mileage leased.....		3,337 30
	" owned.....		5,169 00
	" in Can. Pac. system.....		8,506 30
Canadian Government Railways.	Intercolonial—		
	Halifax to Truro.....	61 83	
	Dartmouth Branch.....	12 38	
	Truro to Moncton.....	124 03	
	Moncton to St. John.....	89 36	
	Point du Chene Branch.....	11 38	
	Moncton to Campbellton.....	185 16	
	Campbellton to St. Flavie.....	105 09	
	Indian Town Branch.....	13 51	
	St. Flavie to Riviere du Loup.....	83 28	

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.		
		Miles.	Total.	
Canadian Government Railways.	Intercolonial— <i>Concluded</i> —			
	River Ouelle Branch.....	6·25		
	Riviere du Loup to Point Levis.....	115·47		
	Hadlow to Chaudière Curve.....	5·62		
	St. Charles Junction to Chaudière Junction	16·98		
	Dalhousie Branch.....	7·00		
	Pictou to Oxford Junction.....	69·10		
	Brown's Point to Stellarton.....	12·23		
	New Glasgow Junction to Pictou Landing.	7·76		
	Pugwash Junction to Pugwash.....	4·70		
	Truro to Mulgrave.....	123·07		
	Point Tupper to Sydney.....	91·48		
	North Sydney Branch.....	4·38		
	Fredericton to Loggieville.....	125·00		
	Sydney Mines Branch.....	2·70		
	Freight Branches.....	39·72		
	Ys at various places.....	3·62		
			1,321·10	
		Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
		Drummond County—		
		Chaudière to Ste. Rosalie Jct. with Grand Trunk	115·95	
		St. Leonard to Nicolet and Balls Wharf on St. Lawrence.....	14·61	1,451·66
	Prince Edward Island—			
	Main Line—Tignish to Georgetown.....	158·60		
	Charlottetown to Murray Harbour.....	52·30		
	Branch—Mount Stewart to Souris.....	38·40		
	" Montague Junction to Montague.....	6·20		
	" Emerald to Cape Traverse.....	12·00		
			267·50	
			1,719·16	
Cape Breton Railway.....	Point Tupper to St. Peters.....	30·00		
	Terminal at St. Peters.....	1·00	31·00	
Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.....		68·00	
Carillon and Grenville.....	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).....		13·00	
Central Ontario.....	From Pictou, in Prince Edward County, to Bancroft Branch, Ormsby Jct. to Coe-Hill Iron Mines, Wallaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon.....	117·00		
		8·00	125·00	
Central Railway of New Brunswick, now New Brunswick Coal and Railway Co.	From Norton Station, on the Intercolonial Railway, to Chipman.....	44·66		
	Extension, Chipman to Minto.....	13·34	58·00	
Coast Line, Nova Scotia, now Halifax and Yarmouth.....	Yarmouth to Barrington Passage.....		50·20	
Cobourg, Northumberland and Pacific, now Campbellford, Lake Ontario and Western.....	From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction.			

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TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro').....	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy.....		32'00
	Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I. C. R., not in operation.		
Crows Nest Southern.....	International Boundary to Fernie, B.C.....		53'20
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia....	Windsor to Yarmouth.....	171'00	
	Branches—		
	Wilmot to Torbrook.....	4'50	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway).....	14'00	
	Windsor Branch of I. C. R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased.....	32'00	
	Windsor to Truro.....	58'00	
			279'50
Edmonton, Yukon and Pacific....	Strathcona to Edmonton, N.W.T.....		4'50
Elgin and Havelock.....	From Elgin, County of Albert, N.B., to Petitecodiac Junction with Intercolonial Railway; thence to Havelock in County of King's, N.B.....	27'00	
	Havelock to Keith's Mills.....	1'00	
			28'00
Esquimalt and Nanaimo.....	Victoria to Wellington, Island of Vancouver.....		78'00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry.	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's.		
Grand Trunk (owned)—	Pt. Edward to Pt. Levis and Boundary Line, Vermont.	543'47	
Main Line.....	York to Sarnia Tunnel.....	177'95	
	Suspension Bridge, Niagara Falls to Windsor.....	229'81	
			951'23
Branches, Eastern Division....	Arthabasca Branch.....	35'34	
	St. Lambert to Ft. Covington (Boundary).....	67'20	
	Brossaens to Rouse's Point (Boundary).....	36'79	
	St. Isidore to Province Line.....	24'15	
	St. Martine to Beauharnois.....	5'90	
	Jubilee Bridge to Dorval.....	12'62	
	Jacques Cartier Union Ry.....	6'54	
	St. Paul Branch.....	1'08	
	St. Henri curve.....	0'34	
	Wharf Branch, Lachine.....	0'68	
	Kingston Branch.....	2'25	
			192'89
Northern Division.....	Belleville Harbour to Midland.....	163'96	
	Madoc Junction to Eldorado.....	22'01	
	Port Hope to Peterboro'.....	30'95	
	Peterboro' to Lakefield.....	9'24	
	Millbrook Junction to Omamee Junction.....	15'12	
	Blackwater to Coboconk.....	36'19	
	Scarboro Junction to Haliburton.....	114'82	
	Whitby Harbour to Manilla Junction.....	33'71	
	Stouffville to Jackson's Point.....	26'91	
	North Parkdale to North Bay.....	222'42	
	Muskoka Wharf Branch.....	1'00	
	Burlington Junction to Allandale.....	84'00	
	Allandale to Meaford.....	53'88	
	Colwell to Penetang.....	33'30	
	Beeton Junction to Lake Junction.....	40'85	
			888'36

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TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.		
		Miles.	Total.	
Grand Trunk (owned)— <i>Con.</i> — Middle Division.....	Blackwell to Point Edward.....	5·21		
	Galt to Elmira.....	25·02		
	St. Mary's to London.....	21·13		
	Bathurst St., Toronto to Hamilton.....	37·95		
	Port Dover to Hamilton.....	40·25		
	Burlington Beach Line.....	11·33		
	Stoney Creek and Gages connections.....	2·56		
	Komoka to Sarnia.....	50·85		
	Sarnia to Point Edward.....	2·67		
	Petrolia Branch.....	4·71		
	Lynden to Brantford.....	4·12		
	Fort Erie to Glencoe.....	145·55		
	Glencoe to Kingscourt.....	21·01		
	Port Colborne to Port Dalhousie.....	25·14		
	Clifton to Port Robinson.....	9·75		
	Welland Junction.....	0·20		
	Harrisburg to Tilsonburg Junction.....	42·54		
	Port Dover to Tavistock.....	55·68		
	Simcoe to Port Rowan.....	17·00		
	Harrisburg to Southampton.....	128·44		
	Palmerston to Durham.....	26·73		
	Harriston to Wiarton.....	63·97		
	Stratford to Palmerston.....	36·60		
Listowell to Kincardine.....	57·66			
Hyde Park to Wingham.....	68·88			
Cobourg to Harwood (not in operation).....	15·00			
			919·95	
			2,952·43	
Leased and partly owned.....	Buffalo and Lake Huron Ry.....			
	Fort Erie to Goderich.....	161·30		
	Owen Sound Branch.....			
	Park Head to Owen Sound.....	12·40		
			173·70	
	Total mileage owned and leased.....		3,126·13	
St. Clair Tunnel and approaches.	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan.....		2·25	
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches).			
Great Eastern in Atlantic and Lake Superior system.....	From junction with South Eastern Railway at Yamaska to River St. Francis.....	6·00		
	From Nicolet to Junction with Grand Trunk Railway at St. Grégoire.....	7·00		
	Yamaska to Sorel.....	10·00		
Great Northern, including Lower Laurentian and Montfort and Gatineau Railways, now Canadian Northern Quebec Ry., including Chateauguay and Northern Ry.....	Pierreville to Nicolet, 15 miles under construction.			
	St. Grégoire to Chaudière Junction, 67 miles under construction.		23·00	
	From Montreal to Garneau Junction.....	97·70		
	From Shawenegan Junction to Shawenegan Falls.....	4·50		
	From St. Jérôme Junction to St. Jérôme.....	1·70		
	From Junction with Montreal and Western, near St. Sauveur, to Arundel.....	33·00		
	From Garneau Junction to Riv. à Pierre.....	40·00		
	From Joliette to Hawkesbury.....	67·00		
	From St. Jacques to St. Jacques.....	7·20		
				251·10

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TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Grand Trunk Pacific.....	Under construction, 931 miles.....		
Gulf Shore.....	Junction with Caraquet Railway at Pokemouche to Tracadie operated by Caraquet Ry.....		16.78
Halifax and South-western, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach.	Halifax to Liverpool.....	110.10	
	Mahore Junction to Lunenburg.....	7.60	
	Bridgewater Junction to Middleton Junction.....	53.20	
	New Germany Junction to Caledonia.....	21.80	
	Yarmouth to Barrington Passage.....	50.20	
Hampton and St. Martin, formerly St. Martin and Upham..	From Hampton on Intercolonial Ry. to St. Martin, County of St. John, N. B., on Bay of Fundy.....		242.90
Hercford.....	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell.....	48.50	
	Dudswell to Lime Quarries (Dominion Lime Company)	4.80	
Indian River.....			53.30
Interprovincial Railway Bridge and approaches, now included in Ottawa, Northern & Western Irondale, Baneroff and Ottawa..	Megantic to Boundary, under construction, 18.10 miles.....		
Inverness and Richmond, now Inverness Ry. and Coal Co....	Across the Ottawa River at City of Ottawa.....	1.40	
James Bay, now Can. Northern Ontario.....	From Junction with Grand Trunk Railway, near Kinmount Station, to Baneroff Station.....		48.00
Kaslo and Slocan.....	Inverness to Point Tupper Junction.....		61.00
	Under construction, 312.50 miles.....		
	From Kaslo to Sandon, B. C.....	28.02	
	From Junction to Cody.....	3.06	
			31.08
Kent Northern and leased line...	Richibucto, N. B., to Kent Jct. Intercolonial Railway.....		27.00
St. Louis and Richibucto.....	Richibucto to St. Louis.....		7.00
Kettle River Valley.....	Grand Forks to International boundary.....		3.86
Kingston and Pembroke.....	Main Line Kingston to Renfrew.....	103.10	
	Gwendower Branch—Bedford to Zanesville Mine.....	4.00	
	Robertsville Branch—To Robertsville Mines.....	1.00	
	Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay.....	4.75	
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)		112.85
Klondike Mines Railway.....	Dawson City to Stewart River, 30 miles under construction.....		15.00
Lenora Mount Sicker.....	Lenora Mines to Crofton, B. C.....		12.50
Lotbinière and Mégantic.....	Lyster Station, Grand Trunk, to St. Jean des Chaillons.....		30.00
L'Assomption.....	L'Epiphanie Station, C. P. R., to L'Assomption.....		3.50
Lake Erie and Detroit River.....	Walkerville, Ont., to St. Thomas.....	126.78	
Erie and Huron.....	Rondeau to Sarnia.....	72.63	
			199.41
London and Port Stanley.....	London to Port Stanley on Lake Erie.....		24.00
Liverpool and Milton.....	From Liverpool, N. S., to Milton.....		5.50
Manitoulin and North Shore.....	Sudbury to Gertrude Mines.....	13.50	
	Stanley Jct. to Spanish River.....	1.50	
	Elsie Jct. to Mines.....	1.00	
			16.00
Maganetawan River.....	Burks Falls, on Grand Trunk Ry., to Maganetawan River.....		1.91
Middleton and Victoria Beach, now included in Halifax and Southwestern system.....	Middleton to Victoria Beach.....		

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TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
The Manitoba Ry., formerly— The Northern Pacific & Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern, the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern	International boundary to Winnipeg, and branches		350.48
Marmora Ry. and Mining Co., (formerly Ontario, Belmont and Northern)	Central Ontario Junction to Wanston		9.60
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., <i>see</i> Dominion Atlantic Railway		
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R., at Lennoxville	31.95	
	Branch—Stanstead Junction to Stanstead	3.51	35.46
Montreal and Vermont Junction	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23.60
Montreal, Portland and Boston, now Montreal and Province Line	Junction with Grand Trunk at St. Lambert to Farnham	32.00	
	Marieville to St. Césaire	8.60	
	Farnham to Freligsburgh	18.00	58.60
Montreal and Atlantic (formerly Southeastern)	Main Line—Farnham to Richford on International boundary	43.70	
	Sutton Junction to Drummondville	59.20	
		102.90	
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume	60.50	163.40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B.C.—leased line		10.85
Nelson and Fort Sheppard	From Five Mile Point to Fort Sheppard on International boundary, B.C.		55.41
New Glasgow Iron, Coal and Railway Company, now Nova Scotia Steel and Coal Co.	From Ferrona Junction, I.C.R., to Sunny Brae		12.50
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36.00
New Brunswick Southern (formerly Shore Line)	St. John, N.B. to St. Stephen, N.B.		82.50
New Westminster Southern	Douglas to South Westminster		24.10
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5.50
Orford Mountain	Eastman on C.P.R. to Lawrenceville	10.00	
	Eastman to Bolton Line	12.00	
	Lawrenceville to Windsor Mills	26.50	48.50
Ottawa Valley in Atlantic and Lake Superior System	Lachute on C.P.R., to St. Andrews on Ottawa River		7.00
Ottawa and New York	From Ottawa to International boundary near Cornwall		56.90
Pembroke Southern leased to Canada Atlantic	From Pembroke to Golden Lake		20.90
Phillipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Missisquoi Co.		7.50
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que		4.25

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TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Qu'Appelle, Long Lake and Saskatchewan	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert.		253·96
Quebec Bridge and approaches to connect adjacent railways.	(Across St. Lawrence River at Quebec, under construction 10 miles.)		
Quebec and Lake St. John.	Quebec to Roberval	189·00	
	Chambord Junction to Chicoutimi	51·00	
	Valcartier to St. Gabriel	4·00	244·00
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Lévis, Que.	137·50	
	Chaudière Branch, Beauce Junction to St. Francis	15·00	
	Angus Branch—East Angus to Angus Mills	1·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke).		213·50
Quebec and New Brunswick.	From Chaudière Junction to Connors, N. B., 135 miles, 3 miles under construction.		
Quebec, Montmorency and Charlevoix	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente		30·00
Quebec Southern, comprising East Richelieu Valley Railway and United Counties—	Noyan Junction to St. Robert Junction.	82·00	
And South Shore Railway.	From Pierreville to Junction with Grand Trunk at St. Lambert.	61·75	143·75
Red Mountain	From International boundary Line, B. C., to Rossland		9·59
Restigouche and Western, now International of New Brunswick	Campbellton, N. B., to St. Leonard's, 110 miles (81 miles under construction).		29·00
Rutland and Noyan	International Boundary to Noyan Jet.		3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo		43·00
St. John Bridge and Railway	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C. P. R., included in Canadian Pacific System, 2·00 miles.		
St. John Valley and Rivière du Loup	From Fredericton, N. B., to Woodstock, N. B., 66 miles, of which 6 miles are built		
Salisbury and Harvey (formerly Albert Railway)	Salisbury to Albert, N. B.		45·00
Schomberg and Aurora.	Bond Lake, Ont., to Schomberg		14·40
St. Lawrence and Adirondack	From Jet. with Canada Atlantic near Valleyfield to International boundary	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction.	12·90	
	Leased—Valleyfield to Beauharnois.	13·30	
Sydney and Louisburg (Dominion Coal Co).	Sydney Harbour to Louisburg Harbour.	39·30	46·12
	Branches to coal mines	13·44	
	Sydney Junction to Sydney	1·25	
St. Mary's River, now Alberta Railway and Irrigation Co.	Stirling to Cardston (Alberta.)		53·99
Temiscamingue and Northern Ontario.	North Bay to New Liskeard, 100 miles under construction.		47·00
Thousand Islands.	Gananoque on St. Lawrence River to Gananoque Station, G. T. R.		113·00
			6·33

TABLE showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Distribution.	Distance.	
		Miles.	Total.
Témiscouata	Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway	81·00	113·00
	Branch—Edmundston to Connors, on St. John River	32·00	
Tilsonburg, Lake Erie and Pacific Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Port Burwell to Ingersoll, now in Can. Pac. Ry		83·67
	Waterford Jet. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Hamilton to Grand Trunk Junction	27	
	Belt Line, Hamilton	3·52	
Trans-Canada	From Roberval to Port Simpson across the continent, 60 miles from Roberval, westward under construction.		16·26
Victoria and Sidney	Victoria to Sidney, B.C.		18·40
Victoria Terminal Railway and Ferry	Cloverdale to Port Guichon and 1·14 miles in City of Victoria		
Vancouver, Victoria and Eastern	Laurier to Grand Forks	14·40	45·87
	Grand Forks Junction to Danville	2·10	
	Grand Forks to Granby Smelter	4·75	
	Copper Junction to Phoenix, B.C.	24·62	
Vancouver, Westminster and Yukon	Vancouver to New Westminster		14·81
Wellington Colliery	Union Bay to Cumberland		10·75
Washington County Railway (Princeton Branch) of U.S.	Milltown to International boundary, N.B.		5·10
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Stanley, N.B.		5·75
	Total, mileage		21,518·13

No. 1. Summary Statement of Capital, Steam Railways, Year ending June 30, 1934.

Description of Capital	1934		1933	
	£	s.	£	s.
1. Fixed Capital				
(a) Land and Buildings				
(b) Plant and Machinery				
(c) Other Fixed Assets				
2. Floating Capital				
(a) Share Capital				
(b) Reserves				
(c) Other Funds				
3. Total Capital				
4. Total Assets				
5. Total Liabilities				
6. Total Capital and Assets				
7. Total Liabilities and Funds				

Notes to the Summary Statement of Capital, Steam Railways, Year ending June 30, 1934.

1. The figures in this statement are in pounds sterling.

2. The figures in this statement are in thousands of pounds sterling.

3. The figures in this statement are in millions of pounds sterling.

4. The figures in this statement are in hundreds of thousands of pounds sterling.

5. The figures in this statement are in tens of thousands of pounds sterling.

6. The figures in this statement are in thousands of pounds sterling.

7. The figures in this statement are in millions of pounds sterling.

8. The figures in this statement are in hundreds of thousands of pounds sterling.

9. The figures in this statement are in tens of thousands of pounds sterling.

10. The figures in this statement are in thousands of pounds sterling.

Name of l

Témiscouata... .

Tilsonburg, Lake
Toronto, Hamilt
including Bran
and Lake Erie.

Trans-Canada ...

Victoria and Sidn
Victoria Termina
Ferry

Vancouver, Victo

Vancouver, We
Yukon.
Wellington Collie
Washington Co
(Princeton Bran
York and Carleton

Name of

Témiscouata . . .

Tilsonburg, Lake
Toronto, Hamilt
including Bran
and Lake Erie.

Trans-Canada . . .

Victoria and Sidr
Victoria Termin
Ferry

Vancouver, Victo

Vancouver, We
Yukon
Wellington Collie
Washington Co
(Princeton Brai
York and Carleto

6-7 EDWARD VII., A. 1907

No. 3.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Length of Double Track.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.			Iron Rails.	Steel Rails
		Miles.	Miles.	Mls.	Miles.				
1	Albert Southern. 16 00 Harvey Branch 3 00	19 00			19 00				
2	Alberta Railway and Irrigation Co.	113 72			113 72	13 21		56	
3	Algoma Central and Hudson Bay.	95 50	104 00		95 50	56 00		56 to 80	
4	Atlantic & Lake Superior, comprising— Baie des Chaleurs 100 00 Great Eastern 23 00 Ottawa Valley 7 00	130 00			130 00	1 50		56	
5	Atlantic Quebec & Western		102 00						
6	Bay of Quinté Ry., including Kingston, Napanee & Western }	93 37			93 37	11 30		56 to 70	
7	Bedlington and Nelson.	15 30			15 30	1 28		56	
8	Beersville Coal and Railway Co.	8 63			8 63	62		56	
9	British Yukon	90 32			90 32			45 to 56	
10	Brockville, Westport & North Western.	45 00			45 00	2 00		56	
11	Bruce Mines & Algoma.	17 28			17 28	45		56	
12	Buctouche and Moncton.	32 00			32 00	2 50		56	
13	Campbellford, Lake Ontario and Western		49 00						
14	Canada Atlantic, including Ot- tawa, Arnprior and Parry Sound 395 60 Leased lines— Central Counties 37 40 Pembroke Southern 20 90	453 90			453 90	87 10		56 to 80	
15	Canada Coals and Railway Co.	12 00			12 00	3 50		56	
16	Canada Southern. 359 24 Leased lines— Sarnia, Chatham & Erie. 7 00 Leamington & St. Clair. 15 95	382 19			382 19	184 07 150 47		100 & 80	
17	Canadian Government Railways— Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drummond County and Canada Eastern Railway.	1,451 66			1,451 66	374 61 4 07		56 to 110	
18	Prince Edward Island.	267 50			267 50	20 00		50 to 58	
19	Canadian Northern, including Winnipeg Great Northern 40 00 Port Arthur, Duluth & West'n 85 00 Manitoba and South-eastern 107 90 Lake Manitoba Ry. & Canal Co.'s line 125 00 Ontario and Rainy River Ry. 164 00 Mantoba Railway (formerly North- ern Pacific & Manitoba & Por- tage & North-western Rys.) oper- ated by Canadian Northern.	2,131 72			2,131 72				
20	Canadian Pacific ... 5,169 00 Leased lines— Atlantic and North West. . 201 40 British Columbia Southern. 20 40 Calgary and Edmonton. ... 396 40 Cap de la Madeleine. 2 30 Columbia and Western. 157 10 Columbia and Kootenay. 59 50 Credit Valley. 175 70	350 48			350 48	210 00		56 & 60	

SESSIONAL PAPER No. 20b

Roads, &c., for the Year ended June 30, 1906.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		Number of Highway Crossings at rail-level.	Number of Overhead Bridges.	Height of Overhead Bridges above rail level.	Number of Highway Crossings under Railway.	Number of Farm Crossings under Railway.	Number of Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.												
						Feet.						Feet.	Ft.		
2640	Angle-bars.....	8	18							2	1	573	79 2 4 8 $\frac{1}{2}$		1
3000	Bonzano joints, angle-bars.	1	24	2	16 0				1	1	1	478	132 4 8 $\frac{1}{2}$		2
2640	Fishplates				4	23 0				1			66 4 8 $\frac{1}{2}$		3
															4
															5
3000	Angle-bars.....		73				2		4	4	1	955	65 4 8 $\frac{1}{2}$		6
2640	Angle-bars.....	2								3		573 7	52 8 4 8 $\frac{1}{2}$		7
2600	Fishplates and angle bolts..		3							1	1		150 4 8 $\frac{1}{2}$		8
2816	Angle-bars.....									1		359 3	205 9 3 00		9
2640	Fisher bridge joint.....		35				17			2		716	58 4 8 $\frac{1}{2}$		10
2640	Angle bars.....	1							1	1		637	79 4 8 $\frac{1}{2}$		11
2600	Fishplates.....		24						1	2		816	74 4 8 $\frac{1}{2}$		12
															13
2800	Angle-bars.....	2	8	304	7	14 to 24	15	23	11	6	6	955	66 4 8 $\frac{1}{2}$		14
2600	Fishplates			7						1		955	79 4 8 $\frac{1}{2}$		15
2816	Angle splice	8	420	11	19 to 22	12	4	18	17	10		912	16 4 8 $\frac{1}{2}$		16
2640 3520	Bar, angle, fishplates....	2	17	688	34	16 to 35	32	31	11	30	24	694	81 4 8 $\frac{1}{2}$		17
2640	Fish, angle and continuous.			1,018	2	17 00	5	2				396	90 3 6		18
2640	Angle-bars	230	2	1,900			1		18	11	24	674	53 4 8 $\frac{1}{2}$		19

