

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30, 1907

(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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O T T A W A

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EXCELLENT MAJESTY

1908

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Railway Statistics for the year ended June 30, 1907.

GEO. P. GRAHAM,
Minister of Railways and Canals.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Railway Statistics for the year ended June 30, 1907.

This is the first report compiled from the new schedules which were put into force on 1st July, 1906, and special value should attach to the information which has been gathered with respect to the operation of railways in Canada.

I have the honour to be, Sir,

Your obedient servant,

M. J. BUTLER,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF RAILWAY STATISTICS,
Ottawa, December 2, 1907.

M. J. BUTLER, Esq.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the return of Railway Statistics for the year ended 30th June, 1907.

This report is in many important respects different from those which have heretofore been presented. The schedules sent out to the various railways for statistical purposes, and upon which the accompanying tables are based, were much more elaborate than those which have been in use in Canada during the past thirty years. In all essential regards they are identical with the forms which had been adopted by the Interstate Commerce Commission at Washington. This change was made for a number of reasons. The old schedules had become unsuited to modern railway conditions. They failed to elicit many points of useful information. They did not, except in a limited way, permit of helpful comparisons with the railway statistics of other countries. In a word, they were obsolete.

It will not be alleged that these changes are in advance of existing needs. The problems of transportation rise above all others in importance, as bearing directly on the commercial life of the nation. All production, pastoral and industrial, with the labour involved, would practically cease if adequate marketing facilities were withdrawn; which is only another way of saying that the trade of the country is dependent upon the operation of railways. Scarcely less deplorable would be the position of the Dominion, having regard to the future, if railway construction and railway betterments should be indefinitely suspended. This will be conceded. And the problems of transportation in all their aspects can only be properly considered, and conditions measured, in the light of full and accurate statistical information. To meet this need is the purpose for which the new and comprehensive schedules above referred to have been given effect.

The introduction of the new schedules involved, among other things, a uniform system of accounting on the part of railways. This in itself was a change urgently needed. It was not to be expected, however, that these innovations could be readily and smoothly applied. Difficulties had to be met in many directions; but I am pleased to say that the mutual value of the new work, as between the Department and the railways themselves, was heartily recognized. This brought about a commendable spirit of co-operation. Therefore, while the returns are not perfect in all respects, they are nevertheless reasonably satisfactory under the circumstances.

One railway, the Kettle River Valley, having less than five miles of line in operation in British Columbia, failed to make a return.

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MILEAGE.

Following is the history of railway mileage in Canada:

Year.	Miles in Operation.	Year.	Miles in Operation.
1835.....	0	1872.....	2,899
1836.....	16	1873.....	3,832
1837.....	16	1874.....	4,331
1838.....	16	1875.....	4,804
1839.....	16	1876.....	5,218
1840.....	16	1877.....	5,782
1841.....	16	1878.....	6,226
1842.....	16	1879.....	6,858
1843.....	16	1880.....	7,194
1844.....	16	1881.....	7,331
1845.....	16	1882.....	8,697
1846.....	16	1883.....	9,577
1847.....	54	1884.....	10,273
1848.....	54	1885.....	10,773
1849.....	54	1886.....	11,793
1850.....	66	1887.....	12,184
1851.....	159	1888.....	12,585
1852.....	205	1889.....	12,585
1853.....	506	1890.....	13,151
1854.....	764	1891.....	13,838
1855.....	877	1892.....	14,564
1856.....	1,414	1893.....	15,005
1857.....	1,444	1894.....	15,627
1858.....	1,863	1895.....	15,977
1859.....	1,994	1896.....	16,270
1860.....	2,065	1897.....	16,550
1861.....	2,146	1898.....	16,870
1862.....	2,189	1899.....	17,250
1863.....	2,189	1900.....	17,657
1864.....	2,189	1901.....	18,140
1865.....	2,240	1902.....	18,714
1866.....	2,278	1903.....	18,988
1867.....	2,278	1904.....	19,431
1868.....	2,270	1905.....	20,487
1869.....	2,524	1906.....	21,353
1870.....	2,617	1907.....	22,452
1871.....	2,695		

It will be seen that the addition for the year 1907 was 1,099 miles. It is gratifying to observe that the mileage of double track was also increased during the year, from 743 to 1,067 miles—a net gain of 324 miles. This increase was almost wholly applicable to main lines, and will represent a substantial addition to transportation facilities. With double tracks, sidings and yards added to the 22,452 referred to above, the total of all tracks in the Dominion amounted to 27,611 miles, of which all but 95 were laid with steel rails.