6-7 EDWARD VII., A. 1907

No. 3.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Length of Double Track.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.			Iron Rails.	Steel Rails.
	Can. Pac.—Leased lines— <i>Con.</i>								
	Fredericton.....	22	10						
	Great North-west Central... 111	70							
	Guelph Junction.....	15	00						
	Kootenay and Arrowhead.	33	20						
	Lindsay, Bobcaygeon and Pontypool.....	38	70						
	Manitoba South-western Colonization.....	215	70						
	Manitoba & North-western.	294	60						
	Montreal and Ottawa.....	93	50						
20	Montreal and Lake Mask- inongé.....	11	00	8,506	30	1,107	40	8,506	30
	Nakusp and Slovan.....	36	50						
	New Brunswick.....	174	60						
	New Brunswick and Canada	117	60						
	Northern Colonization.....	23	50						
	Ontario and Quebec.....	474	40						
	Ottawa, Northern and West- ern.....	158	70						
	Shuswap and Okanagan.....	50	80						
	St. John Bridge and Rail- way Extension.....	2	00						
	St. John and Maine.....	91	80						
	St. Lawrence and Ottawa.....	58	30						
	St. Stephen and Milltown.....	4	60						
	Tillsonburg, Lake Erie and Pacific.....	33	40						
	Tobique Valley.....	27	50						
	Toronto, Grey and Bruce.....	189	10						
	Toronto, Hamilton & Buffalo	2	70						
	West Ontario Pacific.....	26	60						
	Vancouver and Lulu Island	16	90						
21	Cape Breton.....	31	00			31	00	2	00
22	Caracquet.....	68	00			68	00	3	25
23	Carillon and Grenville.....	13	00		13	00			65
24	Central Ontario.....	125	00			125	00	13	00
	Leased line—								
	Marmora Ry. & Mining Co.....	9	60			9	60		56
25	Crow's Nest Southern.....	53	20			53	20	7	32
26	Cumberland Ry. and Coal Co.....	32	00			32	00	16	00
27	Dominion Atlantic, comprising—								
	Windsor and Annapolis.....	87	50						
	Cornwallis Valley.....	14	00						
	Yarmouth and Annapolis (Western Counties).....	68	00	279	50	279	50	22	25
	Windsor Branch, leased from Intercolonial.....	32	00						
	Midland of Nova Scotia.....	58	00						
28	Edmonton, Yukon and Pacific.....	4	50			4	50	50	
29	Elgin and Havelock.....	28	00			28	00	2	00
30	Esquimalt and Nanaimo.....	78	00			78	00	9	25

SESSIONAL PAPER No. 20b

Roads, &c., for the Year ended June 30, 1906—Continued.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		Number of Highway Crossings at rail level.		Number of Overhead Bridges.	Height of Overhead Bridges above rail level.	Number of Highway Crossings under Railway.	Number of Farm Crossings under Railway.	Number of Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.													
2640 3000	{ Bonzano joints, angle- bars and fishplates. }	12	41	2,838	98	16 to 25	91	112	82	77	83	459	237	4' 8½	20	
2640	Angle-bars			14			1					715	79	4' 8½	21	
2600	Chairs			12						1	1	1,000	60	4' 8½	22	
1760	Chairs		1	8	1	16' 0						1,910	100	5' 6	23	
2640	Angle-bars and fishplates			105				7	3	4	1	955	105	4' 8½		
2300	Fishplates			8								717	72	4' 8½	24	
2816	Angle-bars			11			1				3	573	105	4' 8½	25	
2240	Angle iron and bolts			18							1	820	160	4' 8½	26	
2640	Angle fishplates	2		125	4	17 to 22	1	3	1	3	2	636	79	4' 8½	27	
2640	Angle-bars														28	
2640	Fishplates			25				1	1			716	90	4' 8½	29	
2992	Angle-bars and fishplates			17				3		2	1	521	100	4' 8½	30	

No. 3.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Length of Double Track.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.			Iron Rails.	Steel Rails.
31	Grand Trunk.....	883·35							
	Great Western.....	561·80							
	Brantford, Norfolk and Port Burwell.....	34·39							
	Buffalo and Lake Huron....	160·30							
	Grand Trunk, Georgian Bay and Lake Erie.....	175·62							
	Owen Sound Branch.....	12·40							
	London, Huron and Bruce..	68·00							
	Waterloo Junction.....	10·25							
	South Norfolk.....	17·00							
	Wellington, Grey and Bruce.	168·18							
	Northern.....	163·07							
	North Simcoe.....	33·00							
	Hamilton & North-western.	172·23							
	Northern Pacific Junction..	115·43	3,126·13		3,126·13	951·92	664·22		56-100 {
	Midland.....	166·06							
	Grand Junction.....	85·54							
	Toronto and Nipissing.....	85·00							
	Lake Simcoe Junction.....	26·00							
	Victoria.....	53·00							
	Whitby, Port Perry and Lindsay.....	46·00							
	Cobourg, Blairton and Mar- mora.....	15·00							
	Jacques Cartier Union.....	6·50							
	Montreal and Champlain Junction.....	61·73							
	Beauharnois Junction.....	6·28							
32	Great Northern Railway of Canada, (now Canadian Northern, Quebec), including Lower Laurentian, and Montford and Gatineau Colonization Ry.....	251·10	99·20		251·10	13·00			56 & 70
33	Gulf Shore.....	16·78			16·78	1·01			56
34	Halifax and South Western..	245·30			245·30	22·00			56
	Halifax and Yarmouth, (now Halifax and South-western).....								
35	Hampton and St. Martins.....	30·00			30·00	50			67
36	Hereford including Dominion Line Co's Line.....	53·30			53·30	8·10			56
37	Indian River.....		18·10						
38	International of New Brunswick, (form- erly Restigouche & Western).....	29·00	81·00		29·00	1·10			56 to 67
39	Inverness Ry. & Coal Co.....	61·00			61·00	4·50			56
40	Irondale, Bancroft and Ottawa.....	48·00			48·00	2·50			56
41	James' Bay.....		312·50						
42	Kaslo and Slocan, B. C.....	31·08			31·08	2·25			45
43	Kent Northern.....	27·00			34·00				56
	St. Louis and Richibucto.....	7·00							
44	Kettle River Valley.....	3·86			3·86				60
45	Kingston and Pembroke.....	112·85		9·75	103·10	21·00			56
46	Clondyke Mines.....	15·00	30·00		15·00	1·00			52
47	L'Assomption—(road abandoned).....	3·50			3·50				

SESSIONAL PAPER No. 20b

Roads, &c., for the Year ended June 30, 1906—Continued.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		Number of Highway Crossings at rail level.		Number of Overhead Bridges.	Height of Overhead Bridges above rail level.	Number of Highway Crossings under Railway.	Number of Farm Crossings under Railway.	Number of Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.	Ft.	Ft.											
2900 3200	Angle-bars and fishplates	10	97	3,036	225	{ 16.0 to 40.0 }	142	128	71	69	83	717	66	4' 8½"	31	
2640	Angle-bars and fishplates..	1	3	130	1	21.0	3	10	13	10	4	573	104	4' 8½"	32	
2600	Fishplates..			19						1		573	58	4' 8½"	33	
2640	Angle-bars..			243	1	23.0	4	8	2	2	3	478	87	4' 8½"	34	
2640	Fishplates..			15						1		955	90	4' 8½"	35	
3000	Angle-bars and fishplates..			29					2	3		955	66	4' 8½"	36	
															37	
2600	Angle-bars and fishplates..			6	8					1		573	79	4' 8½"	38	
2640	Angle-bars..			25						1		614	78	4' 8½"	39	
2640	Fishplates..			16						1		1,000	60	4' 8½"	40	
2640	Angle-bars and bolts..			13	1	22.0						193	171	3' 00"	42	
2432	Fishplates and bolts..			5						1		1,000	60	4' 8½"	43	
2816	4-hole Angle-bars..								2	2		409	578	4' 8½"	44	
2640	Angle-bars and fishplates..			56	1	16.0	1	1	6	5	1	955	53,79	4' 8½"	45	
2600	Standard angle-bars..			2	1	18.0						229	154	3' 00"	46	

No. 3.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Length of Double Track.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.			Iron Rails.	Steel Rails.
47	Lake Erie and Detroit River, including Erie and Huron... 204.69 Leased lines—London & Port Stanley... 24.00	228.69			228.69	46.59		56 to 85	
48	Lenora and Mount Sicker	12.56			12.56			16 & 33	
49	Liverpool and Milton	5.50			5.50	.50		56	
50	Lotbinière and Mégantic	30.00			30.00	3.33		56	
51	Magametawan River	1.91			1.91			56 & 65	
52	Manitoulin and North Shore	16.90			16.00			65 & 85	
53	Massawippi Valley	35.46			35.46	8.01		60	
	Midland of Nova Scotia (now inc. in Dominion Atlantic Ry.)								
	Middleton and Victoria Beach (now inc. in Halifax and South-western)								
54	Montreal & Atlantic... 102.90 Lake Champlain & St. Lawrence Junction... 60.50	163.40			163.40	25.97	6.65	56 to 70	
55	Montreal and Province Line	58.60			58.60	2.53		56 & 60	
56	Montreal and Vermont Junction	23.60			23.60	2.00		60 & 72	
57	Morrissey, Fernie and Michel, B.C.	10.85			10.85	7.01		60 & 72	
58	Nelson and Fort Sheppard	55.41			55.41	3.18		56	
59	New Brunswick Coal and Ry. Co.	58.00			58.00	2.00		52 & 56	
60	New Brunswick & Prince Edward Island	36.00			36.00	1.50		56	
61	New Brunswick Southern	82.50			82.50	2.50		50	
62	New Westminster Southern	24.10			24.10	2.95		56	
63	Nosbonsing and Nipissing	5.50			5.50	1.25		56	
64	Nova Scotia Steel & Coal Co.	12.50			12.50	3.87		56	
65	Orford Mountain	48.50		10.00	38.50	1.50	60	56	
66	Ottawa and New York	56.90			56.90	4.60		65	
67	Phillipsburg Ry. and Quarry Co.	7.50			7.50			56	
68	Pontiac and Renfrew	4.25			4.25	.75		56	
69	Princeton Branch of Washington Co. Ry. U.S.A.	5.10			5.10			60	
70	Qu'Appelle, Long Lake & Saskatchewan	253.96			253.96	14.50		56	
71	Quebec Bridge and approaches		10.00						
72	Quebec Central	213.50			213.50	20.50		56 & 70	
73	Quebec and Lake St. John	244.00			244.00	35.75		56 & 70	
74	Quebec and New Brunswick		3.00						
75	Quebec Railway, Light and Power Co.	30.00			30.00	7.00	6.00	56 & 70	
76	Quebec Southern, comprising the United Counties, East Richelieu Valley and South Shore Railways	143.75			143.75	9.00		56 & 80	
77	Red Mountain	9.59			9.59	3.60		56 & 80	
78	Rutland and Noyan	3.39			3.39			80	
79	Salisbury and Harvey	45.00		29.00	16.00	6.00		56	
80	Schomberg and Aurora	14.40			14.40	.40		56	
81	Stanstead, Shefford and Chambly	43.00		12.00	31.00	3.23		60	
82	St. Clair Tunnel, Yard and approaches	2.25			2.25	11.00		100	
83	St. John Valley and Rivière du Loup	6.00	60.00		6.00				
84	St. Lawrence and Adirondack	46.12			46.12	7.09		72 & 80	
85	Sydney & Louisburg (Dominion Coal Co.)	53.99			53.99	27.71		80	
86	Temiscouata	113.00			113.00	3.00		56	
87	Temiscaming and Northern Ontario Tilsonburg, Lake Erie and Pacific, (now Can. Pac. Ry.)	113.00	100.00		113.00	28.00		80	

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Roads, &c., for the Year ended June 30, 1906—Continued.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		Number of Highway Crossings at rail level.	Number of Overhead Bridges.	Height of Overhead Bridges above rail level.	Number of Highway Crossings under Railway.	Number of Farm Crossings under Railway.	Number of Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.		Gauge of Railway.	Number.
		Guarded.	Not guarded.										Ft.	Ft.		
3000	Angle-bars and fishplates.	6	261	5	21.0	2	10	12	717	60	4	8½	47			
3168	Fishplates.							1	1	764	501	3.6	48			
2400	"									100	100	4.8½	49			
2640	Angle-bars.		9				1	2	818	80	4.8½	50				
2800	"							1	1	515	82	4.8½	51			
3000	Bonzano joint & angle-bars.								2	717	650	4.8½	52			
2800	Fishplates.	1	28	1	17.0	1			2	573	74	4.8½	53			
3087	Angle-bars, fishp's & bz. jts.		164	1	19.0	2	6	6	2	441	140	4.8½	54			
3000	Fishplates.			30				3	5	1,432	54	4.8½	55			
3000	"			51					3	2,865	52	4.8½	56			
2640	Angle-bars.		3					1	4	410.3	170	4.8½	57			
2640	"		7					2		573	132	4.8½	58			
2640	Fishplates and bolts.		32						1	816	74	4.8½	59			
2400	Fishplates.		26						1	750	66	4.8½	60			
2992	"		15					3	3	573	85	4.8½	61			
2640	Angle-bars.						1		2	716	89	2.4	8½	62		
3000	Fishplates.		2					1	1	955	132	4.8½	63			
2640	Bars with bolts.		5						1	955	79	4.8½	64			
2640	"		33						1	955	74	4.8½	65			
2650	Angle-bars.		74	1	20.0			3	4	1,910	39	60	4.8½	66		
2816	Fishplates.		7						2	955	51	5.4	8½	67		
2640	"												4.8½	68		
3000	Angle-bars.												4.8½	69		
2640	Angle-bars and fishplates.	54	207						3	1,146	65	4.8½	70			
2640	Fish and angle-plates.		115				3		2	7	7	882	76	4.8½	71	
2640	Angle-bars and fishplates.	1	57				3	9		2	4	717	105	4.8½	72	
2640	Plain and angle fishplates.		11						2	2		1,433	42	4.8½	73	
2640	Fishplates and angle-bars.		85						5	9		717	40	4.8½	74	
2640	Angle-bars.		9							2		287	184	4.8½	75	
3000	"		3					1	1	637	15	4.8½	76			
2600	Fishplates.		27				3		1	717	80	4.8½	77			
2650	6 Bolt angle-bars.		15					2	1	573	10	4.8½	78			
2640	Fishplates.		42	1	18.0				3	4		1,910	60	4.8½	79	
2816	Angle-bars.		32	1	20.0				2	3		478	63	4.8½	80	
2300	Angle-bars and bolts.	1	30	2	18.0	3			5	1		955	70	4.8½	81	
2640	Fishplates.		43				2	3	1	2		820	79	4.8½	82	
2640	Angle-bars.	1	21	1	22.0							955	66	4.8½	83	

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No. 3.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Length of Double Track.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.			Iron Rails.	Steel Rails.
		Miles.	Miles.	Mls.	Miles.			Miles.	Miles.	Lbs.	Lbs.
88	Thousand Islands.....	6·33			6·33	1·00		56 & 60	
89	Toronto, Hamilton and Buffalo.....	83·67			83·67	30·77	2·84	56 to 80	
90	Trans-Canada.....		60·00						
91	Vancouver, Victoria and East- ern.....	45·87			45·87	10·52		60	
92	Vancouver, Westminster and Yukon.....	14·81			14·81	4·93		60	
93	Victoria Terminal Ry. and Ferry Co.....	18·40			18·40	1·50		56 & 60	
94	Victoria and Sidney, B.C.....	16·26			16·26	1·20		50	
95	Wellington Colliery Co.....	10·75			10·75	9·25		50	
96	York and Carleton.....	5·75	4·50		5·75	·10		56	
	Totals.....	21,518·13	2,140·70	73·75	21,444·38	4,085·48	878·45		

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Roads, &c., for the Year ended June 30, 1906—*Concluded.*

Number of Tires per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		Number of Highway Crossings at rail level.		Number of Overhead Bridges.	Height of Overhead Bridges above rail level.	Number of Highway Crossings under Railway.	Number of Farm Crossings under Railway.	Number of Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.	Guarded.	Not guarded.											
							Feet.						Ft.	Ft.		
3000	Angle-bars.....		8										410	84	4' 8 $\frac{1}{2}$ "	88
3000	".....	7	123	11	22			3	30	6	7	2	675	79	4' 8 $\frac{1}{2}$ "	89
																90
2816	Angle-bars.....		27	2	22					1	2	3	359	158	4' 8 $\frac{1}{2}$ "	91
2640	".....	2	15	1	22					3	2		819	134	4' 8 $\frac{1}{2}$ "	92
3168	".....		31							1	2		573	26	4' 8 $\frac{1}{2}$ "	93
2464	Fishplates.....		13					1			1		637	106	4' 8 $\frac{1}{2}$ "	94
2992	".....			3											4' 8 $\frac{1}{2}$ "	95
2600	Side plates and bolts.....		8								1		716	64	4' 8 $\frac{1}{2}$ "	96
		320	205	12,962	431			336	394	315	374	265				

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No. 4.—SUMMARY STATEMENT of the Operations of the

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
1	Alberta Railway and Coal Co. (See note)					
2	Algoma Central and Hudson Bay	95 50	5,346		40,587	45,933
3	Atlantic and Lake Superior, comprising— Baie des Chaleurs	100 00			69,600	69,600
	Great Eastern, not under traffic	23 00				
	Ottawa Valley, not under traffic	7 00				
4	Alberta Railway and Irrigation Co.	113 72		22,405	42,947	65,352
5	Bay of Quinté Railway, including— Kingston, Napanee & Western	93 37			224,552	224,552
6	Bedlington and Nelson	15 30	52		2,856	2,908
7	Beersville Coal & Railway Co.	8 63			6,200	6,200
8	British Yukon	90 32	630	10,770	54,746	66,146
9	Brockville, Westport and Northwestern	45 00	30,010	180	28,170	58,360
10	Bruce Mines and Algoma. (See note)					
11	Buctouche and Moncton	32 00			20,544	20,544
12	Canada Atlantic, including Ot- tawa, Arnprior and Parry Sound	395 60	453 90	594,310	876,746	84,344
	Leased lines—Central Counties	37 40				
	Pembroke Southern	20 90				
13	Canada Coals & Ry. Co.	12 00	8,970		13,480	22,450
14	Canada Eastern (included in Intercolonial system)					
15	Canada Southern	359 24				
	Leased lines— Sarnia, Chatham and Erie	7 00	382 19	1,612,708	1,960,181	
	Leamington and St. Clair	15 95				3,572,889
16	Canadian Government Railways— Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drum- mond County and Canada Eastern Ry.	1,451 66	2,694,236	4,730,595		7,424,831
17	Prince Edward Island	261 30	119,751	193,750		313,501
18	Canadian Northern, including— Winnipeg Great Northern	40 00				
	Port Arthur, Duluth and Western	85 00				
	Manitoba & South Eastern	107 90				
	Lake Manitoba Railway and Canal Co.'s line	125 00	2,131 72	968,177	1,794,243	242,710
	Ontario and Rainy River	164 60				
	Manitoba Ry. (formerly Northern Pacific and Manitoba, and Portage and Western Rys.) operated by Canadian Northern	350 48				
19	Canadian Pacific Ry.	5,169 00				
	Leased lines— Atlantic and North-west	201 40	8,506 30	10,919,712	16,678,716	1,322,541
	British Columbia Southern	20 40				
	Calgary and Edmonton	396 40				
	Cap de la Madeleine	2 30				
	Columbia and Kootenay	59 50				
	Columbia and Western	157 10				
	Credit Valley	175 70				
	Fredericton	22 10				
	Great North-west Central	111 70				
	Guelph Junction	15 00				
	Kootenay and Arrowhead	33 20				
	Lindsay, Bobcaygeon and Pontypool	38 70				
	Manitoba South-western Colonization	215 70				
	Manitoba and North- western	294 60				

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Year and Mileage for the Year ended June 30, 1906.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Average Weight of Passenger Trains in Motion—Tons.	Average Weight of Freight Trains in Motion—Tons.	Number.	Remarks.
327,483	16,666	426,499	20	15	85	439	1 2	Now, Alberta Railway and Irrigation Co.
69,600	15,145	25,681			125		3	
127,641	18,709	105,774		18		500	4	
224,552	101,661	311,164					5	
2,950	1,399	7,625					6	
6,380	1,156	5,257	30	25		300	7	
73,625	10,881	32,118	18	16			8	
58,360	69,110	21,312	30	21	155	210	9	
21,327	15,667	24,225		16		250	10 11	Road not in operation. +Combination.
1,888,619	463,155	1,549,208	35	15	172	695	12	
29,768	11,328	102,248	20	20	250	270	13	
							14	
4,958,412	964,555	5,477,747	37	17	*	*	15	*No record.
9,304,511	2,737,160	3,156,189	30	15	260	500	16	+Including mixed trains.
431,678	256,092	87,162	22	16			17	+Including mixed trains.
3,370,934	564,341	1,727,002	28	15	325	412	18	
38,533,448	7,719,161	13,904,454	35	20	278	759	19	

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No. 4.—SUMMARY STATEMENT of the Operations of the Year

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
	Can. Pac.—Leased lines— <i>Con.</i> —					
	Montreal and Ottawa.....	93·50				
	Montreal and Lake Mas- kinongé.....	11·00				
	Nakusp and Slocan.....	36·50				
	New Brunswick.....	174·60				
	New Brunswick & Canada	117·60				
	Northern Colonization...	23·50				
	Ontario and Quebec.....	474·40				
	Ottawa, Northern and Western.....	158·70				
	Shuswap and Okanagan..	50·80				
	St. John Bridge and Ry. Extension.....	2·00				
	St. John and Maine.....	91·80				
	St. Lawrence and Ottawa	58·30				
	St. Stephen and Milltown	4·60				
	Tobique Valley.....	27·50				
	Toronto, Grey and Bruce.	189·10				
	Toronto, Hamilton and Buffalo.....	2·70				
	West Ontario Pacific....	26·60				
	Vancouver & Lulu Island	16·90				
	Tilsonburg, Lake Erie and Pacific.....	33·40				
20	Cape Breton Ry.	31·00			19,556	19,556
21	Carillon and Grenville	13·00	3,400			3,400
22	Caraget.....	68·00		46,039		46,039
23	Campbellford, Lake Ontario and Western					
24	Central Ontario.....	125·00				
	Leased line—	134·60	25,350	12,450	124,200	162,000
	Marmora Ry. and Mining Co..	9·60				
25	Crow's Nest Southern.....	53·20	32,678	31,950		64,628
26	Cumberland Railway and Coal Co.....	32·00			732,260	732,260
27	Chateauguay and Northern. (Now in Canadian Northern System)					
28	Dominion Atlantic, comprising—					
	Windsor and Annapolis.....	87·50				
	Cornwallis Valley.....	14·00				
	Yarmouth and Annapolis (Western Counties).....	88·00	279·50	279,328	165,809	187,621
	Windsor Branch, leased from Intercolonial Ry.....	32·00				
	Midland of Nova Scotia.....	58·00				
29	Edmonton, Yukon and Pacific.....	4·50				
30	Elgin and Havelock.....	28·00			17,570	17,570
31	Esquimalt and Nanaimo.....	78·00	87,482	48,507		135,989
32	Fredericton and St. Mary's Ry. Bridge Co. (now included in Intercolonial system)					
33	Grand Trunk.....	883·35				
	Great Western.....	561·80				
	Brantford, Norfolk and Port Burwell.....	34·39				
	Buffalo and Lake Huron.....	160·30				
	Grand Trunk, Georgian Bay and Lake Erie.....	175·62				
	Owen Sound Branch.....	12·40				
	London, Huron and Bruce....	68·00				
	Waterloo Junction.....	10·25				
	South Norfolk.....	17·00				
	Wellington, Grey and Bruce..	168·18				
	Northern.....	163·07	3,111·13	8,339,130	10,439,548	647,232
	North Simcoe.....	33·00				19,425,910

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and Mileage for the Year ended June 30, 1906—Continued.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Average Weight of Passenger Trains in Motion—Tons.	Average Weight of Freight Trains in Motion.	Number.	Remarks.
19,556	7,358	2,970	20	20	.....	.....	20	
3,900	5,254	102	30	.....	80	.....	21	
46,039	10,629	22,655	.....	15	.....	.....	22	†Including mixed trains.
.....	.....	.....	.....	.....	.....	.....	23	Not in operation.
181,404	128,330	211,413	25	20	250	800	24	
72,039	12,893	194,613	.....	.....	.....	.....	25	
843,860	34,935	485,799	.....	20	.....	.....	26	
.....	.....	.....	.....	.....	.....	.....	27	
632,758	450,130	313,790	30	15	100	200	28	
.....	.....	.....	.....	.....	.....	.....	29	
17,570	8,811	11,737	15	15	.....	.....	30	Operated by the Canadian
173,668	145,975	157,390	25	20	132	289	31	Northern Ry. Co.
.....	.....	.....	.....	.....	.....	.....	32	
24,793,866	9,624,980	14,260,939	34	18	220	737	33	