The number of miles actually under construction was not reported this year as formerly; but from data gathered in this office it is estimated at 3,000. This does not include lines projected and not under contract.

Divided by provinces, the railway mileage within the Dominion is as follows:—

Ontario.....	7,637.91
Quebec.....	3,515.90
Manitoba.....	3,074.46
Saskatchewan.....	2,024.86
British Columbia.....	1,685.29
New Brunswick.....	1,502.73
Nova Scotia.....	1,329.47
Alberta.....	1,323.02
Prince Edward Island.....	267.50
Yukon.....	90.60

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It may be instructive to compare by two simple tests the railway mileage of Canada with that of other countries:—First, with respect to population, and second, by territorial area. The result is as follows;—

	Population to each mile of railway.	Square miles to each mile of railway.
United States.....	381	13.61
United Kingdom.....	1,821	5.29
France.....	1,590	8.46
New South Wales.....	686	146.09
New Zealand.....	358	43.42
Victoria.....	360	25.89
India.....	10.119	61.09
Canada.....	289	161.80

Thus, Canada has the highest mileage, measured against population, (on an assumed basis of 6,500,000) and the lowest, measured against territory, among the countries indicated. In other words, Canada stands foremost among the nations in transportation facilities in proportion to her population, while her ample territory gives her the greatest room for expansion in that regard.

AID TO RAILWAYS.

It was intimated in my last report that a careful analysis would be made of the accounts showing what aid had been given to railways in Canada. This has been done. The inquiry, however, revealed a good deal of confusion. It was found that the returns made by the railways did not agree with the official statements of actual payments, for example, by the provinces. This did not necessarily imply inaccuracy. In some instances bonds had been given and charged up by the provinces on the basis of the liability involved; while the railways reported the actual proceeds. In other cases, the provinces entered up as railway aid the amounts expended on exploratory and survey work—not improperly—while the railways merely charged themselves with the direct subsidies received. Thus

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one account could not be accurately checked against the other. Nevertheless, the sub-joined statement may be taken as fairly showing the situation with regard to railway aid:—

Year.	Dominion.		Provinces.		Municipalities.	
	\$	cts.	\$	cts.	\$	cts.
1876.....	*18,564,352	37	4,203,240	43	5,426,505	70
1877.....	16,235,185	33	4,338,498	02	5,689,299	31
1878.....	26,438,914	96	14,292,002	29	7,224,578	63
1879.....	26,438,914	96	14,593,001	91	7,450,978	63
1880.....	32,761,920	65	17,639,206	60	8,313,944	63
1881.....	37,629,207	33	a16,676,266	29	7,494,944	63
1882.....	37,731,208	33	17,044,628	91	8,809,944	63
1883.....	49,548,639	93	18,342,102	80	9,162,552	94
1884.....	78,123,918	18	19,836,055	93	9,934,556	94
1885.....	†92,762,967	17	19,137,719	93	12,472,450	43
1886.....	87,426,814	52	19,338,679	93	12,599,292	43
1887.....	91,228,674	03	21,204,993	01	12,812,836	43
1888.....	c90,644,574	40	23,342,758	82	13,144,224	43
1889.....	91,888,491	21	24,036,306	80	13,461,224	43
1890.....	93,889,277	76	25,086,285	41	13,709,624	43
1891.....	96,529,524	07	25,731,965	43	13,817,509	43
1892.....	97,601,639	53	26,997,435	78	13,981,247	99
1893.....	100,422,165	09	28,229,355	49	14,017,956	99
1894.....	102,087,290	06	29,368,697	75	14,178,610	99
1895.....	†103,451,148	93	29,727,512	63	14,180,686	99
1896.....	101,961,763	91	30,055,946	30	14,494,756	99
1897.....	102,458,434	71	31,171,346	65	15,520,867	99
1898.....	103,878,261	66	31,495,555	48	15,660,667	99
1899.....	107,030,639	24	31,656,725	57	17,740,668	59
1900.....	107,760,795	70	31,310,170	06	15,884,542	16
1901.....	110,225,503	43	32,395,522	67	16,310,253	16
1902.....	112,324,091	13	33,145,320	84	16,465,604	03
1903.....	113,791,113	47	32,809,723	41	16,551,044	06
1904.....	115,875,668	31	34,496,917	84	17,157,810	19
1905.....	117,145,511	67	40,415,630	27	17,198,211	48
1906.....	118,474,316	04	43,278,022	12	17,125,163	98
1907.....	128,827,648	77	b 35,123,130	80	17,346,633	34

*Included loan \$2,311,666.67 to Northern Railway; not reported after this year.