No. 4.—SUMMARY STATEMENT of the Operations of the Year

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
	Grand Trunk-- <i>Con.</i>					
	Hamilton and North-western. 172·23					
	Northern Pacific Junction . . . 115·43					
	Midland 166·06					
	Grand Junction 85·54					
	Toronto and Nipissing 85·00					
	Lake Simcoe Junction 26·00					
	Victoria 53·00					
	Whitby, Port Perry & Lindsay 46·00					
	Jacques Cartier Union 6·50					
	Montreal & Champlain Junction 61·73					
	Beauharnois Junction 6·28					
34	Great Northern Railway of Canada, now Canadian Northern Quebec Railway, including Lower Laurentian and Montford & Gatineau Colonization Railway	251·10	111,021	107,943	93,715	312,679
35	Gulf Shore. (Operated by Caraquet Ry.)	16·78				
36	Halifax and South-western	245·30	41,651	11,449	90,223	143,323
37	Halifax and Yarmouth. (Now Halifax & South-Western)					
38	Hampton and St. Martins	30·00			15,900	15,900
39	Hereford, including Dom. Line Co.'s line	53·30	24,697	16,789	31,912	73,398
40	Inverness Railway and Coal Co.	61·00		48,895	41,306	90,201
41	Irondale, Bancroft and Ottawa	48·00	550	3,200	31,300	35,050
42	Kaslo and Slocan, B.C.	31·08	5,256	16,091		21,347
43	Kent Northern (St. Louis and Richibucto).	27·00			18,000	18,000
44	Kettle River Valley	3·86			2,784	2,784
45	Kingston and Pembroke	112·85	65,864	5,654	92,895	164,413
46	Lake Erie and Detroit River, including Erie and Huron 204·69	228·69	355,250	484,541	246	840,037
	Leased line—					
	London and Port Stanley 24·00					
47	Lenora & Mount Sicker (not in operation)					
48	Lotbinière and Mégantic	30·00		3,000	19,000	22,000
49	Liverpool and Milton	5·50			7,400	7,400
50	Maganetawan River	1·91			1,252	1,252
51	Manitoulin and North Shore	16·00			14,621	14,621
52	Mississippi Valley	35·46	75,911	79,420	24,020	179,351
53	Midland of Nova Scotia. (Now Dominion Atlantic)					
54	Montreal and Atlantic, formerly South-eastern 102·90	163·40	93,247	154,050	159,683	406,980
	Lake Champlain and St. Lawrence Junction 60·50					
55	Montreal and Province Line, formerly Montreal, Portland and Boston	58·60	21,817	16,665	48,613	87,095
56	Montreal and Vermont Junction	23·60	66,932	69,791	72	136,795
57	Morrissey, Fernie and Michel, B.C.	10·85			30,716	30,716
58	Nelson and Fort Sheppard	55·41	37,617	22,891		60,508
59	New Brunswick Coal and Railway Co.	58·00			69,359	69,359
60	New Brunswick & Prince Edward Island	36·00	4,234	12,592	22,716	39,542
61	New Brunswick Southern	82·50			61,398	61,398
62	New Westminster Southern	24·10	36,120	13,464	48	49,632
63	Nosbonsing and Nipissing	5·50		13,535		13,535
64	Nova Scotia Steel and Coal Co.'s Ry.	12·50			10,000	10,000
65	Orford Mountain	48·50	27,888	1,560	10,416	39,864
66	Ottawa and New York	56·90	79,479	33,840		113,319
67	Philipsburg Railway and Quarry Co.'s Ry.	7·50	200	1,750		1,950
68	Princeton Branch, of Washington Co. Ry. (U.S.)	5·10	3,320	935	5,970	10,225
69	Qu'Appelle, Long Lake & Saskatchewan	253·96	153,936	204,706		363,642

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and Mileage, for the Year ended June 30, 1906—Continued.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Average Weight of Passenger Trains in Motion—Tons.	Average Weight of Freight Trains in Motion—Tons.	Number.	Remarks.
475,176	212,176	351,520	26	15	275	355	34	
195,947	145,403	121,747	25	20			35	
							36	
15,900	6,723	11,374		12 to 15			37	
109,846	25,039	168,978	26	15			38	
122,149	27,851	173,492	*20	14	*150	450	39	*Mixed trains.
36,200	13,014	37,359	25	18	130	180	40	
21,347	5,051	7,889	12	12			41	
18,250	8,775	95,504	18				42	
2,784	5,031	11,434	*15		*69		43	
164,413	52,173	129,940	30	20	200	350	44	*Mixed trains.
							45	
1,089,671	562,258	884,023	25	15	300	1,100	46	
							47	
29,520	11,198	62,509					48	
7,400	20,460	16,535		8			49	
1,252		11,543					50	
18,299	3,609	200,396	20	15		334	51	
249,115	156,623	435,011	25	12			52	
							53	
549,058	244,092	895,117	30	18	220	538	54	
							55	
94,537	117,200	92,633	30	12			56	
140,175	118,514	1,112,124	40	15			57	
30,716	263,425	554,221		10		400	58	
60,508		32,230	25	15			59	
84,989	13,940	38,731		16		300	60	
55,570	19,221	36,100	20	15			61	
61,398	14,347	20,423	20				62	
50,663	64,671	53,957					63	
14,885		27,075		20			64	
19,000	7,478	8,549		15		150	65	
39,864	9,231	40,415	25	20	50	250	66	
114,079	114,537	78,884	35	15			67	
1,950	200	1,926	25	18			68	
11,189	103,390	83,061					69	
457,099	113,526	277,656	23	10	325	500	69	

6-7 EDWARD VII., A. 1907

No. 4.—SUMMARY STATEMENT of the Operations of the Year

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
70	Quebec Central.....	213·50	209,383	176,156	312,186	697,725
71	Quebec and Lake St. John.....	244·00	201,820	129,495	36,624	367,939
72	Quebec Ry., Light and Power Co., formerly Quebec, Montmorency & Charlevoix.....	30·00			29,676	29,676
73	Quebec Southern, comprising the United Counties, East Richelieu Valley and South Shore Railways.....	143·75	55,994	19,006	64,800	139,800
74	Red Mountain.....	9·59	7,029	5,449		12,478
75	Rutland and Noyan.....	3·39	4,520	2,514		7,034
76	Salisbury and Harvey.....	45·00			28,170	28,170
77	Schomberg and Aurora.....	14·40	18,230	3,840		22,070
78	Stanstead, Shefford and Chambly.....	43·00	26,839	8,357	36,912	72,108
79	St. Clair Tunnel, Yard and Approaches.....	2·25				
80	St. Lawrence and Adirondack.....	46·12	145,497	68,452		213,949
81	St. Mary's River. (Now Alberta Ry. & Irrigation Co.).....					
82	Sydney and Louisbourg, (Dom. Coal Co.).....	53·99	33,231	20,272	160,421	213,924
83	Témiscouata.....	113·00	70,674	7,885	70,738	149,297
84	Temiskaming and Northern Ontario.....	113·00	87,986	78,384	11,852	178,222
85	Tilsonburg, Lake Erie and Pacific. (Now Can. Pac. Ry.).....					
86	Thousand Islands.....	6·33			26,376	26,376
87	Toronto, Hamilton and Buffalo.....	83·67	214,969	122,124	13,363	350,456
88	Vancouver, Victoria and Eastern Railway and Navigation Co.....	45·87	27,406	46,234		73,640
89	Vancouver, Westminster and Yukon.....	14·81	22,400	9,450		31,850
90	Victoria and Sidney, B.C.....	16·26	13,468		11,393	24,861
91	Victoria Terminal Railway and Ferry Co.....	18·40	942		3,258	4,200
92	Wellington Colliery Co., B.C.....	10·75		12,900	8,396	21,296
93	York and Carleton.....	5·75			7,220	7,220
	Totals.....	21,353·40	28,071,648	39,045,168	5,606,666	72,723,482

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and Mileage, for the Year ended June 30, 1906—*Concluded.*

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Average Weight of Passenger Trains in Motion—Tons.	Average Weight of Freight Trains in Motion—Tons.	Number.	Remarks.
708,936	259,337	543,709	25	15	70	Also running powers over Inter-colonial from Harlaka Jct. to Lévis, 5'00 miles.
582,363	301,729	345,001	28	15	150	550	71	
30,228	117,323	61,439	21	18	220	250	72	
140,856	.....	.....	30	18	80	725	73
20,033	13,780	67,873	13	9	.....	.....	74
7,034	10,462	259,896	.....	.....	.....	.....	75
33,539	13,324	54,828	18	.....	.....	120	76
22,070	.....	24,865	20	12	125	...	77
91,301	161,331	1,152,655	30	12	.....	...	78
103,476	.....	.....	.....	.....	.....	.....	79
216,455	295,364	440,765	30	14	140	1,500	80	
.....	81	
544,043	49,491	3,770,961	22	12	200	1,600	82	
179,733	56,413	104,943	24	13	80	280	83	
178,889	235,446	199,724	30	15	.....	.....	84
.....	.....	.....	.....	.....	.....	.....	85
26,376	42,823	29,785	.....	.....	.....	.....	86
350,456	358,545	1,076,362	35	20	150	800	87	
99,676	46,893	730,473	22	14	.....	.....	88
31,850	75,140	36,297	25	20	200	250	89	
24,861	48,980	23,200	17	.....	130	190	90
4,200	49,450	29,043	*15	130	190	91	*Mixed trains.
21,296	4,664	304,374	20	20	92	
7,220	4,650	13,091	15	20	93	
94,180,788	27,989,782	57,966,713	

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No. 5.—SUMMARY STATEMENT of Description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live No.
			Barrels.	Tons.	Bushels.	Tons.	
1	Alberta Railway and Coal Co. (now Alberta Ry. and Irrigation Co.).....						
2	Algoma Central and Hudson Bay.....	95 59	611	69	58,159	1,073	709
3	Atlantic & Lake Superior, comprising— Baie des Chaleurs.....100 00 Great Eastern, not under traffic.....23 00 Ottawa Valley " " 7 00	100 00	9,113	1,260	10,126	170	244
4	Alberta Ry. & Irrigation Co.....	113 72	67,920	6,792	370,700	7,414	7,466
5	Bay of Quinte, including— Kingston, Napanee & Western.....	93 37	22,710	2,271	95,237	2,619	7,653
6	Bedlington and Nelson.....	15 30			3,937	63	
7	Beersville Coal & Railway Co.....	8 63		2		6	
8	British Yukon.....	90 32	10,033	1,003	245,675	3,930	8,329
9	Brockville, Westport & North-western.....	45 00	20,270	2,027	99,200	2,975	10,115
10	Bruce Mines and Algoma (not in oper.).....						
11	Buctouche and Moncton.....	32 00					
12	Canada Atlantic, including Ottawa, Arnprior & Parry Sound.....395 60 Leased lines— Central Counties..... 37 40 Pembroke Southern..... 20 90	453 90	837,200	83,720	14,899,640	372,491	54,768
13	Canada Coals & Ry. Co.....	12 00	1,750	175	7,836	146	5
14	Canada Eastern (now included in Intercolonial system).						
15	Canada Southern.....359 24 Leased lines— Sarnia, Chatham & Erie... 7 00 Leamington & St. Clair... 15 95	382 19	1,372,770	148,095	34,766,707	706,944	1,034,509
16	Canadian Government Railways— Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drummond County and Canada Eastern Ry.....	1,451 66	1,882,630	188,263	2,924,226	64,423	106,589
17	Prince Edward Island.....	261 30	21,324	2,132	822,616	14,135	19,204
18	Canadian Northern, including— Winnipeg Great Northern... 40 00 Port Arthur, Duluth and Western Ry..... 85 00 Manitoba South Eastern...107 90 Lake Manitoba Ry. and Canal Co's Line..... 125 00 Ontario and Rainy River...164 00 Manitoba (formerly Northern Pacific and Manitoba and Portage and North Western Rys.) operated by Canadian Northern Ry....	2,131 72					
19	Canadian Pacific Ry.5,169 00 Leased lines— Atlantic & North West. 201 40 Brit. Columbia Southern... 20 40 Calgary & Edmonton....396 40 Cap de la Madeleine..... 2 30 Columbia & Kootenay.... 59 50 Columbia & Western... 157 10 Credit Valley.....175 70 Fredericton..... 22 10 Great North West Central.111 70 Guelph Junction..... 15 00 Kootenay & Arrowhead... 33 20 Lindsay, Bobcaygeon and Pontypool..... 38 70 Manitoba & South-western Colonization..... 215 70	350 48	246,846	24,191	16,192,502	458,569	51,588
		8,506 30	5,992,995	599,299	82,182,175	2,212,677	1,426,646

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Freight carried for the Year ended June 30, 1906.

Stock.	Lumber of all kinds, ft. B.M.		Coal and other Fuel.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
645	1,322,205	2,541	42,405	60,635	4,068	357,468	426,499	1 2	
395	6,018,714	9,171	39	46	4,366	10,273	25,681	3	
2,626	3,417,300	5,126	.....	27,253	2,987	53,576	105,774	4	
3,061	34,996,572	62,994	25,163	125,514	105,879	8,826	311,164	5	
11	210,000	315	.....	6,512	724	.....	7,625	6	
.....	.....	1,000	.....	4,225	20	4	5,257	7	
2,865	1,560,933	2,341	.....	252	14,394	7,333	32,118	8	
2,173	741,000	1,109	.....	1,183	8,520	3,325	21,312	9	
.....	51,461,000	6,553	4,001	8,844	3,064	5,764	24,225	10 11	Not in operation.
13,692	225,845,500	451,691	.....	182,420	225,320	219,874	1,549,208	12	
3	618,025	881	.....	97,202	233	3,608	102,248	13 14	
284,843	118,010,542	190,208	4,783	7,269	1,560,916	2,579,472	5,477,747	15	
19,207	572,878,600	794,765	.....	712,496	866,955	510,080	3,156,189	16	
2,607	5,410,758	7,433	.....	.....	.....	60,855	87,162	17	
12,960	171,636,000	257,456	.....	355,021	250,156	368,649	1,727,002	18	
421,589	1,790,022,360	2,365,237	.....	1,727,046	3,811,113	2,767,493	13,904,454	19	

6-7 EDWARD VII., A. 1907

No. 5.—SUMMARY STATEMENT of Description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live
			Barrels.	Tons.	Bushels.	Tons.	No.
Can. Pac.—Leased lines— <i>Con.</i>							
	Manitoba & North-west ^{rn} 294	60					
	Montreal and Ottawa....	93					
	Montreal & L. Maskinongé	11					
	Nakusp. and Slocan.	36					
	New Brunswick.....	174					
	New Brunswick & Canada.	117					
	Tillsonburg, L. Erie & Pac.	33					
	Northern Colonization ...	23					
	Ontario and Quebec.....	474					
	Ottawa North'n & West ^{rn} .	158					
	Shuswap and Okanagan...	50					
	St. John Bridge and Rail- way Extension.....	2					
	St. John and Maine	91					
	St. Lawrence and Ottawa.	58					
	St. Stephen and Milltown	4					
	Tobique Valley.....	27					
	Toronto, Grey and Bruce.	189					
	Toronto, Hamilton & Buf- falo.....	2					
	West Ontario Pacific.....	26					
	Vancouver & Lulu Island.	16					
20	Cape Breton Ry	31	3,295	329			5
21	Carillon and Grenville.....	13					
22	Caraquet	68		1,125		750	
23	Campbellford, Lake Ontario & West ⁿ						
24	Central Ontario.....	125					
	Leased line—						
	Marmora Ry. and Mining Co.....	9		2,178		5,437	
25	Crow's Nest Southern.....	53		25	44,640	718	
26	Chateauguay and Northern (now Cana- dian Northern Quebec).....						
27	Cumberland Ry. and Coal Co.....	32	10,342	1,034	53,192	930	20
28	Dominion Atlantic, comprising—						
	Windsor and Annapolis.....	87					
	Cornwallis Valley.....	14					
	Yarmouth and Annapolis (Western Counties).....	88					
	Windsor Branch, leased from Intercolonial.....	32					
	Midland & Nova Scotia.....	58					
29	Edmonton, Yukon and Pacific.....	4					
30	Elgin and Havelock.....	28	4,170	417	5,882	100	300
31	Esquimalt and Nanaimo.....	78	25,486	2,548	96,608	1,945	5,896
32	Fredericton and St. Mary's Railway Bridge Co. (now included in Inter- colonial system).						
33	Grand Trunk.....	883					
	Great Western.....	561					
	Brantford, Norfolk and Port Burwell.....	34					
	Buffalo and Lake Huron.....	160					
	Grand Trunk, Georgian Bay and Lake Erie.....	175					
	Owen Sound Branch.....	12					
	London, Huron and Bruce.....	68					
	Waterloo Junction.....	10					
	South Norfolk.....	17					
	Wellington, Grey and Bruce.	168					
	Northern.....	163					
	North Simcoe.....	33					
		3,111	3,921,940	392,194	70,507,760	1,762,694	2,713,800

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Freight carried for the Year ended June 30, 1906—Continued.

Stock.	Lumber of all kinds, ft. B.M.		Coal and other Fuel.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
4		684			811		1,142	20	
20						22	60	21	
350		17,550			650	720	1,510	22	
								23	Not in operation.
4,288		30,261			92,062	74,330	2,857	24	
429	4,210,000	6,315			181,773	2,386	2,967	25	
								26	
10		21,980			451,222	10,623	485,799	27	
								28	
2,337	46,868,430	70,303			34,849	50,438	133,641	28	
								29	
150	4,876,200	8,127	128		255	1,751	937	30	
1,297	38,888,693	49,370	11,526		17,302	42,418	42,510	31	
								32	
542,760	648,562,000	1,297,124			4,154,900	2,310,645	3,500,622	33	

6-7 EDWARD VII., A. 1907

No. 5.—SUMMARY STATEMENT of Description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live	
			Barrels.	Tons.	Bushels.	Tons.	No.	
	Grand Trunk— <i>Con.</i>							
	Hamilton & North-western..	172 23						
	Northern Pacific Junction..	115 43						
	Midland	166 06						
	Grand Junction.....	85 54						
	Toronto and Nipissing.....	85 00						
	Lake Simcoe Junction.....	26 00						
	Victoria.....	53 00						
	Whitby, Port Perry and Lindsay.....	46 00						
	Jacques Cartier Union.....	6 50						
	Montreal and Champlain Junction.....	61 73						
	Beauharnois Junction.....	6 28						
34	Great Northern Ry. of Canada (now Canadian Northern Quebec), includ- ing Lower Laurentian, Montford, Gatineau Colonization Railway.	251 10	99,140	9,914	255,215	5,928	1,626	
35	Gulf Shore (leased to Caraquet Ry.)...	16 78						
36	Halifax & South-western (including Yarmouth Division), formerly Hal- ifax & Yarmouth Ry. and Middleton and Victoria Beach Ry.	245 30	48,551	4,855	50,278	866	1,562	
37	Halifax and Yarmouth, now Halifax & South-western.....							
38	Hampton and St. Martin's.....	30 00						
39	Hereford (incl. Dom. Lime Co.'s line)..	53 30	9,398	940	67,448	1,619	5,016	
40	Inverness Ry. and Coal Co.....	61 00	19,893	1,945	5,587	95	1,776	
41	Irondale, Bancroft and Ottawa.....	48 00	5,000	490	1,500	375	812	
42	Kaslo and Slocan, B. C.....	31 08		50			35	
43	Kent Northern, St. Louis and Richi- bucto	27 00	6,600	660	1,800	31	82	
44	Kettle River Valley.....	3 86	2,675	134	1,640	18	3,375	
45	Kingston and Pembroke.....	112 85	13,540	1,327	48,900	1,467	658	
46	Lake Erie and Detroit River, including Erie & Huron, 204 69 Leased line—London & Pt. Stanley.....	228 69	120,580	12,058	1,546,966	46,409		
47	Lenora & Mount Sicker (not in oper.)..							
48	Liverpool and Milton.....	5 50						
49	Lotbinière and Mégantic.....	30 00		506		171		
50	Maganetawan River.....	1 91		393		52		
51	Manitoulin and North Shore.....	16 00	400	58				
52	Massawippi Valley.....	35 46	12,300	1,230	713,500	14,270	9,007	
53	Midland of Nova Scotia (now in Domi- nion Atlantic).....							
54	Montreal and Atlantic, (form- erly South-Eastern).....	102 90						
	Lake Champlain and St. Lawrence Junction.....	60 50	163 40	1,291,202	129,120	3,739,768	84,699	28,918
55	Montreal and Province Line (formerly Montreal, Portland and Boston).....	58 60	14,830	1,483	65,205	1,863	2,164	
56	Montreal and Vermont Junction.....	23 60	385,820	38,582	8,388,065	239,659	123,336	
57	Morrissey, Fernie and Michel, B.C.	10 85						
58	Nelson and Fort Sheppard.....	55 41	760	76	16,582	456	3,998	
59	New Brunswick Coal and Ry. Co.....	58 00	1,960	196	21,853	371		
60	New Brunswick and Prince Edward Island.....	36 00	12,638	1,263	36,245	721	1,986	
61	New Brunswick Southern.....	82 50	2,125	212	36,235	815	27	
62	New Westminster Southern.....	24 10	13,918	341	83,686	1,697		
63	Nosbonsing and N'pissing.....	5 50						
64	Nova Scotia Steel & Coal Co.'s Ry.	12 50	887	89	92,258	185	3	

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Freight carried for the Year ended June 30, 1906—Continued.