†Included loan \$29,880,912 to C. P. Railway; not reported later.

cEastern Extension \$1,234,495.76 now included in I. C. Railway.

‡Incorrect total of \$2,394,000 shown to the North Shore Railway.

aDecrease of \$1,044,000 by N. B. Government to St. John and Maine Railway.

bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway (\$10,570,549) as formerly.

The amount credited to the Dominion is considerably reduced from that which has heretofore been published. In past years the cost of the Intercolonial and Prince Edward Island Railways had been reckoned as 'aid' to railways. It is now excluded. Other large amounts have, however, been added to the account. For example, the sum of \$10,189,521, paid to the Canadian Pacific Railway Company in 1886 in exchange for 6,793,014 acres of land, has been attached to subsidy account. That payment must be regarded as merely varying the terms of the original subsidy agreement, by which the railway got more cash and less land. For some reason the annual subsidy paid to the same Company on that portion of their Short Line which lies in the State of Maine, as well as \$6,639,581 charged against surveys in connection with that section of the Canadian Pacific Railway constructed by Government, had been left out. These items are now inserted. It was also discovered that a payment by the Department of Finance of \$119,700 per annum, since 1884, to the Government of Quebec, on subsidy account in connection with the building of the North Shore Railway, had escaped notice. These items, with the exception of

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the last mentioned, have been included in the total for 1907, since it was not practicable to place them in the years back of that date. The total of aid to railways from the three sources above indicated is \$181,298,412.91.

Aid to railways has not, however, been limited to cash subsidies. Large grants of land have been given. On 30th June last the grants earned from the Dominion Government were as follow:—

Alberta Railway & Coal Co.....	1,114,368	acres.
Calgary & Edmonton Railway Co.....	1,888,448	“
Canadian Northern Railway Co.....	3,321,408	“
Canadian Pacific Railway, Main Line.....	18,206,986	“
“ “ Pipestone Extension.....	200,320	“
“ “ Souris Branch.....	1,408,704	“
Great North-West Central Railway Co.....	320,000	“
Manitoba & North Western Railway Co.....	1,501,376	“
Manitoba South-Western Col. Railway Co.....	1,396,800	“
Manitoba & South-Eastern Railway Co.....	680,320	“
Qu'Appelle, Long Lake & Saskatchewan Railroad & Steam- boat Company.....	1,625,344	“
Saskatchewan & Western Railway Co.....	98,880	“
Total.....	31,762,954	“

Patents have been issued for 26,542,003 acres of the amount earned up to 30th June. It cannot, of course, be ascertained what may be the money value of these land subsidies. The provinces have also given generous grants of land to aid railway construction, and an effort has been made to get at the facts. From official sources it is learned that the total area granted by the province of Quebec aggregates 13,324,950 acres; but the subsidies thus given have been converted into money on the basis of 52½ cents per acre. This would yield the sum of \$6,995,598.75, of which \$4,557,728.02 has actually been paid by the province. British Columbia has also been liberal in the same direction, and has alienated 5,287,387 acres of her territory in aid of five lines of railway. New Brunswick has granted 1,647,772 acres, and Nova Scotia 160,000.

Adding together the land grants of the Dominion and provinces a total of 52,183,063 acres is shown.

Nor is that all. The Dominion and Provincial Governments have guaranteed the bonds of railway companies to the extent of many millions of dollars. Just what the liability may be in this regard has not been definitely ascertained.

RAILWAY CAPITAL.

The capital invested in Canadian railways, as shown in detail in the body of this report, is as follows:—

Shares.....	\$	588,563,591
Funded Debt.....		583,369,217
Total.....	\$	1,171,937,808

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This is below the amount heretofore reported, for the reason that in preceding years the cost of the Dominion and Ontario Government Railways, this year aggregating \$100,958,402, and aid from all sources, were included with capital. Net earnings for all railways of \$42,989,537.41, represent a rate of 3.66 per cent on the capital indicated.

Deducting the mileage of Government lines, in all 1890, it will be seen that the capitalization of railways in Canada is \$56,995 per mile. The cost of Government built, owned and operated lines in Canada is \$53,417 per mile, the Dominion railways having cost \$51,590 and the Ontario railway \$76,047 per mile.