Stock.	Lumber of all kinds, ft. B.M.		Coal and other Fuel.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
813	29,690,000	44,535	.....	32,206	126,001	132,123	351,520	34	
								35	
593	34,733,270	72,531	.....	21,288	9,748	12,066	121,747	36	
								37	
	4,800,000	9,574	.....		1,500	300	11,374	38	
550	96,318,756	144,478	.....	6,117	13,392	1,882	168,978	39	
207	1,143,500	2,287	.....	160,853	15	8,090	173,492	40	
203	3,155,000	5,063	.....	21,422	2,375	7,431	37,359	41	
		115	.....	450	130	7,109	7,889	42	
39	20,000	225	.....	398	23,539	70,612	95,504	43	
150	2,264,000	2,230	750	750	119	8,033	11,434	44	
329	12,778,500	23,557	.....	14,620	72,576	14,064	129,940	45	
8,243		212,033	.....	252,521	89,121	263,638	884,023	46	
								47	
		500	.....			16,035	16,535	48	
6		25,878	.....	32,000	1,468	2,480	62,509	49	
		10,177	.....	82	740	99	11,543	50	
	260,000	294	.....	15,577	463	184,004	200,396	51	
1,324	135,024,000	185,662	.....	15,330	42,096	175,099	435,011	52	
								53	
7,185	75,793,633	104,195	.....	20,415	304,531	244,972	895,117	54	
541	14,163,156	21,266	.....	364	14,784	52,332	92,633	55	
30,834	43,728,894	65,659	.....	428	177,669	559,293	1,112,124	56	
				528,329		25,892	554,221	57	
998	3,643,782	5,460	.....	522	650	24,068	32,230	58	
	2,580,000	3,230	.....	33,152		1,782	38,731	59	
240	7,720,000	18,560	.....	3,604	3,110	8,602	36,190	60	
27	6,634,000	11,152	.....	1,505	4,763	1,949	20,423	61	
30	9,105,000	13,658	.....	2,658	20,056	15,517	53,957	62	
	19,339,200	27,075	.....				27,075	63	
2	4,300,000	6,106	1,285,120	643	222	1,302	8,549	64	

6-7 EDWARD VII., A. 1907

No. 5.—SUMMARY STATEMENT of Description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live No.
			Barrels.	Tons.	Bushels.	Tons.	
65	Orford Mountain.....	48·50	8,982	898	76,877	1,307	1,272
66	Ottawa and New York.....	56·90	10,730	1,073	75,040	1,876	5,476
67	Philipsburg Ry. and Quarry Co.....	7·50					
68	Princeton Branch of Washington Co. Ry. (U.S.).....	5·10	1,624	162	18,243	438	132
69	Qu'Appelle, Long Lake and Saskatche- wan.....	253·96	54,490	5,449	3,644,838	107,386	39,169
70	Quebec Central.....	213·50		21,231		1,235	
71	Quebec and Lake St. John.....	244·00	56,651	5,665	316,599	6,351	4,268
72	Quebec Ry. Light & Power Co. (formerly Quebec, Montmorency & Charlevoix).	30·00	8,700	870	12,000	360	595
73	Quebec Southern, comprising the United Counties, East Richelieu Valley and South Shore Rys.....	143·75					
74	Red Mountain.....	9·59	150	15	4,430	124	1,210
75	Rutland and Noyan.....	3·39		16		143	
76	Salisbury and Harvey.....	45·00		421		716	
77	Schomberg and Aurora.....	14·40				24,000	
78	Stanstead, Shefford and Chambly.....	43·00	408,560	40,856	8,375,010	239,286	130,988
79	St. Clair Tunnel, Yard and Approaches	2·25					
80	St. Lawrence and Adirondack.....	46·12	18,220	1,822	71,880	1,797	2,476
81	St. Mary's River (now Alberta Ry. and Irrigation Co.).....						
82	Sydney and Louisburg (Dominion Coal Co.).....	53·99	3,370	337	2,670	80	161
83	Temiscouata.....	113·00	23,410	2,341	121,458	1,822	463
84	Temiscaming and Northern Ontario.....	113·00	15,804	1,565	196,000	3,332	5,805
85	Tillsonburg, Lake Erie & Pacific (now Can. Pac. Ry.).....						
86	Thousand Islands.....	6·33	6,700	670	6,253	172	2,048
87	Toronto, Hamilton and Buffalo.....	83·67	45,829	4,580	747,788	16,572	54,732
88	Vancouver, Victoria and Eastern Ry. and Navigation Co.....	45·87	4,310	430	10,254	282	3,028
89	Vancouver, Westminster and Yukon.....	14·81	2,457	246	35,576	653	25
90	Victoria and Sidney, B.C.....	16·26	2,492	249	114,625	2,323	2,993
91	Victoria Terminal Ry. and Ferry Co.....	18·40	2,521	252	185,654	3,579	2,993
92	Wellington Colliery Co., B.C.....	10·75		125		295	
93	York and Carleton.....	5·75	800	80	4,084	24	
	Totals.....	21,353·40	17,348,956	1,770,371	252,787,990	6,442,419	5,883,602

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Freight carried for the Year ended June 30, 1906—*Concluded.*

Stock.	Lumber of all kinds, ft. B.M.		Coal and other Fuel.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
182	10,204,500	11,769	4,416	6,757	5,360	14,142	40,415	65	
2,738	16,820,000	25,230	.....	16,129	18,334	13,504	78,884	66	
.....	.....	120	.....	53	.....	1,753	1,926	67	
54	14,240,448	21,361	.....	1,810	24,449	34,787	83,061	68	
23,579	44,491,500	57,578	8,997	13,496	47,343	22,825	277,656	69	
4,866	.....	101,249	.....	10,587	34,204	370,337	543,709	70	
1,185	66,716,000	102,640	52,808	126,266	30,547	72,373	345,901	71	
165	2,570,000	3,855	.....	7,440	8,895	39,854	61,439	72	
.....	.....	.....	.....	.....	.....	.....	.....	73	Not shown in return.
264	2,854,122	4,281	3,751	15,134	302	47,753	67,873	74	
53	.....	44,132	.....	8,266	14,377	192,909	259,896	75	
265	.....	25,076	.....	2,577	1,130	24,643	54,828	76	
360	.....	103	.....	400	.....	.....	24,865	77	
32,747	49,401,882	74,177	.....	730	193,268	571,591	1,152,655	78	
.....	.....	.....	.....	.....	.....	.....	.....	79	
1,238	63,290,000	94,935	.....	175,337	116,482	49,154	440,765	80	
.....	.....	.....	.....	.....	.....	.....	.....	81	
80	4,780,220	42,032	.....	3,570,115	.....	158,317	3,770,961	82	
232	43,735,000	72,249	5,260	10,520	5,847	11,932	104,943	83	
2,322	54,319,467	101,849	.....	15,938	11,098	63,620	199,724	84	
.....	.....	.....	.....	.....	.....	.....	.....	85	
819	2,405,142	4,209	.....	1,121	12,292	10,502	29,785	86	
9,034	13,826,136	22,553	2,215	3,293	350,332	669,998	1,076,362	87	
1,472	6,837,692	10,235	1,469	8,395	334	709,325	730,473	88	
17	6,568,000	10,877	.....	2,310	12,991	9,203	36,297	89	
255	1,035,000	1,551	3,594	6,340	5,818	6,664	23,200	90	
255	3,077,000	4,669	3,594	6,340	6,196	7,752	29,043	91	
51	.....	492	.....	301,356	1,946	109	304,374	92	
120	370,000	740	.....	225	11,562	340	13,091	93	
1,452,789	4,642,341,632	7,515,999	1,460,019	14,025,905	11,174,223	15,585,007	57,966,713		

6-7 EDWARD VII., A. 1907

No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			§	cts.	§	cts.	§	cts.
1	Alberta Railway and Coal Co. (now the Alberta Railway and Irrigation Co.)							
2	Algoma Central and Hudson Bay	95.50	19,043	30	153,936	03		
3	Atlantic and Lake Superior, comprising—							
	Baie des Chaleurs	100.00						
	Great Eastern, not under traffic	23.00						
	Ottawa Valley	7.00						
4	Alberta Railway and Irrigation Co.	113.72	38,740	29	105,394	69	3,115	49
5	Bay of Quinte Railway, including—							
	Kingston, Napanee and Western	93.37	38,399	64	217,375	75	8,497	32
6	Bedlington and Nelson	15.30	646	46	3,707	44		
7	Beersville Railway and Coal Co.	8.63	160	00	1,490	60		
8	British Yukon	90.32	68,438	19	240,130	32	8,847	27
9	Brockville, Westport and Northwestern	45.00	28,518	15	26,344	85	4,209	39
10	Bruce Mines and Algoma (not in operation)							
11	Buctouche and Moncton	32.00	6,679	17	15,190	47	495	45
12	Canada Atlantic, including Ottawa, Arnprior and Parry Sound	395.60						
	Leased lines, Central Counties	37.40						
	Pembroke Southern	20.90						
13	Canada Coals and Railway Co.	12.00	3,527	88	37,658	75	622	38
14	Canada Eastern (now included in Intercolonial system)							
15	Canada Southern	359.24						
	Leased, Sarnia, Chatham and Erie	7.00						
	Leamington and St. Clair	15.95						
16	Canadian Government Railways—							
	Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drummond County and Canada Eastern Ry.	1,451.66	2,297,716	52	5,019,805	53	326,307	85
17	Prince Edward Island	261.30	114,053	82	121,621	58	21,056	17
18	Canadian Northern, including—							
	Winnipeg Great Northern	40.00						
	Port Arthur, Duluth and Western	85.00						
	Manitoba and South-eastern	107.90						
	Lake Manitoba Ry. and Canal Co.'s line	125.00						
	Ontario and Rainy River	164.00						
	Manitoba (formerly Northern Pacific and Manitoba, and Portage and Western Rys., operated by Canadian Northern)	350.48						
19	Canadian Pacific Ry.	5,169.00						
	Leased lines—							
	Atlantic and North-west	201.40						
	British Columbia Southern	20.40						
	Calgary and Edmonton	396.40						
	Cap de la Madeleine	2.30						
	Columbia and Kootenay	59.50						
	Columbia and Western	157.10						
	Credit Valley	175.70						
	Fredericton	22.10						
	Great North-west Central	111.70						
	Guelph Junction	15.00						
	Kootenay and Arrowhead	33.20						
	Lindsay, Bobcaygeon and Pontypool	38.70						
	Manitoba South-western	215.70						
	Manitoba and North-western	294.60						
	Montreal and Ottawa	93.50						
	Montreal and Lake Maskinonge	11.00						
	Nakusp and Sloean	36.50						
	New Brunswick	174.60						
		8,506.30	15,844,126	88	38,855,328	60	1,895,733	86

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for the Year ended June 30, 1906.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Earnings to Working Expenses.	Earnings per Train Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	\$ cts.		
153,216 55	326,195 88	85,850 41	136	7 10	1	
	60,530 12	2,572 59	104	0 87	3	
12,401 41	159,651 88	33,835 15	127	2 44	4	
3,198 44	267,471 15	85,332 69	146	1 18	5	
12 31	4,366 21	3,527 12	54	1 50	6	
	1,650 60	2,858 54	36	0 26	7	
6,507 72	323,923 50	170,570 76	211	4 89	8	
246 60	59,318 99	29,570 14	199	1 62	9	
	22,365 09	37 41	100	1 08	10	Not in operation during year.
51,430 58	1,971,028 03	433,651 43	128	1 27	12	
1,271 45	43,080 46	12,428 72	140	1 91	13	
					14	
169,224 79	7,500,477 12	588,906 99	109	2 10	15	
	7,643,829 90	61,915 54	101	1 02	16	
539 00	257,270 57	36,982 59	87	0 82	17	
377,627 54	5,903,755 61	2,229,022 76	160	1 96	18	
4,161,693 06	60,756,882 40	22,909,591 76	160	2 10	19	

6-7 EDWARD VII., A. 1907

No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.
			\$	cts.	\$	cts.	\$	cts.
	Canadian Pacific—Leased lines— <i>Con.</i>						
	New Brunswick and Canada.....	117 60					
	Northern Colonization.....	23 50					
	Ontario and Quebec.....	474 40					
	Ottawa, Northern and Western.....	158 70					
	Shuswap and Okanagan.....	50 80					
	St. John Bridge & Ry. Extension.....	2 00					
	St. John and Maine.....	91 80					
	St. Lawrence and Ottawa.....	58 30					
	St. Stephen and Milltown.....	4 60					
	Tobique Valley.....	27 50					
	Tilsonburg, Lake Erie & Pacific.....	33 40					
	Toronto, Grey and Bruce.....	189 10					
	Toronto, Hamilton and Buffalo.....	2 70					
	West Ontario Pacific.....	26 60					
	Vancouver and Lulu Island.....	16 90					
20	Cape Breton Ry.....	31 00	5,152	82	2,210	32	77 32
21	Carillon and Grenville.....	13 00	1,849	55	131	96	
22	Caraquet.....	68 00	10,822	04	31,718	94	2,447 00
23	Campbellford, Lake Ontario and Western.....						
24	Central Ontario.....	125 00					
	Leased lines—						
	Marmora Ry. and Mining Co.....	9 60	134 60	61,821 73	162,513 08	11,128 33	
25	Crow's Nest Southern.....	53 20	24,286 49	114,220 69	2,696 24		
26	Cumberland Railway and Coal Co.....	32 00	15,347 05	21,929 00	4,087 26		
27	Chateauguay and Northern.....						
28	Dominion Atlantic, comprising—						
	Windsor and Annapolis.....	87 50					
	Cornwallis Valley.....	14 00					
	Yarmouth and Annapolis (Western Counties).....	88 00	279 50	649,078 95	422,095 77	61,773 20	
	Windsor Branch, leased from Intercolonial.....	32 00					
	Midland of Nova Scotia.....	58 00					
29	Edmonton, Yukon and Pacific.....	4 50					
30	Elgin and Havelock.....	28 00	2,555 60	7,647 72	736 31		
31	Esquimalt and Nanaimo.....	78 00	151,490 33	217,627 95	9,542 88		
32	Fredericton and St. Mary's Ry. Bridge Co. (now included in Intercolonial system).						
33	Grand Trunk.....	883 35					
	Great Western.....	561 80					
	Brantford, Norfolk and Port Burwell.....	34 39					
	Buffalo and Lake Huron.....	160 30					
	Grand Trunk, Georgian Bay and Lake Erie.....	175 62					
	Owen Sound Branch.....	12 40					
	London, Huron and Bruce.....	68 00					
	Waterloo Junction.....	10 25					
	South Norfolk.....	17 00					
	Wellington, Grey and Bruce.....	168 18					
	Northern.....	163 07					
	North Simcoe.....	33 00	3,111 13	8,458,202 99	17,936,068 77	1,319,357 49	
	Hamilton and North-western.....	172 23					
	Northern Pacific Junction.....	115 43					
	Midland.....	166 06					
	Grand Junction.....	85 54					
	Toronto and Nipissing.....	85 00					
	Lake Simcoe Junction.....	26 00					
	Victoria.....	53 00					
	Whitby, Port Perry and Lindsay.....	46 00					
	Jacques Cartier Union.....	6 50					
	Montreal and Champlain Junction.....	61 73					
	Beaubarnois Junction.....	6 28					

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for the Year ended June 30, 1906—*Continued*

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Earnings to Working Expenses.	Earnings per Train Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	\$ cts.		
200 40	7,640 86	— 7,052 10	53	0 39	20	
.....	1,981 51	— 2,245 20	47	0 58	21	
.....	44,987 98	— 3,662 90	92	0 97	22	
.....					23	Not in operation during year.
7,229 79	242,692 93	102,182 17	172	1 49	24	
968 80	142,172 22	51,695 53	156	2 20	25	
89,595 30	130,958 61	42,434 47	148	0 18	26	
.....					27	Included in Canadian Northern system.
.....	1,132,947 92	249,400 42	129	1 79	28	
.....					29	Included in Canadian Northern system.
40 00	10,979 63	954 16	109	0 62	30	
7,931 77	386,592 93	114,744 14	142	2 84	31	
.....					32	
736,793 68	28,450,422 93	8,658,634 78	143	1 46	33	

6-7 EDWARD VII., A. 1907

No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Railway.	Mileage.	Passenger Traffic		Freight Traffic.		Mails and Express Freight.		
			\$	cts.	\$	cts.	\$	cts.	
34	Great Northern Railway of Canada, now Canadian Northern Quebec Ry., including Lower Laurentian and Montford and Gatineau Colonization Railway	251 10	115,656	64	338,921	82	14,679	87	
35	Gulf Shore (leased to Caraquet Railway)	16 78							
36	Halifax and South-western	245 30	123,871	65	103,748	40	7,260	57	
37	Halifax and Yarmouth (now Halifax and South-western)								
38	Hampton and St. Martins	30 00	3,547	62	6,513	33			
39	Hereford (including Dom. Line Co.'s Line)	53 30	16,303	24	52,039	06	1,288	08	
40	Inverness Railway and Coal Co.	61 00	17,292	27	105,259	97	295	64	
41	Irondale, Bancroft and Ottawa	48 00	7,773	40	23,947	88	1,202	77	
42	Kaslo and Slocan, B.C.	31 08	5,450	40	13,257	00	1,323	13	
43	Kent Northern and St. Louis and Richibucto	27 00	6,167	66	14,929	72	990	18	
44	Kettle River Valley	3 86	277	40	1,122	45			
45	Kingston and Pembroke	112 85	44,679	61	141,218	49	10,242	65	
46	Lake Erie and Detroit River, including Erie and Huron	204 69	228 69	205,953	05	1,104,735	75	31,430	19
	Leased, London and Port Stanley	24 00							
47	Lenora Mount Sicker. (Not in operation)								
48	Liverpool and Milton	5 50	1,036	52	5,602	90			
49	Lotbinière and Mégantic	30 00	4,541	96	28,633	21			
50	Maganetawan River	1 91			1,580	06			
51	Manitoulin and North Shore	16 00	1,557	60	46,115	41			
52	Massawippi Valley	35 46	64,464	88	109,004	99	3,841	50	
53	Midland of Nova Scotia (now Dominion Atlantic)								
54	Montreal and Atlantic, formerly South-eastern	102 90	163 40	141,900	38	422,924	79	13,108	45
	Lake Champlain and St. Lawrence Junction	60 50							
55	Montreal and Province Line, formerly Montreal, Portland and Boston	58 69	38,801	17	40,998	84	4,535	86	
56	Montreal and Vermont Junction	23 60	61,935	10	137,169	82	4,192	56	
57	Morrissey, Fernie and Michel, B.C.	10 85	8,888	55	93,585	31	5	00	
58	Nelson and Fort Sheppard	55 41	28,665	58	55,586	83	2,263	31	
59	New Brunswick Coal and Railway Co.	58 00	7,188	49	20,100	65	1,471	72	
60	New Brunswick and Prince Edward Island	36 00	8,344	79	16,752	87	1,470	85	
61	New Brunswick Southern	82 50	13,363	52	21,095	37	3,566	48	
62	New Westminster Southern	24 10	51,341	88	13,150	57	2,194	81	
63	Nosbonsing and Nipissing	5 50			46,414	08			
64	Nova Scotia Steel and Coal Co.'s Railway	12 50	1,683	63	3,140	92	300	00	
65	Orford Mountain	48 50	4,926	02	21,804	68	525	84	
66	Ottawa and New York	56 90	62,398	83	54,526	13	5,034	24	
67	Philipsburg Railway and Quarry Co.	7 50	47	30	747	98			
68	Princeton Branch of Washington Co. Ry.(U.S.)	5 10	11,348	58	8,417	32	545	52	
69	Qu'Appelle, Long Lake and Saskatchewan	253 96	276,587	35	420,017	72	21,312	57	
70	Quebec Central	213 50	253,292	64	571,664	13	20,520	16	
71	Quebec and Lake St. John	244 00	174,420	15	340,711	41	19,097	78	
72	Quebec Railway, Light and Power Co. (formerly Quebec, Montmorency and Charlevoix)	30 00	12,848	29	33,907	90			
73	Quebec Southern, comprising United Counties, East Richelieu Valley and South Shore Rys.	143 75	54,571	58	85,403	58	5,052	75	
74	Red Mountain	9 59	4,175	54	19,453	37	821	23	
75	Rutland and Noyan	3 39	809	37	9,127	88	87	36	
76	Salisbury and Harvey	45 00	8,427	03	19,500	02	2,545	12	
77	Schomberg and Aurora	14 40	4,608	81	3,433	82			
78	Stanstead, Shefford and Chambly	43 00	24,852	94	53,888	14	2,690	93	
79	St. Clair Tunnel, Yard and Approaches	2 25	56,294	00	248,698	00	1,222	50	
80	St. Lawrence and Adirondack	46 12	121,440	72	151,453	49	5,486	76	

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for the Year ended June 30, 1906.—Continued.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Earnings to Working Expenses.	Earnings per Train Mile.	Number.	Remarks.
§ cts.	§ cts.	§ cts.	p. c.	§ cts.		
13,816 01	483,074 34	56,162 51	113	1 54	34	
3,733 38	238,614 00	36,894 36	118	1 66	36	
15 93	10,076 88	1,252 91	115	0 63	37	
85 97	69,716 35	19,310 34	78	0 95	38	
1,282 53	124,130 41	42,079 40	150	1 37	40	
65 34	32,924 05	1,973 55	94	0 93	41	
15 25	20,095 87	14,747 30	57	0 94	42	
8,898 55	22,087 56	8,075 06	157	1 22	43	
929 07	1,415 10	1,047 02	57	0 51	44	
	205,039 30	42,893 68	126	1 24	45	
	1,343,048 06	351,342 69	135	1 59	46	
	6,639 42	1,085 12	122	0 89	47	
	33,175 17	11,709 09	154	1 50	48	
	1,580 00	580 00			50	
183 19	47,856 20	17,916 36	159	3 27	51	
	177,311 37	44,893 92	134	0 98	52	
					53	
11,058 39	588,992 01	79,832 15	118	1 45	54	
1,781 18	86,117 05	17,578 50	125	0 99	55	
173 00	203,470 48	112,421 56	206	1 48	56	
96 82	102,575 68	18,895 78	123	3 34	57	
956 10	87,471 82	12,357 83	87	1 44	58	
15,492 50	44,253 36	2,224 73	105	0 63	59	
178 44	26,746 95	6,987 67	135	0 67	60	
1,842 55	39,867 92	1,277 62	97	0 65	61	
2,502 15	69,189 41	3,953 70	165	1 39	62	
64 00	46,414 08	3,867 75	109	3 43	63	
1,831 04	5,188 55	7,910 70	39	0 51	64	
	27,256 54	3,929 82	88	0 69	65	
	123,790 24	1,641 50	101	1 09	66	
	795 28	532 75	59	0 41	67	
	20,311 42	3,937 83	124	1 99	68	
565 00	718,482 64	216,086 81	143	1 97	69	
5,119 10	850,596 03	294,691 73	153	1 22	70	
29,628 65	563,857 99	175,795 55	145	1 53	71	
4,258 08	51,014 27	10,824 21	126	1 71	72	
15,741 72	160,769 63	13,893 84	109	1 15	73	
12,229 74	36,679 88	1,176 89	97	2 94	74	
	10,024 61	3,121 19	145	1 42	75	
234 54	30,706 71	961 89	101	1 09	76	
	8,042 63	4,336 96	65	0 36	77	
142 24	81,574 25	24,385 08	143	1 13	78	
15 00	306,229 50	150,907 84	197		79	Earnings from haulage of cars and locomotives.
265 92	278,646 89	123,428 29	179	1 30	80	

6-7 EDWARD VII., A. 1907

No. 6—SUMMARY STATEMENT of Earnings

Number.	Name of Railway.	Mileage.	Passenger	Freight	Mails
			Traffic.	Traffic.	and Express
			\$ cts.	\$ cts.	\$ cts.
81	St. Mary's River (now Alberta Railway and Irrigation Co.).....				
82	Sydney and Louisbourg (Dominion Coal Co.'s Ry).....	53·99	18,753 97	360,904 36	2,462 50
83	Témiscouata.....	113·00	46,725 56	99,176 51	11,182 69
84	Temiskaming and Northern Ontario.....	113·00	198,209 11	192,942 59	12,772 18
85	Tilsonburg, Lake Erie and Pacific (now Can. Pacific Ry).....				
86	Thousand Islands.....	6·33	7,660 35	21,204 15	3,104 62
87	Toronto, Hamilton and Buffalo.....	83·67	195,017 67	496,609 73	11,792 24
88	Vancouver, Victoria and Eastern Railway and Navigation Co.....	45·87	27,440 52	209,085 29	1,636 47
89	Vancouver, Westminster and Yukon.....	14·81	20,289 92	31,537 15	1,060 57
90	Victoria and Sydney, B.C.....	16·26	12,583 00	13,755 84	423 85
91	Victoria Terminal Railway and Ferry Co.....	18·40	1,430 24	4,092 88	31 87
92	Wellington Colliery Co., B.C.....	10·75	2,204 10	3,009 82	243 00
93	York and Carleton.....	5·75	1,095 00	1,785 00	35 00
Totals		21,353·40	33,392,188 04	81,433,115 07	4,510,649 00

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for the Year ended June 30, 1906—*Concluded.*

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Earnings to Working Expenses.	Earnings per Train Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	\$ cts.		
4,189 71	386,310 54	9,844 34	102	1 80	81	
25,016 83	157,084 76	25,623 39	119	1 05	82	
	428,940 71	193,778 91	182	2 40	83	
5,166 20	37,135 32	10,651 00	140	1 40	84	
38,068 99	741,478 63	281,873 34	161	2 12	85	
357 16	238,519 44	102,474 83	175	3 23	86	
760 46	53,648 10	9,392 80	85	1 68	87	
33 00	26,795 69	2,961 77	112	1 08	88	
	5,554 99	4,539 37	55	1 32	89	
	5,456 92	37,469 93			90	
	2,915 00	1,100 43	72	0 40	91	
5,986,912 92	125,322,865 03	38,193,430 54				

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No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Railway.	Mileage.	Maintenance of Way, Buildings, &c.		Cost of Motive Power.	
			\$	cts.	\$	cts.
1	Alberta Railway and Coal Co.					
2	Algoma Central and Hudson Bay	95 50	28,789	80	72,999	46
3	Atlantic and Lake Superior, comprising—					
	Baie des Chaleurs 100 00					
	Great Eastern, not under traffic. 23 00	100 00	18,144	21	20,379	92
	Ottawa Valley " " 7 00					
4	Alberta Railway and Irrigation Co.	113 72	40,840	98	26,594	45
5	Bay of Quinté Railway, including Kingston, Napanee and Western	93 37	40,403	66	70,589	64
6	Bedlington and Nelson	15 30	539	37	1,032	31
7	Beersville Coal and Railway Co.	8 63	975	00	1,703	00
8	British Yukon	90 32	61,537	31	26,926	59
9	Brockville, Westport and North-western	45 00	2,327	99	11,627	16
10	Bruce Mines and Algoma. (See note)					
11	Buctouche and Moncton	32 00	9,400	10	5,369	21
12	Canada Atlantic, including Ottawa, Arnprior and Parry Sound. 395 60					
	Leased lines: Central Counties 37 40	453 90	311,475	76	653,417	78
	Pembroke Southern. 20 90					
13	Canada Coals and Railway Co.	12 00	8,047	65	12,196	93
14	Canada Eastern. (See note)					
15	Canada Southern					
	Leased lines: Leamington and St. Clair.	382 19	1,094,986	87	1,769,600	66
	Sarnia, Chatham and Erie.					
16	Canadian Government Railways—					
	Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drummond County and Canada Eastern Ry.	1,451 66	1,397,143	62	2,930,075	83
17	Prince Edward Island	261 30	74,801	87	99,983	92
18	Canadian Northern, including—					
	Winnipeg Great Northern 40 00					
	Port Arthur, Duluth and Western. 85 00					
	Manitoba and South-eastern. 107 90	2,131 72				
	Lake Manitoba Ry. and Canal Co.'s line. 125 00					
	Ontario and Rainy River 164 00					
	Manitoba (formerly Northern Pacific and Manitoba and Portage and North-western Rys.) operated by the Canadian Northern	350 48	807,692	24	1,389,022	05
19	Canadian Pacific. 5,169 00					
	Leased lines: Atlantic and North-west 201 40					
	British Columbia Southern. 20 40					
	Calgary and Edmonton. 396 40					
	Cap de la Madeleine. 2 30					
	Columbia and Kootenay. 59 50					
	Columbia and Western. 157 10					
	Credit Valley. 175 70					
	Fredericton. 22 10					
	Great North-west Central. 111 70					
	Guelph Junction 15 00					
	Kootenay and Arrowhead. 33 20					
	Lindsay, Bobcaygeon and Pontypool. 38 70					
	Tilsonburg, Lake Erie and Pacific. 33 40					
	Manitoba and South-western Colonization. 215 70	8,506 30	8,895,209	03	12,323,700	79
	Manitoba and North-western. 294 60					
	Montreal and Ottawa. 93 50					
	Montreal and Lake Maskinongé. 11 00					
	Nakusp and Slocan 36 50					
	New Brunswick. 174 60					
	New Brunswick and Canada 117 60					
	Northern Colonization. 23 50					
	Ontario and Quebec 474 40					
	Ottawa, Northern and Western. 158 70					
	Shuswap and Okanagan. 50 80					
	St. John Bridge and Railway Extension. 2 00					
	St. John and Maine 91 80					

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Expenses for the Year ended June 30, 1906.