Comparing this capitalization with that of the railways of other countries, the result is:—

United States.....	\$ 67,936	per mile.
United Kingdom.....	273,437	”
New South Wales.....	*63,063	“
Victoria.....	*63,113	“
India.....	*56,796	“
Canada.....	56,995	“

*Actual cost.

In India, it may be explained, the railways are all owned, although not all operated, by Government. More than half the mileage, however, is narrow gauge.

TRAFFIC.

The traffic on Canadian railways during 1907 showed substantial gains over the preceding year. In freight there was an increase of 5,899,422 tons, and in passengers 4,147,537 in numbers. Since 1875 the history of this movement is as follows:—

Year.	Passengers Carried.	Tons of Freight 2000 lb.	Year.	Passengers Carried.	Tons of Freight 2000 lb.
1875.....	5,190,416	5,670,837	1892.....	13,533,414	22,189,923
1876.....	5,544,814	6,331,757	1893.....	13,618,027	22,003,599
1877.....	6,073,233	6,859,796	1894.....	14,462,498	20,721,116
1878.....	6,443,924	7,883,472	1895.....	13,987,580	21,524,421
1879.....	6,523,816	8,348,810	1896.....	14,810,407	24,266,825
1880.....	6,462,948	9,938,858	1897.....	16,171,338	25,300,331
1881.....	6,943,671	12,065,323	1898.....	18,444,049	28,785,903
1882.....	9,352,335	13,575,787	1899.....	19,133,365	31,211,753
1883.....	9,579,984	13,266,255	1900.....	21,500,175	35,946,183
1884.....	9,982,358	13,712,269	1901.....	18,385,722	36,999,371
1885.....	9,672,599	14,659,271	1902.....	20,679,974	42,376,527
1886.....	9,861,024	15,670,460	1903.....	22,148,742	47,373,417
1887.....	10,698,638	16,356,335	1904.....	23,640,765	48,097,519
1888.....	11,416,791	17,172,759	1905.....	25,288,723	50,893,957
1889.....	12,151,105	17,928,626	1906.....	27,989,782	57,966,713
1890.....	12,821,262	20,787,469	1907.....	32,137,319	63,866,135
1891.....	13,222,568	21,753,021			

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Among the commodities which made up the above total freight tonnage were the following:—

Products of agriculture—	Tons.
Grain.....	5,776,731
Flour.....	1,402,386
Other mill products.....	654,179
Hay.....	803,918
Tobacco.....	10,042
Cotton.....	22,164
Fruit and vegetables.....	562,716
Other products of agriculture.....	289,525
Products of animals—	
Live stock.....	1,118,141
Dressed meats.....	400,900
Other packing house products.....	463,647
Poultry, game and fish.....	128,432
Wool.....	23,472
Hides and leather.....	154,157
Other products of animals.....	180,517
Products of mines—	
Anthracite coal.....	1,635,628
Bituminous “.....	11,805,060
Coke.....	547,303
Ores.....	2,209,860
Stone, sand, &c.....	2,083,336
Other products of mines.....	178,985
Products of forests—	
Lumber.....	7,542,475
Other products of forests.....	2,687,160
Manufactures—	
Petroleum and other oils.....	270,810
Sugar.....	232,620
Naval stores.....	1,674
Iron, pig and bloom.....	304,136
Iron and steel rails.....	190,380
Castings and machinery.....	231,159
Bar and Sheet metal.....	87,958
Cement, brick and lime.....	1,393,792
Agricultural implements.....	223,664
Wagons, carriages, tools, &c.....	42,129
Wines, liquors and beers.....	191,576
Household goods and furniture.....	256,208
Other manufactures.....	4,448,535
Merchandise.....	2,309,084
Miscellaneous.....	5,533,426

Of this traffic, 42,381,731 tons originated on the reporting roads and 13,848,240 were received from connecting lines.

EARNINGS AND OPERATING EXPENSES.

The total earnings from operation for the year were \$146,738,214.68, of which \$95,-738,079.21 came from freight service, \$45,730,652.29 from passenger service, and \$5,269,-483.06 from other sources. This represented an increase of \$21,415,349.65, or 17.09 per cent over 1906. The operating expenses amounted to \$103,748,672.27, an increase over 1906 of \$16,619,242.78, or 19.07 per cent. The proportion of operating expenses to earnings was 70.70 per cent.

The earnings from freight service involved the hauling of 63,866,135 tons, from which a revenue of \$94,995,087.81 was received, and to which was added \$742,991.41 from stock yards, elevators, &c., making a total of \$95,738,079.21. The average earnings per ton were \$1.472. The earnings from passenger service came from the carrying of 32,137,319 passengers, yielding a revenue of \$39,184,437.64, plus \$1,626,704.64 from mails, \$3,277,695.09 from express and \$1,641,814.92 from miscellaneous items, such as extra baggage, storage, &c. To these joint sources of revenue were added \$122,537.75 from balance of car mileage, switching charges and hire of equipment, and \$5,146,945.31 from telegraph, rents and other items. The average receipts per passenger carried were \$1.423.

The operating expenses were divided as follows:—

		Per cent.
Maintenance of way and structures.....	\$20,887,091 66	20.13
“ equipment.....	21,666,373 08	20.88
Conducting transportation.....	57,325,543 26	55.25
General expenses.....	3,869,669 27	3.74

Owing to the adoption of an entirely new classification, it is not practicable to compare these divisions of operating expenses with those of preceding years.

The net earnings of the year were \$42,989,537.41, as compared with \$38,193,430.54 for 1906. In volume this represents an increase of \$4,796,106.87, or a betterment of 12.55 per cent; but relatively the net result was 1.2 per cent lower than for 1906, the difference being as between 29.3 and 30.5 per cent of the gross revenue.

The earnings from freight service were considerably larger than in 1906; but owing to a change in classification an exact comparison of totals cannot be made. Approximately, however, there was an increase of \$14,304,964.14. Passenger service showed an expansion to the extent of \$7,827,815.25; while from other sources there was a decrease of \$839,977.61, due no doubt to the altered method of accounting.

The total earnings were equal to \$6,535.64 per mile of railway, and the operating expenses to \$1,620.90.

The earnings per train mile were \$1.953, and the operating expenses \$1.381.

The average earnings per ton of freight hauled were \$1.472. The average earnings per passenger carried were \$1.219.

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Perhaps the most valuable element of novelty in connection with the new railway statistics is the information relating to the average earnings per passenger per mile and the average earnings per ton per mile. These are regarded as basic factors in the railway problem, and without them useful and accurate comparisons cannot be made either as between railways or between countries. Under the old system they were not even asked for, and it has not now been an easy matter for some of the railways to comply with the requirements in this regard. A few have not been able to give the data at all. Their system of accounting had not been altered in time to carry out the prescribed classifications. For the first year covered by the new schedules, therefore, the results of this important inquiry are not wholly satisfactory. Nevertheless, the facts gathered have very considerable value.

First, with respect to passenger rates, returns were received from 68 out of 80 operating railways. The average revenue per passenger per mile for these 68 lines was 2.863 cents. Included with this number, however, were those roads in the western provinces and British Columbia which have special charter rights with regard to passenger charges. These railways are eight in number, and they have returned an average rate of 4.097 cents. Eliminating these eight lines, it may be said that 28 railways, having passenger earnings in excess of \$25,000 per annum, show an average charge of 2.232 cents. These figures are reduced as the calculation is applied to railways having a still higher earning power. For example, 18 roads with a passenger revenue beyond \$100,000 each yield an average of 2.083. Four railways, whose passenger revenue represents 71.11 per cent of the total for the year, return a rate of 2.070.

With regard to freight rates, 68 out of 84 operating lines reported, and the average rate per ton per mile of that number was 3.655 cents. Here again the western roads referred to in the preceding paragraph came in, along with some railways which do not engage in ordinary commercial traffic, as a disturbing element. To include their figures, representing an average of 12.352, would unfairly exaggerate the proper result. Cutting out these nine lines, the average for the remaining 59 railways, is 2.328. Taking the five principal railways with freight earnings of more than \$1,000,000 each, and representing 73 per cent of the total, the average charge per ton per mile is given at .702 cents.

The number of passengers carried one mile was 2,049,549,813, which would be the equivalent of an average journey per passenger of 64 miles. This is a relatively high average, the United States figures being 30.30, due almost directly to the small amount of suburban traffic carried by our railways, and to a low density of population. The number of tons of freight hauled one mile was 11,687,711,830, representing an average haul of 183 miles. This latter figure is also high. The United States is perhaps the only country with which a comparison might fairly be made, and in 1906 the average haul was 132 miles.

An analysis of operating expenses is possible this year for the first time, and in the process of years the comparisons which may be made of items should prove of great value. The returns were not absolutely complete. Several railways did not send in details, so that the totals under the various heads will not exactly make up the final aggregate. These difficulties are perhaps inseparable from the inauguration of a new system of statistics.