Maintenance of Cars.	General and Operating Charges.	Total.	Cost of operating per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	\$ cts.		
26,178 82	112,377 39	240,345 47	5 23	1	Now the Alberta Railway and Irrigation Company.
				2	
1,641 56	17,791 84	57,957 53	0 83	3	
4,375 45	54,005 85	125,816 73	1 92	4	
19,101 28	52,043 88	182,138 46	0 81	5	
48 32	6,273 33	7,893 33	2 71	6	
101 14	1,730 00	4,509 14	0 72	7	
8,016 92	56,871 92	153,352 74	2 32	8	
157 26	15,636 44	29,748 85	0 51	9	
734 55	6,823 82	22,327 68	1 08	10	This road not in operation during year.
				11	
129,114 30	443,368 76	1,537,376 60	0 99	12	
4,968 30	5,438 86	30,651 74	1 36	13	
1,294,388 29	2,752,594 31	6,911,570 13	1 93	14	Now included in Intercolonial Railway System.
				15	
651,178 98	2,603,515 93	7,581,914 36	1 02	16	
12,390 42	107,076 95	294,253 16	0 94	17	
214,671 63	1,263,346 93	3,674,732 85	1 22	18	
3,836,292 14	12,792,088 68	37,847,290 64	1 31	19	

6-7 EDWARD VII., A. 1907

No. 7.—SUMMARY STATEMENT of Operating Expenses

Number.	Name of Railway.	Mileage.	Maintenance of Way, Buildings, &c.	Cost of Motive Power.
			\$ cts.	\$ cts.
	Canadian Pacific—Leased lines— <i>Con.</i>			
	St. Lawrence and Ottawa	58·30		
	St. Stephen and Milltown	4·60		
	Tobique Valley	27·50		
	Toronto, Grey and Bruce	189·10		
	Toronto, Hamilton and Buffalo	2·70		
	West Ontario Pacific	26·60		
	Vancouver and Lulu Islands	16·90		
20	Cape Breton Railway	31·00	4,051 81	5,234 76
21	Carillon and Grenville	13·00	1,932 00	1,582 00
22	Caraquet	68·00	16,792 50	17,975 75
23	Campbellford, Lake Ontario and Western			
24	Chateauguay and Northern, included in Can. Nor. System.			
25	Central Ontario	125·00		
	Leased Line—Marmora Ry. and Mining Co. 9·60)	134·60	48,931 87	48,687 12
26	Crow's Nest Southern	53·20	30,848 38	25,491 35
27	Cumberland Railway and Coal Company	32·00	25,713 15	21,804 15
28	Dominion Atlantic, comprising—			
	Windsor and Annapolis	87·50		
	Cornwallis Valley	14·00		
	Yarmouth and Annapolis (Western Counties) ..	88·00	279·50	164,289 04
	Windsor Branch, leased from Intercolonial ..	32·00		
	Midland of Nova Scotia	58·00		333,738 88
29	Edmonton, Yukon and Pacific	4·50		
30	Elgin and Havelock	28·00	4,357 97	3,287 04
31	Esquimalt and Nanaimo	78·00	56,241 10	41,933 20
32	Fredericton and St. Mary's Railway Bridge Co.			
33	Grand Trunk	883·35		
	Great Western	561·80		
	Brantford, Norfolk and Port Burwell	34·39		
	Buffalo and Lake Huron	160·30		
	Grand Trunk, Georgian Bay and Lake Erie ..	175·62		
	Owen Sound Branch	12·40		
	London, Huron & Bruce	68·00		
	Waterloo Junction	10·25		
	South Norfolk	17·00		
	Wellington, Grey and Bruce	168·18		
	Northern	163·07	3,111·13	3,966,988 46
	North Simcoe	23·00		
	Hamilton and North-western	172·23		7,468,972 00
	Northern and Pacific Junction	115·43		
	Midland	166·06		
	Grand Junction	85·54		
	Toronto and Nipissing	85·00		
	Lake Simcoe Junction	26·00		
	Victoria	53·00		
	Whitby, Port Perry and Lindsay	46·00		
	Jacques Cartier Union	6·50		
	Montreal and Champlain Junction	61·73		
	Beauharnois Junction	6·28		
34	Great Northern Ry. of Canada, now Canadian Northern, Quebec, including Lower Laurentian, Montford and Gati-neau Colonization Railway	251·10	77,788 89	166,129 60
35	Gulf Shore (leased to Caraquet Railway)	16·78		
36	Halifax and South-western	245·30	61,298 42	58,726 36
37	Halifax and Yarmouth, now in Halifax and South-western.			
38	Hampton and St. Martins	30·00	3,391 48	3,314 51
39	Hereford (including Dominion Lime Co's line)	53·30	29,772 17	29,093 06
40	Inverness Ry. and Coal Co.	61·00	24,315 75	29,961 33
41	Irondale, Bancroft and Ottawa	48·00	13,976 83	13,337 85
42	Kaslo and Slocan, B.C.	31·08	18,507 93	9,346 09
43	Kent Northern and St. Louis and Richibucto ..	27·00	7,275 00	3,865 00
44	Kettle River Valley	3·86	655 34	822 02
45	Kingston and Pembroke	112·85	45,849 48	48,901 41
46	Lake Erie and Detroit River, including Erie and Huron ..	228·69	203,048 38	367,929 24
	Leased line—London and Port Stanley			

SESSIONAL PAPER No. 20b

for the Year ended June 30, 1906—Continued.

Maintenance of Cars.	General and Operating Charges.	Total.	Cost of operating per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	\$ cts.		
1,041 72	4,364 67	14,692 96	0 75	20	
270 00	442 71	4,226 71	1 24	21	
2,035 75	11,846 88	48,650 88	1 05	22	
				23	Not in operation.
				24	
6,406 74	36,485 03	140,510 76	0 86	25	
7,565 43	26,571 53	90,476 69	1 40	26	
11,853 83	29,153 01	88,524 14	0 12	27	
				28	
30,898 64	354,620 94	883,547 50	1 40	29	
				30	Now included in Canadian Northern System.
9 10	2,371 36	10,025 47	0 57	31	
12,650 35	161,024 14	271,848 79	2 00	32	
				33	
2,143,902 86	6,211,924 83	19,791,788 15	1 02	34	
				35	
32,974 67	150,018 67	426,911 83	1 37	36	
9,013 14	72,681 72	201,719 64	1 40	37	
	2,117 98	8,823 97	0 55	38	
5,617 32	24,544 14	89,026 69	1 21	39	
5,244 11	22,529 82	82,051 01	0 90	40	
975 86	6,607 06	34,897 60	0 99	41	
1,043 27	5,943 88	34,843 17	1 63	42	
75 00	2,797 50	14,012 50	0 77	43	
76 55	908 21	2,462 12	0 88	44	
5,451 87	61,942 86	162,145 62	0 98	45	
97,103 73	323,624 02	991,705 37	1 18	46	

6-7 EDOUARD VII, A. 1907

No. 7.—SUMMARY STATEMENT of Operating Expenses

Number.	Name of Railway.	Mileage.	Maintenance of Way, Buildings, &c.		Cost of Motive Power.	
			\$	cts.	\$	cts.
47	Lenora Mount Sicker (not in operation).....					
48	Liverpool and Milton.....	5 50	1,840	00	2,214	10
49	Lotbinière and Mégantic.....	30 00	6,621	96	7,515	39
50	Maganetawan River.....	1 91				
51	Manitoulin and North Shore.....	16 00	7,941	91	8,969	53
52	Massawippi Valley.....	35 46	25,132	44	54,140	04
53	Midland of Nova Scotia, now in Dominion Atlantic.....					
54	Montreal and Atlantic, (formerly South Eastern) .102 90 } Lake Champlain and St. Lawrence Junction..... 60 50 }	163 40	138,259	04	175,946	11
55	Montreal and Province Line, (formerly Montreal, Portland and Boston).....	58 60	19,964	46	21,779	19
56	Montreal and Vermont Junction.....	23 60	15,469	39	44,495	08
57	Morrissey, Fernie and Michel, B.C.....	10 85	14,223	15	30,842	86
58	Nelson and Fort Sheppard.....	55 41	32,827	91	30,442	39
59	New Brunswick Coal and Ry. Co.....	58 00	8,605	03	10,458	21
60	New Brunswick and Prince Edward Island.....	36 00	7,377	82	6,637	05
61	New Brunswick Southern.....	82 50	11,443	33	11,993	38
62	New Westminster Southern.....	24 10	13,714	53	11,531	51
63	Nosbonsing and Nipissing.....	5 50	13,614	89	2,978	24
64	Nova Scotia Steel and Coal Co's. Ry.....	12 50	4,331	19	6,412	71
65	Orford Mountain.....	48 50	12,892	82	8,663	83
66	Ottawa and New York.....	56 90	41,003	58	28,462	68
67	Phillipsburg Ry. and Quarry Co.....	7 50	491	25	377	78
68	Princeton Branch of Washington Co. Ry, (U.S.).....	5 10	13,534	39	1,385	06
69	Qu'Appelle, Long Lake and Saskatchewan.....	253 96	136,972	23	203,593	13
70	Quebec Central.....	213 50	150,999	18	188,378	76
71	Quebec and Lake St. John.....	244 00	84,454	21	153,167	37
72	Quebec Ry. Light and Power Co. (formerly Quebec, Montmorency and Charlevoix).....	30 00	6,292	36	13,538	93
73	Quebec Southern, comprising United Counties, East Richelieu Valley and South Shore Rys.....	143 75	25,917	85	57,525	57
74	Red Mountain.....	9 59	10,670	84	9,888	20
75	Rutland and Noyan.....	3 39	1,297	22	1,976	67
76	Salisbury and Harvey.....	45 00	13,445	28	10,524	01
77	Schomberg and Aurora.....	14 40	3,601	38	4,796	77
78	Stanstead, Shefford and Chambly.....	43 06	15,139	68	18,773	84
79	St. Clair Tunnel, yard and approaches.....	2 25	15,849	59	87,682	96
80	St. Lawrence and Adirondack.....	46 12	46,597	39	55,720	28
81	St. Mary's River, now Alberta Ry. and Irrigation Co.....					
82	Sydney and Louisburg (Dominion Coal Co).....	53 99	70,478	18	139,485	51
83	Témiscouata.....	113 00	45,641	58	39,502	27
84	Temiscaming and Northern Ontario.....	113 00	41,060	06	89,394	54
85	Tilsonburg, Lake Erie and Pacific.....					
86	Thousand Islands.....	6 33	4,243	89	10,388	74
87	Toronto, Hamilton and Buffalo.....	83 67	99,251	24	128,901	17
88	Vancouver, Victoria and Eastern Ry. and Navigation Co.....	45 87	23,790	08	57,137	80
89	Vancouver, Westminster and Yukon.....	14 81	10,120	26	2,038	11
90	Victoria and Sidney, B.C.....	16 26	5,523	25	6,038	57
91	Victoria Terminal Ry. and Ferry Co.....	18 40	3,759	73	456	95
92	Wellington Colliery Co., B.C.....	10 75	10,052	05	22,732	94
93	York and Carleton.....	5 75	1,060	00	1,963	43
	Totals.....	21,353 40	18,793,848	03	29,884,204	08

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for the Year ended June 30, 1906—*Concluded.*

Maintenance of Cars.	General and Operating Charges.	Total.	Cost of operating per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	\$ cts.		
175 00	1,325 20	5,554 30	0 75	47	
1,445 61	5,883 12	21,466 08	0 97	49	
	1,000 00	1,000 00	0 80	50	
2,730 74	10,297 66	29,939 84	2 05	51	
9,966 08	43,178 89	132,417 45	0 73	52	
				53	
27,583 67	167,371 04	509,159 86	1 25	54	
10,190 27	16,604 63	68,538 55	0 79	55	
3,045 77	28,038 68	91,048 92	0 67	56	
10,493 79	28,120 10	83,679 90	2 72	57	
2,767 01	33,792 34	99,829 65	1 65	58	
1,781 73	21,183 66	42,028 63	0 60	59	
1,044 88	4,699 53	19,759 28	0 50	60	
2,017 29	15,691 54	41,145 54	0 67	61	
1,882 23	38,107 44	65,235 71	1 01	62	
3,403 70	22,549 50	42,546 33	3 14	63	
255 22	2,100 13	13,099 25	1 31	64	
252 55	9,377 16	31,186 36	0 78	65	
4,919 56	47,762 92	122,148 74	1 07	66	Running powers in City of Ottawa—
9 00	450 00	1,328 03	0 68	67	1·90 miles.
444 48	1,009 66	16,373 59	1 60	68	
24,664 94	137,165 53	502,395 83	1 37	69	
41,113 35	195,413 01	555,904 30	0 79	70	
17,801 91	132,638 95	388,062 44	1 05	71	
				72	
3,815 99	16,542 78	40,190 06	1 35	72	
8,250 06	55,182 31	146,875 79	1 05	73	
764 40	16,533 33	37,856 77	3 03	74	
744 23	2,885 30	6,903 42	0 98	75	
1,151 81	4,623 72	29,744 82	1 05	76	
92 37	3,889 07	12,379 59	0 56	77	
6,378 06	16,897 59	57,189 17	0 79	78	
876 37	50,912 74	155,321 66	...	79	
12,746 80	40,154 13	155,218 60	0 72	80	Running powers from Adirondack
				81	Junction to Montreal—8·70 miles.
53,649 91	112,852 60	376,466 20	1 76	82	
12,144 52	34,173 00	131,461 37	0 88	83	
11,962 94	92,744 26	235,161 80	1 31	84	
				85	Now included in Canadian Pacific
675 07	11,176 62	26,484 32	1 00	86	Ry. System.
18,976 57	212,476 31	459,605 29	1 32	87	
5,659 96	49,456 77	136,044 61	1 84	88	
2,253 95	48,628 58	63,040 90	1 98	89	
615 48	11,656 62	23,833 92	0 96	90	
43 79	5,833 89	10,094 36	2 40	91	
9,766 86	375 00	42,926 85	...	92	
80 00	912 00	4,015 43	0 56	93	
8,896,209 22	29,555,173 16	87,129,434 49			

6-7 EDWARD VII., A. 1907

No. 8.—SUMMARY of Accidents

Number.	Name of Railway.	Mileage.	Passengers, Employees or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.		At work on or near Track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	The Algoma Central & Hudson Bay.....	95·50	{ Employees..	1					
			{ Others.....						
2	The Bay of Quinté.....	93·37	{ Employees..					1	3
			{ Others.....						
3	Canada Atlantic and leased lines.....	453·90	{ Passengers..					2	
			{ Employees..	1	1			4	
			{ Others.....		2			2	
4	Canada Coal & Railway Co.....	12·00	Employees..						
5	Canadian Northern.....	2,482·20	{ Passengers..		2				
			{ Employees..	1	12	1	2	3	9
			{ Others.....		1	1	4		
6	Canadian Northern, Quebec.....	251·10	{ Passengers..				1		
			{ Employees..		2	1			
			{ Others.....						
7	Canada Southern and leased lines.....	382·19	{ Passengers..						
			{ Employees..		8		1		2
			{ Others.....				2		
Canadian Government Railways:									
8	Intercolonial.....	1,451·66	{ Passengers..		2	2	1		
			{ Employees..		10		5	3	11
			{ Others.....			1	3		
9	Prince Edward Island.....	267·50	Employees..						4
10	Canadian Pacific and leased lines.....	8,506·30	{ Passengers..	4	9		16		
			{ Employees..	7	51	1	22		
			{ Others.....	3	5	13	10		
11	Crow's Nest Southern.....	53·20	{ Passengers..						
			{ Employees..		1				
12	Cumberland Ry. & Coal Co.....	32·00	Employees..						
13	Dominion Atlantic and leased lines.....	293·50	{ Employees..						
			{ Others.....						
14	Esquimalt & Nanaimo.....	78·00	Passengers..		1				
15	Grand Trunk.....	3,111·13	{ Passengers..		4	2	23		
			{ Employees..		66	1	30	2	21
			{ Others.....		12	4	16		
16	Halifax & South Western.....	245·03	{ Employees..						
			{ Others.....						
17	Hereford.....	53·30	Employees..						
18	Irondale, Bancroft & Ottawa.....	48·00	Employees..						
19	Inverness Railway & Coal Co.....	61·00	Employees..	1				1	
20	Kaslo & Slocan, B.C.....	31·08	Employees..						
21	Kingston & Pembroke.....	112·85	Passengers..					1	
			{ Passengers..					2	
22	Lake Erie & Detroit River.....	228·69	{ Employees..	2	3		2		1
			{ Others.....				2		
23	Massawippi Valley.....	38·41	Others.....						
24	Montreal & Atlantic.....	163·40	Employees..						
25	Montreal & Province.....	58·60	Employees..						
26	Montreal & Vermont Junction.....	26·60	{ Passengers..		1				
			{ Employees..						
27	Morrissey, Fernie & Michel.....	10·85	Employees..		1	1			
28	Nelson & Fort Sheppard.....	55·41	Employees..						
29	New Brunswick Coal & Ry. Co.....	58·00	Employees..			1			
30	New Brunswick Southern.....	82·50	Passengers..						
			{ Passengers..						
			{ Employees..				1	1	
			{ Others.....						
31	New Westminster Southern.....	24·10	Employees..						
32	Philipsburg Railway & Quarry Co.....	7·50	Employees..						
33	Qu'Appelle, Long Lake & Saskatchewan.....	253·96	Employees..					1	

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for the Year ended June 30, 1906.

Putting Arms or Heads out of Windows.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Struck by Engine or Cars at Highway Crossing.		Walking, standing, lying or being on Track.		Ex-plosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			1	1				2						1	1	1	2	1
								1								1	4	2
			7	1	3										16	2	31	3
			1			2		3							5	4	4	4
			7	1	12									1	34	7	76	5
								1								1	6	5
		1						1	1						28	3	31	6
					2			1	1						3	1	1	5
			4		2			8							13	5	5	7
						1	2	7	3						2	8	9	7
															8	2	11	8
	1		12		5			3	3					15	6	62		
				2	1	6	6	7	6					1	15	17	9	
					41			3	2					16	8	24	9	
1		5	34	21	27			18	16			1	1	15	29	59	180	10
				1		9	13	41	24					2	3	69	55	11
															1		1	
			1														1	12
								1								1	2	13
								2								2	1	
																	1	14
	1				50			2							24	4	102	15
	3	3	44	9	34	2	2	12	12	2	2		3	9	139	40	356	
				1	12	27	47	54	27					7	22	93	136	16
						2	1									2	1	
															2	2	2	17
				1												1	1	18
																2	2	19
				1													1	20
						1										1	1	21
					2										1	5	5	22
									1	2					9	3	18	
							3	2							3	8	8	23
								1								1	1	
					1										2	4	2	24
		1	2													1	2	25
																	1	26
											1				1	2	2	27
															2	3	3	28
																1	3	29
					3												3	30
											5						5	31
					1					2					1	1	5	
								1	1							1	1	32
																1	1	33

6-7 EDWARD VII., A. 1907

No. 8.—SUMMARY of Accidents for the

Number.	Name of Railway.	Mileage.	Passengers, Employees or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.		At work on or near Track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
34	Quebec & Lake St. John.	244·00	{ Passengers				2		
			{ Employees		3				
35	Quebec Ry., Light & Power Co. (Mont- morency Div.)	30·00	{ Passengers						
			{ Employees						1
36	Quebec Southern	143·75	{ Employees		1				
37	Red Mountain	9·59	{ Employees		1				
			{ Passengers		1				
38	Stanstead, Shefford & Chambly	43·00	{ Employees				1		
			{ Others		1		1		
39	St. Clair Tunnel Co.	2·25	{ Employees		1				
40	St. Lawrence & Adirondack	54·82	{ Passengers				1		
			{ Employees						
41	Sydney & Louisburg	53·99	{ Employees						2
			{ Others						
42	Temiskaming & Northern Ontario	113·00	{ Employees						
			{ Others						
43	Temiscouata	113·00	{ Passengers						
			{ Employees						
44	Thousand Islands	6·33	{ Employees						
45	Toronto, Hamilton & Buffalo	83·67	{ Passengers			1			
			{ Employees		1		1		
46	Victoria, Vancouver & Eastern	45·87	{ Employees						
47	Vancouver, Westminster & Yukon	14·81	{ Passengers						
			{ Employees			1			
				19	205	33	159	13	52

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Year ended June 30, 1906—*Concluded.*

Putting Arms or Heads out of Windows.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Struck by Engine or Cars at Highway Crossing.		Walking, standing, lying or being on Track.		Ex-plosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
								1							1	1	2	34
															1		4	
															1		1	35
																	1	
																	1	36
			1		8			1							3		14	
																	1	37
																	1	
															1		1	38
																	2	
																	1	39
																	1	
															1		2	40
			3												1		2	
																	3	41
								2								2	1	
								1	1								1	42
								2									2	
																	1	43
																	1	
																	1	44
																	1	
																	3	45
															1		6	
													1		5		2	46
																	2	
																	2	47
																	2	
1	5	10	123	38	209	50	76	168	108	2	12	1	5	26	406	361	1,365	

No. 9.—STATISTICS of Lines of Railway owned by Coal and

Name of Company.	Location.	Length of Line.	Gauge.	Length of Road laid with Steel Rails.	Length of Road laid with Iron Rails.	Weight of Steel Rails per yard.
		Miles.		Miles.	Miles.	Lbs
Acadia Coal Co., Ltd., N.S.	I.C.R. to Slopes Colliery	2.50				
"	Branch, Allan Shaft Colliery to New Glasgow	1.00				
"	Sidings	2.50	14.00	4.8½	13.00	1.00
"	New Glasgow to Thorburn	6.00				
"	Sidings at Thorburn	1.00				
"	Sidings along route	1.00				
Intercolonial Coal Mining Co., Ltd., N.S.	Drummond Colliery to Abercrombie Pier	*10.00	10.50	4.8½	10.50	.....
"	Branch, Drummond Colliery to Drummond Siding, I.C.R.	+.50				
Londonderry Iron Co., Ltd., N.S.	Londonderry to Londonderry Station	2.50				
"	Branch, East Mines to East Mines Station	4.00	15.00	4.8½	15.00	.....
"	Londonderry to West Mines Ore Workings	5.00		3.0		40
"	Sidings around works at Londonderry	3.50		4.8½		
N. S. Steel & Coal Co., Ltd., N.S.	Sydney Mines to North Sydney	5.00	31.00	4.8½	31.00	.....
"	Branch, Sydney No. 1 to Sydney No. 3	3.00				
"	Sidings at Sydney	23.00				
Dominion Coal Co., Ltd., N.S. (Sydney & Louisburg, Ry.)	Sydney to Louisburg	39.30				
"	Branch, main line to Bore Hole	.04				
"	Branch, main line to International Mine	.25				
"	Branch, main line to Reserve Mine	2.30				
"	Branch, main line to Caledonia Mine	1.20				
"	Branch, main line to Hub Mine	.93				
"	Branch, main line to Point in direction of Port Morien	.38	53.99	4.8½	53.99	.....
"	Branch, main line to Glace Bay Wharf	1.00				
"	Branch, main line to Wash Plant	.54				
"	Branch, main line to Dom. No. 6 Colliery	5.32				
"	Branch, main line to Mira Quarry	.25				
"	Branch, main line to Sydney Coal Yard	1.23				
"	Leased, main line to I.C.R. at Sydney	1.25				

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Iron Mining Companies for the Year ended June 30, 1906.

Weight of Iron Rails per yard.	No. of Junctions with other Railways.	No. of Crossings of other Railways at rail level.	No. of Crossings of Highways.	No. of Overhead Bridges.	Height, clear head- way, of overhead bridges above rail level.	No. of Locomotive Engines.	No. of Wagons.	Total Mileage Worked	No. of Tons of Coal Carried.	No. of Tons of Iron Ore Carried.	No. of Tons of Iron Carried.	No. of Tons of other Freight Carried.	Total No. of Tons of Freight Carried.
Lbs.					Ft.								
50	2	.....	3	1	22	3	...	14'00	124,000	.....	.....	10,000	134,000
.....	1	1	8	.....	.....	2	170	10'50	255,377	.....	.....	\$10,960	266,337
.....	2	.....	10	.....	.....	4	66	15'00	114,325	87,540	41,498	43,000	286,363
.....	1	6	9	340	31'00	639,077	131,510	59,498	229,550	1,059,635
.....		5	31	3	18	23	1527	53'99	3,570,115	200,846	3,770,961

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No. 9.—STATEMENT of Lines of Railway owned by Coal and

Name of Company.	Location.	Length of Line.	Gauge.	Length of Road laid with Steel Rails.	Length of Road laid with Iron Rails.	Weight of Steel Rails per yard.
		Miles.		Miles.	Miles.	Lbs.
Wellington Colliery Co., Ltd	Ladysmith to Wellington Extension 11'00	13'00	4' 8½	13'00	.....	50 to 60
	Branch, E. & N. Ry., Ladysmith to wharfs at Ladysmith 1'00					
	Sidings 1'00					
Western Fuel Co., Ltd.	Wharves to Harewood Mine	7'00	4' 8½	7'00	.....	56
	Totals	144'49	.....	143'49	1'00	.....

* Connecting Drummond Colliery with Coal Shipping Pier, Pictou Harbour. † Connecting Drummond

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Iron Mining Companies for the Year ended June 30, 1906—*Concluded.*

Weight of Iron Rails per yard.	No. of Junctions with other Railways.	No. of Crossings of other Railways at rail level.	No. of Crossings of Highways.	No. of Overhead Bridges.	Height, clear headway, of overhead bridges above rail level.	No. of Locomotive Engines.	No. of Wagons.	Total Mileage Worked	No. of Tons of Coal Carried.	No. of Tons of Iron Ore Carried.	No. of Tons of Iron Carried.	No. of Tons of other Freight Carried.	Total No. of Tons of Freight Carried.
Lbs.					Ft.								
	1	1	6			6	250	13·00	335,149			1,653	336,802
			1			3	272	7·00	160,332			1,000	161,332
	8	7	65			50	2625	144·49	5,198,375	219,050	100,996	497,009	6,015,430

Colliery with Inter-colonial Railway.

§ Mostly wood for timbering mines.

¶ Mine stores and timber.

No. 10.—LINES of Railway owned by Coal and Iron Mining Companies—Summary of Accidents for the Year ended June 30, 1906.

Name of Company.	Mileage.	Passengers, Employees or Others.		Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion—Injured.		At work on or near track making up trains.		Coupling Cars—Injured.		Collisions, or by cars thrown from track, Killed.		Walking, lying or being on track.		Explosions.		Other causes—Injured.		Totals.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Intercolonial Coal Mining Co., Ltd.	10.50			1	1																
Nova Scotia Steel & Coal Co., Ltd.	31.00						1			1											
Dominion Coal Co., Ltd.	53.99							2							2						
Totals...	95.49	1	2	1	2	1	1	2	2	1	1	1	1	2	2	2	2	6	7	1	7

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No. 11.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments, up to the year ended June 30, 1906.

Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bonds.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
DOMINION GOVERNMENT.												
Albert (now Salisbury and Harvey).....												
Algoma Central and Hudson Bay.....												
Albert Southern.....												
Atlantic and Northwest in Canada.....												
Bay of Quinte.....												
Baie des Chaleurs (now in Atlantic and Lake Superior)												
Bellefleur and North Hastings—Grand Junction (now in Grand Trunk)												
Beauharnois Junction.....												
Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo)												
Brookville, Westport and Northwestern.....												
Bruce Mines and Algoma.....												
Buctouche and Moncton.....												
Canada Atlantic.....												
Canada Central.....												
Canada Eastern (formerly Northern and Western of New Brunswick)												
Canadian Pacific.....												
" Crow's Nest Pass.....												
Cap de la Madeleine.....												
Cape Breton.....												
Carquet.....												
Central of New Brunswick (now New Brunswick Coal and Ry.).....												
Central of Nova Scotia (formerly Nova Scotia Central, now in Halifax and Southwestern).....												
Central Ontario.....												
Chateaugay and Northern (now, Canadian Northern, Quebec)												
Coast Railway of Nova Scotia (now Halifax and Yarmouth)												
Cobourg, Northumberland and Pacific.....												
Columbia and Kootenay.....												
Corwallis Valley (now in Dominion Atlantic)												
Cumberland Railway and Coal Company.....												
Drummond County (now in Intercolonial system)												
Dominion Lime Company (now in Hereford Ry.).....												

* Including \$14,665.45 used iron rails. † Including \$83,612.54 rails to St. Martin's and Upham Ry. ‡ Payable in half-yearly instalments of \$35,550 each for 20 years, commencing July 1, 1889, and also \$1,963,500 as bonus in addition on the portion of this railway through the state of Maine. b Including \$24,439.84 rails to Chatham Branch. c Including cost of railway lines built by Dominion Government, and transferred to Canadian Pacific Railway Company, \$31,145,738.54.

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North Simcoe.....	83,300 00	
Ontario, Belmont and Northern (leased to Central Ontario)	19,149 39	
Ontario and Rainy River (now in Canadian Northern)	1,072,800 00	
Ottawa, Arnprior and Parry Sound, leased to Canada Atlantic	434,076 06	
Ottawa and New York.....	35,000 00	
Parry Sound Colonization, leased to Canada Atlantic	143,250 00	
Pembroke Southern (leased to Canada Atlantic)	55,500 00	
Port Arthur, Duluth and Western (now in Canadian Northern)	255,571 00	
Teniskaming and Northern Ontario.....	7,808,216 85	
Tilsenburg, Lake Erie and Pacific.....	38,564 00	
Toronto and Nipissing.....	105,212 00	
Lake Simcoe Junction.....	53,000 00	
Toronto, Grey and Bruce.....	375,282 00	
Victoria.....	312,000 00	
Wellington, Grey and Bruce.....	241,276 00	
Whitby, Port Perry and Lindsay.....	94,957 59	
Interprovincial Bridge at Ottawa.....	50,000 00	
		26,000 00
		16,702,012 89
QUEBEC GOVERNMENT.		
Baie des Chaleurs (now in Atlantic and Lake Superior)	1,415,000 00	
Beauharnois Junction.....	179,073 00	
Canada Atlantic.....	200,000 00	
Great Eastern (now in Atlantic and Lake Superior)	156,000 00	
Great Northern (including Lower Laurentium)	1,025,733 66	
Drummond County (now in Interoceania RY.)	347,420 54	
East Richelieu Valley (now part of Quebec Southern)	115,215 00	
Hereford (including Dominion Line Co.'s Line)	60,500 00	
International (now Atlantic and Northwest—C. P. R.)	391,122 02	
Lake Champlain and St. Lawrence Junction	250,280 00	
Lake Teniscamingue Colonization	350,076 82	
L'Assomption.....	5,512 50	
Lotbiniere and Megantic.....	126,994 00	
Missisquoi Valley (now Atlantic and Northwest—C. P. R.)	228,000 00	
Montfort and Gatineau Colonization (now in Great Northern)	168,395 80	
Montreal and Champlain Junction.....	150,000 00	
Montreal and Ottawa.....	182,210 00	
Montreal, Portland and Boston (now Montreal and Province Line)	231,122 00	
Montreal and Sorel (now South Shore)	276,645 00	
Montreal and Western.....	472,500 00	
Montreal and Lake Maskinongé.....	87,750 00	
Northern Colonization, C. P. R.	96,000 00	
Orford Mountain.....	138,884 92	
Ottawa and Gatineau (now Ottawa Northern and Western)	780,370 00	
Ottawa Valley (now in Atlantic and Lake Superior)	25,390 00	
Philipsburg RY. and Ch Barry Co.	25,657 00	
Pontiac Pacific Junction (now Ottawa Northern and Western)	412,102 58	

* Balance \$19,184—has lapsed.

A See Note on page No 21.

No. 11.—STATEMENT of Aid granted to Railways by Government—Continued.

Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bonds.		Total.	
	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.
QUEBEC GOVERNMENT—Continued.												
Pontiac and Renfrew.....												
Quebec Bridge.....						17,433 60						
Quebec and Lake St. John.....						250,000 00						
Quebec Central.....						2,533,000 00						
Quebec, Montreal, Ottawa and Occidental, including North Shore.....						1,076,123 14						
Quebec, Montmorency and Charlevoix.....		3,722,956 00				727,000 00						
Southeastern (now Montreal and Atlantic).....						304,945 50						
St. Lawrence and Adirondaek.....						444,000 00						
Témiscouata.....						70,400 00						
United Counties (now part of Quebec Southern).....						362,250 00						
Waterloo and Magog (now in Atlantic and Northwest—C. P. R.).....						210,000 00						
				3,722,956 00		92,000 00		13,987,317 08				
NEW BRUNSWICK GOVERNMENT.												
Albert (now Salisbury and Haervey).....							453,000 00					
Albert Southern.....							48,680 00					
Beersville-Cool and R'ly Co.....							16,200 00					
Buctouche and Moncton.....							96,000 00					
Caracut.....							180,000 00					
Central of New Brunswick (now New Brunswick Coal and Rly. Co.).....							130,000 00					
Elgin, Petricodiac and Havelock (now Elgin and Havelock).....							107,500 00					
Fredrieton.....							230,000 00					
Grand Southern (now New Brunswick Southern).....							413,000 00					
Gulf Sh. re.....							41,950 00					
Harvey Branch.....							9,000 00					
Kent Northern.....							135,000 00					
New Brunswick.....							76,000 00					
New Brunswick and Canada.....							575,000 00					
New Brunswick and Prince Edward Island.....							99,708 90					
Quebec and New Brunswick.....							45,000 00					
Restigouche and Western—now International of New Brunswick.....							250,000 00					
St. Martin and Uplham (now Hampton and St. Martin).....							145,600 00					
St. John Bridge and Railway extension.....							5,181 81					
St. John and Maine.....							880,000 00			300,000 00		
St. Louis and Kitchabucto.....							21,000 00					
St. Stephen and Milltown.....							13,920 00					

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Prince Edward Island	66,000 00								
Tobique Valley	70,000 00								
York and Carleton	13,897 00								300,000 00
								4,132,637 71	
NOVA SCOTIA GOVERNMENT.									
Cape Breton	95,000 00								
Coast Line (now Halifax and Yarmouth)	156,499 33								
Cornwallis Valley (now in Dominion Atlantic)	44,890 00								
Canada Coal and Railway Co.'s Line (formerly Joggins)	33,200 00								
Inverness and Richmond (now Inverness railway and Coal Co.)	272,000 00								
Midland Rr. of Nova Scotia (formerly Stewiacke Valley and Lansdowne)	185,600 00								
Middleton and Victoria Beach	90,900 00								
New Glasgow Iron, Coal and Railway Co. (now Nova Scotia Steel Co.)	40,000 00								
Halifax and Southwestern	1,250,012 92								
Nova Scotia Central (now in Halifax and Southwestern)	432,261 08								
Nova Scotia Southern (in Halifax & Southwestern)	374,400 00								
Springhill and Parrsboro' (Cumberland Railway and Coal Co.)	173,650 00								
Sydney and Louisbourg, Dominion Coal Co.	82,000 00								
Western Counties, Yarmouth and Annapolis (now in Dominion Atlantic)	679,197 45								
								3,917,620 78	
MANITOBA GOVERNMENT.									
Canadian Pacific	375,377 50								
Manitoba Southwestern Colonization		900,000 00							
The Manitoba						900,000 00			
								1,016,952 75	
BRITISH COLUMBIA GOVERNMENT.									
Canadian Pacific	37,500 00								
Victoria and Sydney (B.C.)	83,635 00								
								121,135 00	
Total aid granted by Governments									
								222,440,627 24	300,000 00

NOTE.— For Statement of payments of Government Aid granted to Railways, see No. 1 Summary Statement of Capital.

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West Hawkesbury	Central Counties (leased to Canada Atlantic).....	15,000 00	
Vankleek Hill	"	1,200 00	
Dalkeith	"	800 00	
Rockland	"	6,000 00	
Clarence	"	1,500 00	24,000 00
Town of Trenton	Central Ontario	10,000 00	
Wellington Village	"	2,500 00	
Town of Picton	"	21,000 00	
County of Prince Edward	"	60,000 00	93 500 00
County of Oxford	Credit Valley	200,000 00	
Wellington	"	135,000 00	
Waterloo	"	110,000 00	
Perel	"	75,000 00	
Halton	"	70,000 00	
City of Toronto	"	350,000 00	
St. Thomas	"	50,000 00	
Town of Milton	"	30,000 00	
Brampton	"	20,000 00	
Ingersoll	"	10,000 00	
Orangeville	"	15,000 00	
Village of Streetsville	"	20,000 00	1,085,000 00
County of Kent	Erie and Huron, now in Lake Erie and Detroit		
City of Chatham	"	155,000 00	
Town of Sarnia	"	30,000 00	
Village of Dresden	"	16,000 00	
Rleinheim	"	20,500 00	
Wallaceburg	"	11,000 00	
Township of Sombra	"	11,000 00	
Woodhouse	"	14,000 00	257,500 00
Town of Simcoe	Grand Trunk, Georgian Bay and Lake Erie	15,000 00	
Township of South Norwich	"	10,000 00	
" North	"	10,000 00	
Town of Woodstock	"	40,000 00	
Township of East Oxford	"	25,000 00	
Woodstock	"	25,000 00	
Town of Woodstock	"	60,000 00	
Stratford	"		
County of Perth	"	120,000 00	
Township of Mornington	"	40,000 00	
Township of Elma	"	10,000 00	
Town of Listowel	"	15,000 00	
Township of Wallace	"	10,000 00	
Town of Pahrerston	"	30,000 00	
Township of Minto	"	25,000 00	

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City of Hamilton	Hamilton and North-western	99,733 00
Village of Georgetown.....	"	11,289 00
County of Peel.....	"	30,974 00
" Simcoe	"	354,007 00
Town of Collingwood	"	12,084 00
Township of Innisfil	"	22,592 00
" Woodhouse	"	20,740 00
" Adjala	"	2,500 00
" Fessa	"	2,500 00
" Tossoronto	"	10,000 00
" Mulmur	"	5,000 00
Village of Alliston.....	"	8,000 00
Township of Nottawasaga.....	"	20,385 00
City of Ottawa.....	Interprovincial Bridge	599,805 00
Township of South Colchester.....	Lake Erie and Detroit River.....	150,000 00
" Gosfield	"	20,000 00
Village of Kingsville.....	"	15,000 00
Township of Romney	"	10,000 00
" East Tilbury	"	10,000 00
" Raleigh	"	5,000 00
Village of Blenheim	"	10,000 00
" Ridgeway	"	5,000 00
Township of Alborough.....	"	12,500 00
" Oxford	"	7,000 00
Village of Dutton.....	"	2,000 00
	"	2,500 00
Township of East Gwillimbury	Lake Simcoe Junction (in Grand Trunk system).....	99,000 00
" North	"	45,000 00
" Georgina.....	"	20,000 00
" Whitechurch.....	"	20,000 00
	"	15,000 00
Town of Lindsay	Lindsay, Bobcaygeon and Pontypool	25,000 00
" Bobcaygeon	"	11,000 00
Township of Verulam	"	14,000 00
" Harvey	"	3,000 00
" Ops.....	"	15,000 00
" Cartwright.....	"	5,000 00
Township of London	London, Huron and Bruce (now in Grand Trunk system).....	73,000 00
" Stephen	"	15,000 00
" Osborne	"	17,500 00
" Hay	"	25,000 00
" Goderich.....	"	15,000 00
"	"	15,000 00

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No. 12.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
ONTARIO—Continued.							
Township of East Wawanosh.....	London, Huron and Bruce (now in Grand Trunk system).....						
" Hallet	"			25,000 00			
" Luckersmith	"			25,000 00			
" Turnberry	"			10,000 00			
" Morris	"			5,000 00			
" Stanley	"			10,000 00			
Village of Clinton.....	"			10,000 00			
" Exeter.....	"			10,000 00			
Village of Kincairdine	"			9,000 00			
" Wigan	"			100,000 00			
City of London.....	"				311,500 00		
Municipalities.....	London and Port Stanley (leased to Lake Erie and Detroit river Ry.)	1,332,854 00				80,000 00	
County of Elgin.....	"					100,000 00	
" Middlesex	"					200,000 00	
City of London.....	"		1,332,854 00			34,000 00	
" St. Thomas	"						414 000 00
Township of Thorah.....	Midland (now in Grand Trunk system).....			50,000 00			
Town of Port Hope	"			30,000 00			
Townships of Orillia and Matchedash.	"			12,500 00			
Town of Orillia.....	"			12,500 00			
Township of Tay.....	"			21,370 85			
Village of Onimene.....	"			2,000 00			
Township of Mara.....	"			12,500 00			
Town of Peterborough	"			4,000 00			
City of Toronto.....	Northern (now in Grand Trunk System).....			100,000 00	144,870 85	190,000 00	
County of Simcoe.....	"					200,000 00	
Town of Barrie	"			30,000 00			
" Orillia	"			12,500 00			
Townships of Collingwood, Euphrasia and St. Vincent.....	"			99,480 00	241,980 00		390 000 00

Village of Elmira.....	Waterloo Junction (in Grand Trunk system).....	10,000 00					
" St. Jacobs.....	" ".....	2,000 00					47,000 00
Fergus.....	Wellington, Grey and Bruce.....	10,000 00					
Peel.....	" ".....	40,000 00					
Flora.....	" ".....	10,000 00					
Maryboro'.....	" ".....	40,000 00					
Nichol.....	" ".....	10,000 00					
Wallace.....	" ".....	35,000 00					
Minto.....	" ".....	55,000 00					
Bruce.....	" ".....	278,000 00					
Howick.....	" ".....	20,000 00					
Listowel.....	" ".....	15,000 00					
Grey.....	" ".....	35,000 00					
Elma.....	" ".....	30,000 00					
Morris.....	" ".....	30,000 00					
W. Wawanosh.....	" ".....	18,000 00					
Ashfield.....	" ".....	10,000 00					
Tarnbury.....	" ".....	28,000 00					
Kincardine.....	" ".....	8,000 00					
City of London.....	West Ontario Pacific.....						682,000 00
Town of Whitby.....	Whitby, Port Perry and Lindsay (in Grand Trunk system).....						25,000 00
Township of Whitby.....	" ".....						
" Reach.....	" ".....						
" Scugog.....	" ".....	70,000 00					
County of Victoria.....	" ".....	15,000 00					
Village of Port Perry.....	" ".....	30,000 00					
Manufacturing Co.....	" ".....	2,000 00					
	" ".....	85,000 00					
	" ".....	20,000 00					
	" ".....	94 93					222,094 93
							10,100,843 80
							1,211,500 00
QUEBEC.							
Caplin.....	Bate des Chaleurs (now in Atlantic and Lake Superior system).....						
New Richmond.....	" ".....	5,000 00					
Maria.....	" ".....	6,000 00					
Carleton.....	" ".....	6,000 00					
Nouvelle and Shoolbred.....	" ".....	6,000 00					
New Carlisle.....	" ".....	6,000 00					
Paspébiac.....	" ".....	3,000 00					
Hamilton.....	" ".....	2,500 00					
Parish of St. Antoine.....	Great Eastern.....						40,500 00
" St. Denis.....	" ".....	10,000 00					
	" ".....	10,000 00					20,000 00
Village St. Andrews.....	Ottawa Valley (in Atlantic & Lake Superior).....						10,000 00
Farnham.....	Canadian Pacific.....						50,000 00

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St. Isidore	Montreal and Champlain Junction	1,500 00			
Dewittsville	—(Grand Trunk)	750 00			
Municipality of Rigaud	Montreal and Ottawa	2,000 00		21,774 00	
Parish of Rigaud	"	800 00			
Point Fortune	"	2,500 00			
Chambly Canton	Montreal and Province line, formerly	15,000 00		5,300 00	
Basin	Montreal, Portland and Boston ..	10,000 00			
County of Pontiac	Pontiac Pacific, lct. (now in Ottawa,	100,000 00		25,000 00	
Village of Shawville	Northern & Western)	1,000 00			
City of Sherbrooke	Quebec Central	50,000 00		101,000 00	
Parish of Dudswell	"	25,000 00			
Weldon	"	25,000 00			
Township of Garthby	"	3,000 00			
City of Quebec	Quebec Bridge	12,000 00		103,000 00	
City of Quebec	Quebec and Lake St. John	12,000 00		300,000 00	
Town of Chicoutimi	"				
City of Montreal	Quebec, Montreal, Ottawa and Oc-			12,000 00	
City of Quebec	cidental	1,000,000 00			
Three Rivers	"	1,000,000 00			
County of Ottawa	"	100,000 00			
St. Sauveur de Québec	"	200,000 00			
Côte St. Louis	"	25,000 00			
Village of Ste. Therese	"	25,000 00			
Parish of	"	12,000 00			
St. Jérôme	"	10,000 00			
Village	"	15,000 00			
Ste. Scholastique	"	10,000 00			
St. Andrews	"	25,000 00			
St. Jérusalem d'Argenteuil	"				
County of Brome	South-eastern (now Montreal and		2,434,000 00	25,000 00	
Township of Brome	Atlantic)				
" Sutton	"	50,000 00			
" Potton	"	50,000 00			
" Farnham	"	63,000 00			
Village of West Farnham	"	25,000 00			
" East	"	20,000 00			
" Waterloo	"	5,000 00			
" Drummondville	"	30,000 00			
County of Drummond	"	15,000 00			
Township of Wickham	"	90,000 00			
	"	10,000 00			
					220,500 00

No. 12.—STATEMENT of Aid granted to Railways by Municipalities—*Concluded.*

Municipalities.	Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bonds.		Total.	
		%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.
QUEBEC— <i>Concluded.</i>													
" St. Germain	Southeastern (now Montreal and Atlantic) ..												
" Sorel	" ..					15,000 00							
Village of Actonville	" ..					40,000 00							
" Roxton Falls	" ..					15,000 00							
" Township of Roxton	" ..					15,000 00							
City of Sorel	South Shore, formerly Mont. & Sorel ..					20,000 00						25,000 00	
Fraserville	Témiscouata ..											25,000 00	
NEW BRUNSWICK.													
Hillsboro', Hopewell and Harvey Parishes ..	Albert, now Salisbury and Harvey ..				2,434,000 00							873,074 00	
Coverdale, Hillsboro', Hopewell and Harvey Parishes ..	" ..					40,000 00							
City of St. John	Canadian Pacific ..											70,000 00	
" Fredericton	Fredericton ..					30,000 00						40,000 00	
County of York	" ..					50,000 00							
Parish of St. George	Grand Southern, now New Brunswick Southern ..					30,000 00						80,000 00	
" Fenfield	" ..					2,000 00							
" ..	" ..					500 00							
" ..	" ..					500 00							
Town of Fort Fairfield	New Brunswick ..					12,000 00						3,000 00	
" Lyndon	" ..					11,000 00						23,000 00	
City of Calais	New Brunswick and Canada ..					12,500 00							
" Houlton	" ..					22,000 00							
" St. Stephen	" ..					13,000 00							
Parish of Elgin	Elgin and Havelock ..											47,500 00	
Town of Campbellton	Restigouche and Western—now International of New Brunswick ..											13,000 00	
City of St. John	St. John and Maine ..											5,000 00	
											60,000 00		
											281,500 00		
											1,338,500 00		

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NOVA SCOTIA.							
County of King.....	Cornwallis Valley (now in Dominion Atlantic).....					27,685 00	
Countries of Yarmouth, Digby and Annapolis.....	Western Counties Yarmouth and Annapolis (now in Dominion Atlantic).....	30,000 00				150,000 00	
Town of Truro.....	Midland of N.S.....	6,000 00				36,000 00	
County of Colchester.....	New Glasgow Iron, Coal and Railway Co. (now Nova Scotia Steel Co's Ry.).....	5,000 00				4,000 00	
County of Pictou.....	Halifax & Yarmouth.....	2,952 46					
Argyle.....	".....	5,922 47					
Barrington.....	".....	4,764 00					
Town of Yarmouth.....	".....						
Yarmouth County.....	Inverness & Richmond (now Inverness Ry. and Coal Co.).....					15,389 93	
County of Inverness.....	".....					100,000 00	
MANITOBA.						333,023 93	
City of Winnipeg.....	Canadian Pacific.....	200,000 00					
County of Selkirk.....	".....	35,000 00					
Township of St. Andrews.....	".....	35,000 00					
Town of Morris.....	".....	100,000 00					
County of Westborne.....	Manitoba and Northwestern.....	75,000 00					
Town of Portage la Prairie.....	".....	50,000 00					
" Minnedosa.....	".....	30,000 00					
Municipality of Shoal Lake.....	".....	20,000 00					
Burtle.....	".....	40,000 00					
" Stratholair.....	".....	600 00					
Rapid City.....	Saskatchewan and Western.....					215,600 00	
						10,000 00	
BRITISH COLUMBIA.						595,600 00	
City of New Westminster.....	Canadian Pacific.....					37,500 00	
City of Victoria.....	Victoria and Sidney.....					125,452 50	
NORTHWEST TERRITORIES.							
Calgary.....	Canadian Pacific.....					25,000 00	
Total aid granted by municipalities.....		4,066,854 00				12,371,994 23	2,610,000 00

NOTE.—For statement of payments of Municipal Aid granted to Railways—See No. 1 Summary statement of Capital.