Following, however, are the results:—

Maintenance of ways and structures—

Repairs of roadway.....	\$ 11,160,086	67
Renewals of rails.....	1,205,088	24
“ ties.....	2,230,575	56
Repairs and renewals,—bridges and culverts.....	1,408,552	02
“ “ fences, crossings, &c.....	481,129	18
“ “ buildings, &c.....	2,144,109	98
“ “ docks and wharfs.....	103,280	37
“ “ telegraph.....	265,183	58
Stationery and printing.....	30,599	20
Other expenses.....	78,663	70

Maintenance of equipment—

Superintendence.....	\$ 591,196	08
Repairs and renewals of locomotives.....	7,999,802	52
Repairs and renewals of passenger cars.....	2,473,908	84
Repairs and renewals of freight cars.....	6,933,574	61
Repairs and renewals of work cars.....	146,148	39
Repairs and renewals of marine equipment.....	33,221	35
Repairs and renewals of shop machinery and tools.....	738,833	13
Stationery and printing.....	74,466	22
Other expenses.....	815,751	04

Conducting transportation:—

Superintendence.....	\$ 1,611,297	91
Engine and roundhouse men.....	7,814,573	02
Fuel for locomotives.....	29,511,063	67
Water supply for locomotives.....	656,730	03
Oil, tallow and waste for locomotives.....	409,397	18
Other supplies for locomotives.....	193,970	04
Train service.....	6,228,136	56
Train supplies and expenses.....	1,873,515	88
Switchmen, flagmen, &c.....	2,013,294	16
Telegraph expenses.....	2,562,478	44
Station service.....	5,634,176	10
Station supplies.....	671,972	51
Switching charges—balance.....	114,516	96
Car mileage—balance.....	1,156,891	46
Hire of equipment—balance.....	106,008	61
Loss and damage.....	892,937	26
Injuries to persons.....	642,248	43
Clearing wrecks.....	426,784	63
Operating marine equipment.....	918,769	17
Advertising.....	451,673	54
Outside agencies.....	1,180,134	05
Commissions.....	77,509	43

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Conducting transportation—*Concluded.*

Stock yards and elevators.....	\$	185,304	78
Rents for tracks, terminals, &c.....		542,199	81
Rents for buildings, &c.....		202,031	61
Stationery and printing.....		603,426	93
Other expenses.....		236,885	82

General expenses:—

Salaries of general officers.....	\$	723,956	74
Salaries of clerks, &c.....		918,157	19
General office expenses and supplies.....		195,204	97
Insurance.....		509,547	71
Law expenses.....		396,383	18
Stationery and printing.....		163,863	19
Other expenses.....		265,972	77

THE FOLLOWING TABLE GIVES THE EARNINGS OF CANADIAN RAILWAYS SINCE 1875 :—

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	188,064	0.96	19,358,084
1877.....	6,458,493	34.46	11,321,264	60.40	744,741	3.97	217,554	1.16	18,742,053
1878.....	6,386,325	31.12	13,129,191	63.98	795,797	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	102,075	0.43	27,987,508
1881.....	8,223,254	29.34	18,066,982	66.69	946,159	3.37	145,332	0.51	29,027,780
1882.....	10,018,477	34.51	17,729,945	61.07	1,037,460	3.57	235,857	0.81	33,421,780
1883.....	10,538,119	31.69	21,220,208	64.13	1,108,208	3.33	261,423	0.78	33,244,586
1884.....	11,204,036	33.70	20,703,243	62.12	1,155,044	3.45	299,880	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.....	11,367,597	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	554,694	1.29	42,149,615
1890.....	13,731,768	29.31	29,921,788	63.87	1,757,977	3.96	1,423,892	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	48,192,089
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	49,552,528
1895.....	13,311,440	28.42	29,545,480	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	2,396,982	4.07	2,083,069	4.02	50,545,569
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	3,370,432	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	73,898,749
1902.....	22,600,090	27.01	53,989,648	64.52	3,273,302	3.91	3,806,437	4.54	83,666,563
1903.....	24,862,109	25.88	63,086,472	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	4,081,662	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
1907.....	39,243,244	26.75	95,247,091	64.90	4,904,399	3.34	6,911,298	5.01	146,738,214

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In order that comparisons may be made in earnings and operating expenses, the following table will be of service:—

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	77.1
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
1907.....	146,738,214	103,748,672	70.7

EQUIPMENT.