No. 13.—SUMMARY STATEMENT of Aid granted to Steam Railways constructed, and under construction by Governments and Municipalities—June 30—1906.

	Loan.		Total.		Bonus.		Total.		Subscription to shares or Bonds.		Total.		Grand Total.		
	\$	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	
<i>Governments.</i>															
Dominion.....	15,064,553	05				182,562,951	03							198,227,484	08
Ontario.....	26,000	00				16,702,012	89							16,728,012	89
Quebec.....	3,722,956	00				13,987,317	08							17,710,273	08
New Brunswick.....						4,132,637	71			300,000	00			4,432,637	71
Nova Scotia.....						3,917,629	78							3,917,629	78
Manitoba.....	900,000	00				1,016,952	75							1,916,952	75
British Columbia.....						121,135	00	222,440,627	24			300,000	00	243,054,116	29
				20,313,489	05										
<i>Municipalities.</i>															
Ontario.....	1,632,854	00				10,100,843	80			1,211,500	00			12,945,197	80
Quebec.....	2,434,000	00				873,074	00			1,338,500	00			4,645,574	00
New Brunswick.....						281,500	00			60,000	00			341,500	00
Nova Scotia.....						333,023	93							333,023	93
Manitoba.....						595,600	00							595,600	00
British Columbia.....						162,952	50							162,952	50
Northwest Territories.....						25,000	00							25,000	00
				4,066,854	00			12,371,494	23			2,610,000	00	19,048,848	23
				24,380,343	05			234,812,621	47			2,910,000	00	262,102,964	52

ELECTRIC RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30, 1906

(From Sworn returns furnished by the several Railway Companies)

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SUMMARY of Tables of Electric Railways for the years ended June 30, 1905, and
June 30, 1906.

	Comparative Statement.	
	June 30, 1905.	June 30, 1906.
Miles of railway completed (track laid).....	793	814
" sidings	35	45
" iron rails in main line.....	25	3
" steel " "	768	811
" " " double track.....	186	195
Capital paid (including the three following items).....	61,033,321	63,857,970
Government (Dominion and Provincial) bonuses paid.....	60,800	60,800
Municipal aid paid.....	173,000	173,000
Miles in operation.....	793	814
Gross earnings.....	9,357,125	10,966,872
Working expenses.....	5,918,194	6,675,038
Net earnings.....	3,438,931	4,291,834
Passengers carried.....	203,467,317	237,655,074
Freight carried (tons).....	510,350	506,024
Car mileage.....	45,959,101	50,618,836
Passengers killed	30	12
Number of highway crossings at rail-level with watchman.....	10	14
" " " without "	273	288
" overhead bridges highway crossings over railway.....	26	28
" " farm crossings.....	9	9
" highway crossings under railway.....	2	2
" farm " "	117	124
" level crossings of other railways.....	46	46
" junctions with other railways.....	11	13
" branch lines.....	38	41
" power houses (steam power) owned.....	10	12
" " (water power) owned.....	3	3
" " hired.....	2,278	2,389
" passenger cars (motor) owned.....	260	266
" " (trailers) owned.....	3	3
" " hired.....	12	11
" official cars owned.....	13	15
" " hired.....	14	20
" locomotives owned.....	66	80
" " hired.....	15	13
" baggage, mail and express cars owned.....	39	43
" " hired.....	77	89
" cattle and box freight cars owned.....	21	*21
" " hired.....		
" platform cars owned.....		
" " hired.....		
" tool cars owned.....		
" " hired.....		
" snow ploughs owned.....		
" " hired.....		
" snow sweepers owned.....		
" " hired.....		
" other rolling stock owned.....		

* Includes 2 conductor's vans, 3 coal and dump cars and 16 refrigerator cars.

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TOTAL Fatal Accidents for Year ended June 30, 1906.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines.	1			1
Jumping on or off trains in motion	3	2		5
At work on near the track making up trains.....				
Putting heads or arms out of windows				
Coupling cars.....				
Collisions, or by trains thrown from track.....		1	1	2
Struck by engines or cars on highway crossings	4		19	23
Walking, standing, lying, sitting or being on track..	3		12	15
Explosions.....				
Striking bridges.....				
Other causes.....	1			1
Total killed.....	12	3	32	47

ELECTRIC RAILWAYS.

MILEAGE IN PROVINCES FOR THE YEAR ENDING JUNE 30, 1906.

	Miles.
Ontario.....	441·28
Québec.....	198·34
New Brunswick.....	16·50
Nova Scotia.....	53·62
Manitoba	32·00
British Columbia.....	72·00
Total.....	<u>813·74</u>

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ELECTRIC RAILWAYS.

NOMINAL Capital paid up to June 30, 1906.

Provinces.	Miles constructed	Ordinary Share Capital.		Preference Share Capital.		Bonded Debt.		Dominion Government Aid.		Provincial Government Aid.		Municipal Aid.		Capital from other Sources.		Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Ontario.....	441.28	16,257,438	00	230,000	00	9,853,325	49	60,800	00	173,000	00	130,608	39	26,734,231	88		
Quebec.....	198.34	10,212,905	00	644,000	00	4,761,333	00							15,618,233	00		
New Brunswick.....	16.50	900,000	00			775,000	00							1,675,000	00		
Nova Scotia.....	53.62	2,304,500	00	234,000	00	1,637,700	00							4,176,200	00		
Manitoba.....	32.00	4,000,000	00			4,000,000	00							8,000,000	00		
British Columbia.....	72.00	2,196,666	00	2,920,000	00	2,263,932	00							273,706	73	7,654,304	73
Totals..	813.74	35,871,504	00	4,037,000	00	23,291,290	49	60,800	00	173,000	00	424,375	12	63,857,969	61		

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No. 2.—SUMMARY STATEMENT of the different descriptions

Number.	Name of Electric Railway.	LENGTH OF LINE.		NO. OF POWER HOUSES.				PASSENGER CARS.					
				Steam Power		Water Power		No. Motor Cars.		No. of Trailer Cars owned.	No. of Official Cars owned.		
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.				
1	Berlin and Waterloo.....	3·12											
	Leased Line—Berlin and Bridgeport.....	2·40		1				8			7		
2	Brantford Street.....	7·00		1				15					
3	British Columbia.....	69·00		2		1		89					
4	Cape Breton.....	12·73		2				9					
5	Cornwall Street.....	6·00		1		1		8					
6	Egerton Tramway Co., N.S.....	7·96		1				5					
7	Galt, Preston and Hespeler.....	9·00											
	Leased Line—Preston to Berlin.....	7·00		1				10			5		
8	Grand Valley (Brantford to Paris).....	23·25		1	*			8					
9	Guelph Radial.....	6·00		1				9			3		
10	Halifax Tramway.....	12·13		1				42			6		
11	Hamilton and Dundas.....	7·25			*			4					
12	Hamilton, Grimsby and Beamsville.....	22·00		1				10					
13	Hamilton Radial.....	24·50		1				13					
14	Hamilton Street.....	22·00			*			50					
15	Hull.....	14·50				1		17			4		
16	International Transit Co. (Sault Ste. Marie).....	3·30					1	8					
17	Kingston, Portsmouth and Cataraqui.....	8·00					1	22					
18	Lévis County.....	10·25		1			1	15					
19	London Street.....	33·25		1				39			9		
20	Montreal, Park and Island.....	37·99		2				40					
21	Montreal Street.....	67·10		3				791			1		
22	Montreal Terminal.....	19·28		1		1		30					
23	Nelson Tramway Co., B.C.....	3·00		*				2					
24	Niagara Falls, Park and River.....	11·85				1		25			16		
25	Niagara, St. Catharines and Toronto.....	19·94				2		16					
26	Niagara Falls, Wesley Park and Clifton.....	4·50			*			6					
27	Oshawa.....	8·02		1				9					
28	Ottawa.....	22·87				1		115			4		
29	Peterborough Radial.....	6·00			*			9			4		
30	Port Arthur Street.....	9·00		1		1		11			1		
31	Port Dalhousie, St. Catharines and Thorold.....	8·17				1		8					
32	Quebec Railway, Light and Power Co. (Citadel Division).....	17·22				1		69					
33	Quebec Railway, Light and Power Co. (Montmorency Division).....	25·00				1		8			5		
34	Sandwich, Windsor and Amherstburg.....	25·18		1				27			4		
35	Sarnia.....	7·00			*			8			2		
36	Sherbrooke Street.....	7·00		1				11					
37	South-western Traction Co.....	20·00		1				6					
38	St. John, N.B.....	13·50		2				41					
39	St. Stephen, N.B.....	3·00		1				7					
40	St. Thomas Street.....	7·50		1				10			4		
41	Sydney and Glace Bay.....	18·80		1				10					
42	Toronto Street.....	48·65		2				559			165	1	
43	Toronto Suburban.....	9·06		1				10					
44	Toronto and York Radial.....	37·97	8·90	3				30			6	1	
45	Winnipeg Street.....	32·00		1				100			20		
46	Woodstock, Thames Valley and Ingersoll.....	11·50		1				7					
47	Yarmouth Street.....	2·00		1				3			1		
		813·74	8·90	41		12	3	2,389			266	3	

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of Rolling Stock for the Year ended June 30, 1906.

No. of Electric Locomotives owned.	No. of Baggage, Mail and Express Cars owned.	No. of Cattle and Box Freight Cars owned.	No. of Refrigerator Cars.	No. of Platform Cars owned.	No. of Coal and Dump Cars owned.	No. of Conductors Vans owned.	No. of Tool Cars owned.	No. of Snow Ploughs owned.	No. of Snow Sweepers owned.	Number.	Remarks.
							1			1	
		4		4			3	5	1	2	
								2	1	3	
1				2				1	1	4	
					1		1	2	1	5	
										6	
1	1	2		1		1			1	7	
								1	1	8	*Hired from Brantford Street Ry.
1								1		9	
							1		3	10	
		3		1						11	*Power supplied by Cataract Power Co.
		3		4				1		12	
				11					1	13	
									2	14	
2	1							1	2	15	" " "
										16	
		1							1	17	
	1			1				2	3	18	
								1	1	19	
			16					1	3	20	
				5			3	3	25	21	
2				17						22	
				2					4	23	*Power bought.
										24	
3	1	2		2		1				25	
				15				2		26	*Power hired.
					1	2				27	
								1		28	*Salt car.
	3						*1	3	8	29	*Power hired.
								1	1	30	
				2			1			31	
										32	
							1	2	6	33	
										34	
	2			4				2		35	*Power hired.
	1									36	
								1		37	
								3	3	38	
								1	1	39	
										40	
	1							1		41	
		1		2			1		13	42	
				1					1	43	
1	4	4		5				3	1	44	
								1	3	45	
										46	
								1		47	
11	15	20	16	80	3	2	13	43	89		

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No. 3.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Electric Railway.	Length of Line.				Length of Siding.	Length of Double Track.		Weight per Yard.		Number of Ties to Mile.
		Completed. (Rails laid).	Under construction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.	Lbs.	Lbs.	
1	Berlin and Waterloo.	3 12 1/2	5 52		5 52					45-65	2640
	Leased line—Berlin & Bridgeport	2 40 1/2									
2	Brantford Street	7 00			7 00					56	2400
3	British Columbia	69 00			69 00		8 00			25-70	2640
4	Cape Breton.	12 73			12 73					60	1750
5	Cornwall Street.	6 00			6 00	50				56	2640
6	Egerton Tramway Co., N.S.	7 96			7 96					60	2640
7	Galt, Preston and Hespeler.	9 00 1/2	16 00		16 00					56	2112
	Leased Line, Preston to Berlin	7 00 1/2									
8	Grand Valley (Brantford to Paris).	23 25			23 25					56	2400
9	Guelph Radial.	6 00			6 00	33				56	2640
10	Halifax Tramway	12 13			12 13	64	1 58			60 & 80	2690
11	Hamilton and Dundas.	7 25			7 25					60	2600
12	Hamilton, Grimsby and Beamsville.	22 00			22 00	2 00				56 & 65	2347
13	Hamilton Radial	24 50			24 50					80	2600
14	Hamilton Street.	22 00			22 00		10 50			60	2640
15	Hull.	14 50			14 50	2 00	10 00			56	2640
16	International Transit Co., (Sault Ste. Marie)	3 30			3 30	26				80	2640
17	Kingston, Portsmouth and Cataraqui.	8 00			8 00					56 & 60	2600
18	Lévis County.	10 25			10 25	63				60	2640
19	London Street.	33 25			33 25		6 90			56-73	2640
20	Montreal Park and Island	37 99			37 99	2 03	12 75			56	2640
21	Montreal Street.	67 10			67 10	9 12	52 81			56-96	2640
22	Montreal Terminal	19 28			19 28	1 50	4 00			56-80	2640
23	Nelson Tramway, B.C.	3 00			3 00	25				45 & 60	2640
24	Niagara Falls, Park and River	11 85			11 85	89	11 42			56	2640
25	Niagara, St. Catharines and Toronto.	19 94			19 94	6 00				80	2640
26	Niagara Falls, Wesley Park and Clifton.	4 50			4 50					60	2640
27	Oshawa.	8 02			8 02					64	2640
28	Ottawa	22 87			22 87		17 95			52-80	2630
29	Peterborough Radial.	6 00			6 00					60	2112
30	Port Arthur Street.	9 00			9 00	56				42 & 56	2640
31	Port Dalhousie, St. Catharines and Thorold	8 17			8 17					50	2640
32	Quebec Railway, Light and Power Co. (Citadel Division).	17 22			17 22		5 00			56 & 72	2640
33	Quebec Railway, Light and Power Co. (Montmorency Division).	25 00			25 00	7 00	6 00			56 & 70	2640
34	Sandwich, Windsor and Amherstburg	25 18			25 18					60 & 85	1800
35	Sarnia	7 00			7 00					45-66	2112
36	Sherbrooke Street	7 00			7 00					60	2000
37	South-western Traction Co.	20 00			20 00	1 00				60	2200
38	St. John, N.B.	13 50			13 50					74	2464
39	St. Stephen, N. B.	3 00	3 00					48			
40	St. Thomas, Ont	7 50			7 50					65	1700
41	Sydney and Glace Bay	18 80			18 80	33				60	2640
42	Toronto Street	48 65			48 65	7 12	47 64			73-90	1760
43	Toronto Suburban.	9 06			9 06					56 & 72	2112
44	Toronto and York Radial.	37 97	8 90		37 97	2 65				56	2650
45	Winnipeg Street.	32 00			32 00					56-70	2000
46	Woodstock, Thames Valley and Ingersoll.	11 50			11 50					56 & 65	2100
47	Yarmouth Street.	2 00			2 00	12				45	2112
	Totals.	813 74	8 90	3 00	810 74	44 93	194 55				

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Roads, &c., for the Year ended 30th June, 1906

Nature of Rail Fastening.	No. of Grain Elevators.		No. of Highway crossings at rail level.		No. of overhead Bridges.	Height of overhead bridges above rail level.	No. of hwy'cs under r'y.	No. of farm crossings under railway.	Level crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of sharpest curve.		Gauge of Railway.	Number.	Remarks.
	Guarded.	Not Guarded.	Ft.	in								Ft.	No. of feet per mile of heaviest gradient.			
Fish plates.		3	1						2	1		50	211	4' 8 1/2"	1	
Fish plates		6							1	1		50	150	4' 8 1/2"	2	
Fish plates and angle bars.									1	1		27	630	4' 8 1/2"	3	
Fish plates.									5		4	63	327	4' 8 1/2"	4	
Fish plates and bolts									5			50	100	4' 8 1/2"	5	
Angle Iron									5	2		37	264	4' 8 1/2"	6	
Straight ties.		6							1	1		72	264	4' 8 1/2"	7	
Atlas joints.		16	8							2	1	75	260	4' 8 1/2"	8	
Fish plates and bolts.	2	1							3	2		45	7	4' 8 1/2"	9	
Splice bars, bolts and nuts.		1	1	14' 0"						2		40	581	4' 8 1/2"	10	
Angle bars		1							2			38	158	4' 8 1/2"	11	
Fish plates and angle bars.	33								2	1		127	211	4' 8 1/2"	12	
Angle bars	2	2	2	16' 00"					5	2		105	158	4' 8 1/2"	13	
Fish plates.									4	1		40	370	4' 8 1/2"	14	
"		7							3	2	3	193	264	4' 8 1/2"	15	
Bonanza joints.	1								2	1		50	20	4' 8 1/2"	16	
Angle bars.		55							1	1	3	35	1000	4' 8 1/2"	17	
Six bolt angle bars.									2			46	580	4' 8 1/2"	18	
Angle and splice bars.	3	4	1					2	10			37	320	4' 8 1/2"	19	
Fish plates and bars			1						5	4		50	264	4' 8 1/2"	20	
Fish plates.			4	29' 00"	3				15	6		40	633	4' 8 1/2"	21	
Angle joints.		11							12	2		45	422	4' 8 1/2"	22	
Fish plates.												60	633	4' 8 1/2"	23	
Angle bar plates	1	16	2	14' 22"						2	1	115	300	4' 8 1/2"	24	
Continuous rail joint.		35	3	22' 0"	6				2	3		50	182	4' 8 1/2"	25	
Continuous rail joint.	1	19							1	2		50	100	4' 8 1/2"	26	
Angle bars		28							1	1		80	211	4' 8 1/2"	27	
Fish plates and angle bars.			1	17' 0"					5			35	422	4' 8 1/2"	28	
Angle bars									4			50	208	4' 8 1/2"	29	
Fish plates									1			30	22	4' 8 1/2"	30	
Continuous rail joint.		25	2	25' 0"					1	1	1	50	150	4' 8 1/2"	31	
Fish plates.		1							1			35	752	4' 8 1/2"	32	
"			11						1	2		42	1433	4' 8 1/2"	33	
"			2						1			33	293	4' 8 1/2"	34	
"														4' 8 1/2"	35	
"									2			95	739	4' 8 1/2"	36	
Angle plates.													264	4' 8 1/2"	37	
Angle bars and bolts									2			40	475	4' 8 1/2"	38	
Not given														4' 8 1/2"	39	
"	2	2	1	13' 0"								127		4' 8 1/2"	40	
Angle iron.												58	8	4' 7"	41	
Fish plates									5	2		40	264	4' 10 1/2"	42	
Angle bars and plates									4	1		35	412	4' 10 1/2"	43	
Angle bars			1	22' 0"					2			65	455	4' 8 1/2"	44	
"												31	4	4' 8 1/2"	45	
Fish plates.			5						1			50	290	4' 8 1/2"	46	
"		1							1			50	50	4' 8 1/2"	47	
		14	288	28		9		2	124	46	13					

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No. 4.—SUMMARY STATEMENT of the Operations of the

Number.	Name of Electric Railway.	Mileage.	CAR MILEAGE.			Locomotive Mileage.
			Passenger Cars.	Freight Cars.	Total Car Mileage.	
1	Berlin and Waterloo..... 3·12 } Leased Line—Berlin and Bridgeport.. 2·40 }	5·52	109,200		109,200	
2	Brantford Street.....	7·00	80,400		80,400	
3	British Columbia.....	69·00	2,649,577	78,290	2,727,867	
4	Cape Breton.....	12·73	324,243		324,243	
5	Cornwall Street.....	6·00	188,493		188,493	6,938
6	Egerton Tramway Co., Ltd.....	7·96	133,503	2,073	135,576	
7	Galt, Preston and Hespeler..... 9·00 } Leased Line—Preston to Berlin..... 7·00 }	16·00	199,531	17,393	216,924	
8	Grand Valley, (Brantford to Paris).....	23·25	141,596		141,596	
9	Guelph Radial.....	6·00	179,464	2,500	181,964	
10	Halifax Tramway.....	12·13	700,604		700,604	
11	Hamilton and Dundas.....	7·25	93,413		93,413	
12	Hamilton, Grimsby and Beamsville.....	22·00	250,000	38,276	288,276	
13	Hamilton Radial.....	24·50	299,522		299,522	
14	Hamilton Street.....	22·00	1,519,816		1,519,816	
15	Hull.....	14·50	597,620	17,865	615,485	11,651
16	International Transit Co. (Sault Ste. Marie)....	3·30	291,476		291,476	
17	Kingston, Portsmouth and Cataraqui.....	8·00	187,200		187,200	
18	Lévis County.....	10·25	376,158		376,158	
19	London Street.....	33·25	1,262,252		1,262,252	
20	Montreal, Park and Island.....	37·95	807,036	6,600	813,636	
21	Montreal Street.....	67·10	14,062,722		14,062,722	
22	Montreal Terminal.....	19·28	576,357	17,250	593,607	
23	Nelson Tramway Co., B.C.....	3·00	41,280		41,280	
24	Niagara Falls, Park and River.....	11·85	368,926	13,725	382,651	13,725
25	Niagara, St. Catharines and Toronto.....	19·94	239,586	243,621	483,207	243,621
26	Niagara Falls, Wesley Park and Clifton.....	4·50	170,498		170,498	
27	Oshawa.....	8·02	31,138	14,557	45,695	14,557
28	Ottawa.....	22·87	2,810,020		2,810,020	
29	Peterborough Radial.....	6·00	265,485		265,485	
30	Port Arthur Street.....	9·00	208,389		208,389	
31	Port Dalhousie, St. Catharines and Thorold....	8·17	131,267		131,267	
32	Quebec Ry., Light and Power Co. (Citadel Div.)	17·22	1,220,254		1,220,254	
33	" " " (Montmorency Div.).....	25·00	235,247		235,247	235,247
34	Sandwich, Windsor and Amherstburg.....	25·18	532,850		532,850	
35	Sarnia.....	7·00	133,476		133,476	
36	Sherbrooke Street.....	7·00	246,000		246,000	
37	South-Western Traction Co.....	20·00				
38	St. John, N.B.....	13·50	674,003		674,003	
39	St. Stephen, N.B.....	3·00	183,960		183,960	
40	St. Thomas Street.....	7·50	394,200		394,200	
41	Sydney and Glace Bay.....	18·80	295,995	26,164	322,159	26,164
42	Toronto Street.....	48·65	13,485,150		13,485,150	
43	Toronto Suburban.....	9·06	176,987		176,987	
44	Toronto and York Radial.....	37·97	731,458	50,151	781,609	
45	Winnipeg Street.....	32·00	2,365,974		2,365,974	
46	Woodstock, Thames Valley and Ingersoll.....	11·50	118,645		118,645	
47	Yarmouth Street.....	2·00	90,000		90,000	
	Totals.....	813·74	50,090,371	528,465	50,618,836	551,903

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Year and Mileage for the Year ended June 30, 1906.

Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average Rate of Speed of Passenger Cars. Miles per Hour.	Average Rate of Speed of Freight Cars. Miles per Hour.	Number.	Remarks.
691,106		7		1	
511,154		10		2	
12,395,582	23,387	9		3	
1,538,341		8		4	
314,657		12		5	
836,307				6	
597,865	73,326	10	6	7	
257,296		15		8	
631,861	12,585			9	
3,403,747		6		10	
395,845	1,600	14		11	
454,128	7,285	15		12	
923,879	3,720	15		13	
6,746,361		12		14	
918,850	24,706	20	25	15	
1,022,014		8		16	
735,469		9		17	
1,344,557		10		18	
5,294,553	1,776	9		19	
2,585,423	20,906	15		20	
73,555,156		8		21	
908,288	74,956	8		22	
101,019		8		23	
1,403,318	68,625	9	7	24	
881,171	95,271	30	15	25	
774,742		10		26	
140,723	84,981			27	
10,741,808		8		28	
639,777		8		29	
1,079,250		15		30	
401,675		8		31	
5,054,223		8		32	
994,874		21		33	
2,053,960		12		34	
533,217		8		35	
1,000,000		10		36	
12,878		26		37	Only operated part of June, 1906.
2,688,989		8		38	
601,686				39	
535,301		10		40	
2,256,348		14		41	
71,944,316		8		42	
668,206		9		43	
2,348,364	12,900	20		44	
14,155,360		10		45	
378,312		15		46	
263,118		8		47	
237,655,074	506,024				

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No. 5.—SUMMARY STATEMENT of Description of

Number.	NAME OF ELECTRIC RAILWAY.	Mileage.	Flour.		Grain.		Live Stock.	
			Barrels.	Tons.	Bushels.	Tons.	No.	Tons.
1	Berlin and Waterloo..... 3·12	5·52						
	Leased Line.—Berlin and Bridgeport..... 2·40							
2	Brantford Street.....	7·00						
3	British Columbia.....	69·00						
4	Cape Breton.....	12·73						
5	Cornwall Street.....	6·00						
6	Egerton Tramway Co., Limited.....	7·96						
7	Galt, Preston and Hespeler... 9·00	16·00	38,200	3,817	83,370	2,492	360	113
	Leased Line—Preston to Berlin..... 7·00							
8	Grand Valley (Brantford to Paris)...	23·25						
9	Guelph Radial.....	6·00				125		
10	Halifax Tramway.....	12·13						
11	Hamilton and Dundas.....	7·25						
12	Hamilton, Grimsby and Beamsville...	22·00			1,000	28	74	30
13	Hamilton Radial.....	24·50						
14	Hamilton Street.....	22·00						
15	Hull.....	14·50			2,100	36	497	235
16	International Transit Co. (Sault Ste. Marie).....	3·30						
17	Kingston, Portsmouth and Cataraqui.....	8·00						
18	Lévis County.....	10·25						
19	London Street.....	33·25						
20	Montreal Park and Island.....	37·99		268		13,549		292
21	Montreal Street.....	67·10						
22	Montreal Terminal.....	19·28		41				
23	Nelson Tramway Co., B.C.....	3·00						
24	Niagara Falls Park and River.....	11·85						
25	Niagara, St. Catharines and Toronto.....	19·94	10,400	1,040	28,100	488	15	8
26	Niagara Falls, Wesley Park and Clifton.....	4·50						
27	Oshawa.....	8·02	2,880	288	67,273	1,850	1,533	613
28	Ottawa.....	22·87						
29	Peterborough Radial.....	6·00						
30	Port Arthur Street.....	9·00						
31	Port Dalhousie, St. Catharines and Thorold.....	8·17						
32	Quebec Railway, Light and Power Co. (Citadel Division).....	17·22						
33	Quebec Railway, Light and Power Co. (Montmorency Division).....	25·00						
34	Sandwich, Windsor and Amherstburg.....	25·18						
35	Sarnia.....	7·00						
36	Sherbrooke Street.....	7·00						
37	South-western Traction Co. (under construction).....	20·00						
38	St. John, N.B.....	13·50						
39	St. Stephen, N.B.....	3·00						
40	St. Thomas Street.....	7·50						
41	Sydney and Glace Bay.....	18·80						
42	Toronto Street.....	48·65						
43	Toronto Suburban.....	9·06						
44	Toronto and York Radial.....	37·97						
45	Winnipeg Street.....	32·00						
46	Woodstock, Thames Valley and Inger- soll.....	11·50						
47	Yarmouth Street.....	2·00						
		813·74	51,480	5,454	181,843	18,868	2,479	1,291

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Freight Carried for the Year ended June 30, 1906.

Lumber of all kinds, Ft. B. M.		Coal and other Fuel.		Manufac- tured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.		
							1	
							2	
					23,387	23,387	3	
							4	
							5	
							6	
106,155	1,853		16,158	7,684	41,209	73,326	7	
							8	
	60		5,325	6,775		12,585	9	
					1,600	1,600	10	
85,000	87			7,140		7,285	11	
					3,720	3,720	12	
							13	
13,525,274	22,491	10	15	1,893	36	24,706	14	
							15	
							16	
							17	
							18	
			1,776			1,776	19	
	1,959		2,812	1,637	389	20,906	20	
3,277,666	12,127			55,913	6,875	74,956	21	
							22	
					*68,625	68,625	23	
275,250	7,800		1,240	16,500	68,195	95,271	24	*Stone and building material.
3,510,858	6,144	1,253	27,813	16,738	31,535	84,981	25	
							26	
							27	
							28	
							29	
							30	
							31	
							32	
							33	
							34	
							35	
							36	
							37	
							38	
							39	
							40	
							41	
							42	
							43	
				7,000	5,900	12,900	44	
							45	
							46	
							47	
20,780,203	52,521	1,263	55,139	121,280	251,471	506,024		

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No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Electric Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			§	cts.	§	cts.	§	cts.
1	Berlin and Waterloo 3 12 Leased line—Berlin and Bridgeport. 2 40 f	5 52	28,117	76			911	77
2	Brantford Street	7 00	22,430	17				
3	British Columbia	69 00	648,680	95	40,743	76	1,363	25
4	Cape Breton	12 73	85,204	09	588	34	70	20
5	Cornwall Street	6 00	14,091	26	7,412	84	210	43
6	Egerton Tramway Co., Limited.	7 96	37,610	38	493	13		
7	Galt, Preston and Hespeler 9 00 Leased line—Preston to Berlin 7 00 f	16 00	46,816	66	40,030	69	2,799	11
8	Grand Valley (Brantford to Paris).	23 25	38,594	32	1,219	93		
9	Guelph Radial	6 00	25,626	38	1,509	23		
10	Halifax Tramway	12 13	151,386	73				
11	Hamilton and Dundas	7 25	36,032	37	2,134	75	94	28
12	Hamilton, Grimsby and Beamsville	22 00	56,621	75	15,812	67	6,421	31
13	Hamilton Radial	24 50	84,008	31	4,430	26	573	59
14	Hamilton Street	22 00	264,961	53				
15	Hull	14 50	47,736	17	7,800	35	699	99
16	International Transit Co. (Sault Ste. Marie).	3 30	41,403	95				
17	Kingston, Portsmouth and Cataraqui	8 00	25,654	53	716	10		
18	Lévis County	10 25	51,036	85	1,535	57		
19	London Street	33 25	196,239	12	177	60	1,173	67
20	Montreal Park and Island	37 99	202,716	44	3,358	76		
21	Montreal Street	67 10	2,932,254	43				
22	Montreal Terminal	19 28	64,580	28	16,912	08	500	00
23	Nelson Tramway Co., B. C.	3 00	5,334	00				
24	Niagara Falls, Park and River	11 85	131,039	08	14,770	07	186	54
25	Niagara, St. Catharines and Toronto	19 94	87,881	68	50,267	66	851	58
26	Niagara Falls, Wesley Park and Clifton.	4 50	31,791	42				
27	Oshawa	8 02	7,956	30	46,727	74	2,294	90
28	Ottawa	22 87	456,197	02			8,030	00
29	Peterborough Radial	6 00	29,430	48				
30	Port Arthur Street	9 00	49,723	20				
31	Port Dalhousie, St. Catharines and Thorold	8 17	20,805	39				
32	Quebec Railway, Light and Power Co. (Citadel Division)	17 22	213,710	66			750	00
33	Quebec Railway, Light and Power Co. (Montmorency Division)	25 00	108,341	77			1,210	16
34	Sandwich, Windsor and Amherstburg	25 18	113,440	47			2,606	04
35	Sarnia	7 00	26,568	10	3,927	93	862	00
36	Sherbrooke Street	7 00	28,000	00				
37	South-western Traction Co.	20 00						
38	St. John, N. B.	13 50	119,842	52				
39	St. Stephen, N. B.	3 00	28,775	35				
40	St. Thomas Street	7 50	18,391	78				
41	Sydney and Glace Bay	18 80	104,568	38	7,011	07	1,257	99
42	Toronto Street	48 65	2,900	181	17			
43	Toronto Suburban	9 06	28,762	20				
44	Toronto and York Radial	37 97	168,618	90	19,178	77	2,000	00
45	Winnipeg Street	32 00	625,863	72				
46	Woodstock, Thames Valley and Ingersoll	11 50	18,915	59	1,345	84		
47	Yarmouth Street	2 00	9,063	37			175	00
	Totals	813 74	10,438,000	98	288,105	14	35,041	81

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for the Year ending June 30, 1906.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Earnings to Working Expenses.	Earnings per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	% cts.		
1,341 25	30,370 78	5,340 86	121	28	1	
6,552 75	28,982 92	2,979 87	113	36	2	
7,517 51	698,305 47	247,787 12	156	25	3	
2,131 80	87,994 43	32,802 17	158	27	4	
1,701 94	23,416 47	2,271 86	110	12	5	
.....	38,103 51	12,975 63	152	28	6	
1,444 25	91,090 71	28,559 19	145	42	7	
2,347 29	42,161 54	5,169 99	137	30	8	
2,897 29	30,032 90	9,412 33	137	15	9	
647 69	152,034 42	22,044 99	117	21	10	
3,351 19	41,612 59	22,497 09	213	44	11	
1,695 78	80,551 51	21,015 92	140	28	12	
2,867 96	91,880 12	42,672 24	186	31	13	
1,700 00	266,661 53	98,343 16	154	17	14	
24,992 84	81,229 35	6,465 34	108	15	15	
620 42	42,024 37	9,051 84	127	14	16	
1,184 35	27,554 98	-2,660 04	85	10	17	
256 18	52,828 60	4,489 45	117	14	18	
1,271 05	198,861 44	52,434 23	136	15	19	
1,241 96	207,311 16	59,624 28	138	25	20	
45,013 01	2,977,267 44	1,218,660 64	166	20	21	
6,543 56	88,535 92	5,237 82	105	15	22	
.....	5,334 00	-6,230 81	46	13	23	
8,327 01	154,322 70	69,360 96	181	40	24	
1,743 14	140,744 06	49,132 04	153	29	25	
.....	34,791 42	19,902 69	234	20	26	
1,531 83	58,510 77	17,134 14	141	1 28	27	
26,410 65	490,637 67	210,416 04	180	18	28	
270 36	29,700 84	5,723 32	124	11	29	
2,261 24	51,984 44	19,682 62	160	25	30	
.....	20,805 39	9,240 63	180	15	31	
.....	214,460 66	66,463 84	145	17	32	
9,935 53	119,487 46	44,822 67	160	51	33	
5,953 40	121,999 91	55,241 35	182	22	34	
5,295 72	36,653 75	6,118 92	120	27	35	
.....	28,000 00	11,015 00	156	11	36	
.....	.....	.....	.....	.....	37	Railway only opened for traffic, June '06.
400 00	120,242 52	25,669 91	127	18	38	
324 05	29,099 40	398 89	101	15	39	
404 05	18,795 83	2,535 98	112	.....	40	
291 64	113,129 08	51,461 15	183	35	41	
15,231 02	2,915,412 19	1,338,644 51	181	21	42	
2,045 72	30,807 92	3,836 51	114	17	43	
2,034 22	191,881 89	74,277 29	163	24	44	
1,263 33	627,127 05	297,733 17	190	26	45	
1,562 70	21,824 13	9,976 39	184	18	46	
3,068 36	12,306 73	2,191 14	121	14	47	
205,724 04	10,966,871 97	4,291,834 33				

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No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Electric Railway.	Mileage	Maintenance of Way Buildings, &c.		Cost of Motive Power.		Maintenance of Cars.	
			\$	cts.	\$	cts.	\$	cts.
1	Berlin and Waterloo.....	3.12						
	Leased line—Berlin and Bridgeport..	2.40						
		5.52	153	65	5,265	57	2,824	83
2	Brantford Street.....	7.00	12,395	56				
3	British Columbia.....	69.00	31,969	47			41,861	83
4	Cape Breton.....	12.73	2,597	85	17,327	97	3,974	04
5	Cornwall Street.....	6.00	2,706	68	1,900	57	4,139	67
6	Egerton Tramway Co., Limited.....	7.96	926	33	7,647	78	4,309	30
7	Galt, Preston and Hespeler.....	9.00						
	Leased line—Preston to Berlin.....	7.00	11,710	54	24,658	48		
8	Grand Valley (Brantford to Paris).....	23.25			22,093	14		
9	Guelph Radial.....	6.00	1,424	56	4,088	17	3,555	96
10	Halifax Tramway.....	12.13	33,637	00	21,628	50	21,175	10
11	Hamilton and Dundas.....	7.25	1,943	24	2,802	39	1,704	40
12	Hamilton, Grimsby and Beamsville.....	22.00	5,832	51	18,806	29	6,711	88
13	Hamilton Radial.....	24.50	4,403	39	11,368	42	5,303	94
14	Hamilton Street.....	22.00	6,270	74	40,578	68	15,700	48
15	Hull.....	14.50	12,389	62	17,520	75	12,763	15
16	International Transit Co. (Sault Ste. Marie).....	3.30	2,310	97	6,000	00	5,169	10
17	Kingston, Portsmouth and Cataragui.....	8.00	2,564	91	4,609	53		
18	Lévis County.....	10.25	7,322	35	7,980	38	4,908	91
19	London Street.....	33.25	11,522	66	25,743	92	28,936	97
20	Montreal Park and Island.....	37.99	16,051	13	41,782	31	14,121	51
21	Montreal Street.....	67.10	172,422	05	315,097	65	206,579	73
22	Montreal Terminal.....	19.28	5,615	29	19,143	15	8,925	90
23	Nelson Tramway Co., B.C.....	3.00	25	00	2,406	00	1,771	98
24	Niagara Falls Park and River.....	11.85	17,902	59	11,714	69	6,404	32
25	Niagara, St. Catharines and Toronto.....	19.94	13,694	81	7,912	03	8,007	37
26	Niagara Falls, Wesley Park and Clifton.....	4.50	1,732	63	1,622	72	625	54
27	Oshawa.....	8.02	7,603	65	15,248	87	2,870	12
28	Ottawa.....	22.87	26,177	80	8,955	95	38,010	90
29	Peterborough Radial.....	6.00	1,650	15	1,600	00	4,050	23
30	Port Arthur Street.....	9.00	6,103	29	4,717	63	6,629	09
31	Port Dalhousie, St. Catharines and Thorold.....	8.17	1,894	15	3,006	96	986	13
32	Quebec Railway, Light and Power Co. (Citadel Division).....	17.22	14,465	79	21,997	89	84,377	07
33	Quebec Railway, Light and Power Co. (Montmorency Division).....	25.00	16,401	55	14,663	78	5,109	26
34	Sandwich, Windsor and Amherstburg.....	25.18	8,563	76	19,134	17	3,610	08
35	Sarnia.....	7.00	1,590	26			3,270	25
36	Sherbrooke Street.....	7.00	14,405	00	730	00	1,000	00
37	South-western Traction.....	20.00						
38	St. John, N.B.....	13.50	8,732	35	16,532	90	44,426	75
39	St. Stephen, N.B.....	3.00	3,108	15	6,750	81	3,540	84
40	St. Thomas Street.....	7.50	1,184	65	902	60	2,510	20
41	Sydney and Glace Bay.....	18.80	5,367	50	19,069	63	9,588	15
42	Toronto Street.....	48.65	79,549	77	311,233	73	226,781	82
43	Toronto Suburban.....	9.06	2,083	91	7,746	55	4,322	11
44	Toronto and York Radial.....	37.97	12,289	26	33,433	04	13,493	66
45	Winnipeg Street.....	32.00	17,285	38	105,142	01	30,951	89
46	Woodstock, Thames Valley and Ingersoll.....	11.50			5,199	71		
47	Yarmouth.....	2.00	156	00	6,301	15	356	01
	Totals.....	513.74	608,767	90	1,242,075	47	894,460	53

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Expenses for the Year ended June 30, 1906.

General and Operating Charges.	Total.	Cost of Operating per Car Mile.	Number.	Remarks.
§ cts.	§ cts.	Cts.		
16,785 87	25,029 92	23	1	
13,607 49	26,003 05	32	2	
376,687 05	450,518 35	16	3	
31,292 40	55,192 26	17	4	
12,388 69	21,144 61	11	5	
12,244 47	25,127 88	18	6	
26,162 50	62,531 52	29	7	
14,898 41	36,991 55	21	8	
11,551 88	20,620 57	11	9	
53,548 83	129,989 43	18	10	
12,665 41	19,115 50	20	11	
28,184 91	59,535 59	20	12	
28,132 13	49,207 88	16	13	
105,768 47	168,318 37	11	14	
32,090 49	74,764 01	14	15	
19,492 46	32,972 53	11	16	
23,040 58	30,215 02	12	17	
28,127 51	48,339 15	13	18	
81,123 66	146,427 21	11	19	
75,731 93	147,686 88	18	20	
1,064,507 37	1,758,606 80	12	21	
49,613 76	83,298 10	14	22	
7,361 83	11,564 81	28	23	
18,940 14	84,961 74	22	24	
61,997 81	91,612 02	19	25	
10,907 84	14,888 73	08	26	
15,653 99	41,376 63	90	27	
207,076 98	280,221 63	10	28	
16,677 14	23,977 52	09	29	
14,851 81	32,301 82	15	30	
5,677 52	11,564 76	08	31	
27,156 07	147,996 82	12	32	
38,490 20	74,664 79	32	33	
35,450 55	66,758 56	12	34	
25,674 32	30,534 83	22	35	
850 00	16,985 00	07	36	
24,880 61	94,572 61	14	37	Only operated at the end of June, 1906. No record of figures.
15,300 71	28,700 51	15	38	
11,032 40	16,259 85		39	
27,642 65	61,667 93	19	40	
959,202 36	1,576,767 68	11	41	
12,818 84	26,971 41	15	42	
58,388 64	117,604 60	15	43	
176,014 60	329,393 88	14	44	
6,648 03	11,847 74	10	45	
3,392 43	10,205 59	11	46	
3,929,733 74	6,675,037 64		47	

6-7 EDWARD VII., A. 1907

No. 8—SUMMARY of Accidents for

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees or Others.	Fell from Cars.		Jumping on or off Cars.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Berlin and Waterloo Street, leased line Berlin and Bridgeport.....	3·12 2·40	{ Others.....						
2	British Columbia.....	69·00	{ Passengers.....	1	2		25		
			{ Employees.....		2		1		
3	Cape Breton.....	12·73	{ Others.....						
4	Egerton Tramway Co.....	7·96	{ Passengers.....		5				
5	Galt, Preston and Hespeler.....	9·00	{ Employees.....						
	Leased line—Preston to Berlin.....	7·00	{ Others.....			1			
6	Guelph Radial.....	6·00	{ Employees.....						
7	Halifax Tramway.....	12·13	{ Passengers.....		3		2		
8	Hamilton and Dundas Street.....	7·25	{ Passengers.....						
9	Hamilton, Grimsby and Beamsville.....	22·00	{ Passengers.....						
			{ Employees.....						
10	Hamilton Radial.....	24·50	{ Passengers.....		1	1	1		
11	Hamilton Street.....	22·00	{ Passengers.....		4		22		
12	Hull.....	14·50	{ Passengers.....		1		1		
			{ Others.....						
13	Lévis County.....	10·25	{ Passengers.....		3				
			{ Others.....						
14	London Street.....	33·25	{ Passengers.....		1		20		
			{ Employees.....						
15	Montreal Park and Island.....	37·99	{ Others.....				10		
			{ Passengers.....				6		
16	Montreal Street.....	67·10	{ Others.....				1		
			{ Passengers.....				318		
			{ Employees.....			1	11		
17	Montreal Terminal.....	19·28	{ Others.....						
18	Nelson Tramway, B.C. (no return).....		{ Passengers.....		1				
19	Niagara Falls Park and River.....	11·85	{ Others.....				2		
20	Niagara, St. Catharines and Toronto.....	19·94	{ Others.....						1
21	Oshawa.....	8·02	{ Employees.....		2				
			{ Passengers.....		1				
22	Ottawa.....	22·87	{ Employees.....		2		23		
			{ Others.....		3				
23	Port Arthur.....	9·00	{ Passengers.....			1			
			{ Others.....						
24	Port Dalhousie, St. Catharines and Thorold.....	8·17	{ Employees.....						
25	Quebec Railway, Light and Power Co. (Montmorency Division).....	25·09	{ Passengers.....				2		
			{ Employees.....		1				
26	Sandwich, Windsor and Amherstburg.....	25·18	{ Passengers.....						
			{ Others.....						
27	Sarnia Street.....	7·00	{ Others.....						
28	Saint John, N.B.....	13·50	{ Passengers.....						
			{ Others.....						
29	Sydney and Glace Bay.....	18·80	{ Others.....						
30	Toronto Railway.....	48·65	{ Passengers.....		49	1	413		
			{ Employees.....		9		5		
			{ Others.....						
31	Toronto and York Radial.....	37·97	{ Others.....						
32	Winnipeg.....	32·00	{ Passengers.....				9		
			{ Employees.....						
	Totals.....			1	90	5	872		1

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the Year ended June 30, 1906.

Putting arms or heads out of Windows.		Coupling Cars.		Collisions or by Cars thrown from Track.		Struck by Cars on Highway Crossings.		Walking, standing, lying or being on Track.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
							1								1	1
				17										1	44	2
				1			3	1	9		1		6	11		
								2	1					12	1	3
														5	1	
									1				1	1	4	4
													3	4	2	
							2							2	1	5
			1												1	6
															5	7
															2	8
				7											7	9
				1											1	
							1	3						2	5	10
							2	8					14	2	50	11
															12	12
									3					3	3	
														5	5	13
									5					27	1	
	1			3									2	1	65	14
				1										6	1	
				5					11				39	2	318	15
							2							1	11	
														13	160	16
							13	160						5	5	
															3	17
														1	2	
								1					1	1	6	18
														4	4	
															28	19
														3	2	
															6	20
														1	4	
															9	21
														32	2	
															1	22
														5	1	
															1	23
														1	1	
															1	24
															2	
															2	25
															3	
															1	26
															1	
															1	27
															1	
															1	28
															11	
															2	29
															1	
															46	30
														50	548	
														7	83	31
														8	137	
															2	32
															1	
															1	33
															1	
	1		7	2	106	23	249	15	130		2	1	195	47	1,653	