Having regard to the deep and general interest which has been manifested in the matter throughout the Dominion, special attention has been given during the year to the question of motive power and car supply. The railways were required to return details in this connection which had heretofore been disregarded. The result is encouraging, but puzzling. Comparing the returns for 1906 with those for 1907, the figures are as follows:—

	1906.	1907.	Increase.
Locomotives.....	2,931	3,504	573
Freight cars.....	96,565	113,514	16,949
Passenger cars.....	3,319	3,642	323

The 3,504 locomotives on Canadian railways last year were assigned to the following services:—

Passenger.....	964
Freight.....	2,206
Switching.....	334

Having regard to the volume of traffic, this motive power would represent an average of one passenger locomotive for every 33,337 passengers carried, and one freight locomotive for every 28,951 tons of freight hauled.

In freight equipment the comparison by classes of cars yields the following result:—

	1906.	1907.	Increase.
Box and stock.....	61,929	72,966	11,037
Flat.....	18,525	20,477	1,952
Coal.....	8,295	10,358	2,063
Refrigerator.....	1,655	1,917	262
Caboose.....	1,422	1,583	161
Other.....	4,739	6,213	1,474

The 'other' in the above list refers very largely to ballast, tool, tank, flanger and special cars required by the railways for their own work, including snow ploughs. Details with regard to these will be found in the body of the report.

As has been said, this large addition to the carrying capacity of our railways is encouraging. The puzzle arises when an attempt is made to ascertain whence these cars have come. Adding together the total car production of the country and the importations of the year—from which should be deducted the number put out of commission—there are several thousand cars to be accounted for. The same thing is true of locomotives. In this situation, two explanations are suggested: The railways may have under-estimated their supply of equipment for 1906, or they may have over-estimated their stock on hand for the past year. I am disposed to take the former view.

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Persistent complaints during the past two or three years with regard to an insufficient supply of cars for the handling of traffic offered have led to special inquiries. A supplementary schedule was sent out to all the railways, and among the questions asked were the following:—

1. Have you a sufficient supply of motive power?
2. If not, how many additional locomotives do you require?
3. Have you an adequate supply of cars for freight traffic?
4. If not, what is the approximate shortage?
5. How many cars used in your freight car service were destroyed, worn out, disposed of or otherwise put out of commission during the year ended 30th June, 1907?

Strange to say, only one railway admitted in a definite way a shortage of motive power and car supply. Yet it may safely be assumed there is a considerable deficiency. In the United States there were last year 8,810 cars of all classes for every 1,000 miles of railway. The total supply in Canada for 1907 was 5,218 for every 1,000 miles of railway. This comparison is clearly adverse to Canada. But in the United States the average number of tons hauled per freight car was 888, as compared with a service per car in Canada of 594 tons. In other words, each car in the United States was made to perform fifty per cent more carrying work than was a freight car in Canada. More second, third and fourth tracks, associated with density of traffic, may in part account for this material difference; but there is also the implication that we are not getting the maximum service out of the car supply actually available.

The number of locomotives per 1,000 miles of railway was 156, as compared with 232 in the United States.

Last year 16,949 freight cars were added to the total supply in Canada. But it must not be assumed that the congestion of traffic was relieved to that extent. In the first place cars wear out and are destroyed. The Master Car Builders' Association years ago fixed a depreciation of six per cent on wooden cars down to forty per cent of their first cost, which would establish the life of a car at somewhere about 20 years. Placing it at 25 years, however, and fitting that figure to the 96,565 freight cars in service in Canada in 1906, it will be seen that 3,862 new cars would have been required in 1907 to replace those which had passed out of commission. But that is not all. There were 1,099 miles of new railway put into operation during the year, and on the basis indicated in the preceding paragraph, and applied to 1906, this additional mileage would call for an equipment of 4,523 freight cars. These two sums make up 8,385. Allowing for a service of 594 tons per car, the 5,899,422 tons of additional freight handled in 1907 would require 9,932 new cars. Adding together the three sums indicated, we have a required addition of 18,317 freight cars in order to maintain normal conditions, or 1,368 more than were actually brought into use during the year.

Assuming that the calculation in the preceding paragraph with respect to the annual displacement of equipment is sound, it will be seen that for the current year 4,540 freight and 145 passenger cars will be required in order to maintain the supply available in 1907. New cars will also be needed for the mileage of railway under construction. As the result of special inquiries made during the year it may be safely taken for granted that these re-

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quirements can be met without going abroad. It was definitely ascertained that during the year ended 30th June last 13,352 freight and road cars were manufactured in Canada, as well as 397 passenger cars and 227 locomotives. This was probably the maximum producing capacity of Canadian shops for that year; but considerable enlargements were then being made to plant, and during the present year the figures given above will be exceeded. This is gratifying, and leads to the hope that the demands arising out of a swelling traffic and railway extension may be entirely met at home. There is this further fact to be taken into account, that last year 7,932 cars were reported as being leased, as compared with 1,126 in 1906. But these leased cars, which are included in the total, did not come from the United States, since the Customs returns show less than 500 brought into the Dominion during the nine months ended 31st March last.

For the year past many details were collected in relation to equipment which had previously been ignored. For example, the railways were required to report with respect to the capacity of cars, which is a very important factor. Complete figures in this regard were not secured; but considerable value attaches to the returns which were sent in. They account for ninety per cent of all the cars in service. Following is a summary:—

	Number.	Capacity in tons.
Box.....	66,934	1,848,980
Flat.....	20,118	535,167
Stock.....	4,731	122,550
Coal.....	10,060	291,638
Tank.....	132	2,632
Refrigerator.....	1,745	48,745
Other.....	1,820	59,200
Total.....	105,540	2,908,903

A statement like the foregoing tends to render the car supply problem more complex. By a simple calculation it transpires that if all the cars in the above list—and they probably represent the available stock for commercial purposes—had been loaded to their full capacity, it would have required just 21.9 days to transport the 63,866,135 tons of freight handled during the year. The box cars alone would have required 34.6 days to perform the same service; while the box, flat and stock cars combined could have done the work in 26.6 days. This is, of course, a somewhat fanciful way of measuring the car service of the Dominion, and it must not be considered as having a direct practical bearing; but it at least serves to show that the present equipment of our railways is capable of handling a larger freight traffic than arose last year without creating a stringency. It is manifest that railway managers have been doing their best to meet the public requirements, and yet they have not been able to silence the shippers who have been clamouring for cars.

It is obvious that the troubles of the railways have arisen as much from a shortage of motive power as from an inadequate supply of rolling stock, and the 573 locomotives added during the year have not entirely met this need. However, the producing capacity of Canadian shops has been so much enlarged within the past two years that it is probable our railways will be able to rapidly satisfy their requirements in this respect.

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It is, perhaps, not the legitimate function of the statistician to consider, except in a very general way, the public aspects of the car question; and yet it is manifest that there have been causes at work quite beyond the control of the railways. The Lord's Day Act has undoubtedly aggravated the situation. Mr. A. F. Dillinger, operating assistant to the traffic officer of the Board of Railway Commissioners, has recently reported with respect to complaints against the principal railway operating in the western provinces, and in that report he says: 'The effect of the Lord's Day Act upon the handling of traffic by the Company means a loss of 21 per cent of its capacity, leaving 79 per cent of the total capacity available.' This estimate is sustained by the testimony of railway managers in common. Applying it directly, it may be said that the effect of this measure is the equivalent of putting 23,838 freight cars out of commission, since that number is 21 per cent of the total supply.

The operations of the Manitoba Grain Act are also reported by Mr. Dillinger to have seriously hindered a satisfactory distribution of cars in the west, and the effect thereof has been sympathetically felt in the east. It is also clear that shippers have not increased their warehouse accommodation in keeping with the large expansion which has taken place during the past decade. Delays in loading and unloading have contributed to the congestion which has prevailed. These things cannot be disregarded in any effort that is made to locate the causes which have combined to create at times a distressing situation with regard to car supply. On the other hand, the railways must add very materially to their terminal, roundhouse, siding and repair facilities in order to bring about the relief that is being so urgently called for. It is not altogether a question of more locomotives and cars.

TRAIN MILEAGE.

The total mileage for the year was 75,115,765, an increase of 2,392,283 miles over 1906. This increase applied almost wholly to passenger service, which would indicate that the railways are earnestly endeavouring to meet public needs in that regard. There was an actual reduction of 221,278 miles in the mileage of freight trains, notwithstanding the fact that 5,899,422 additional tons of freight were hauled. The explanation probably lies in the fact that heavier units and higher traction power are being used by the railways. A reduction of grades and curvatures by some of the principal railways has also permitted the hauling of heavier loads. Train mileage is a vital feature of railway operation.

Following is the record of train and locomotive mileage since 1875:—

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.....	9,214,131	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	4,810,161	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
1907.....	30,220,461	39,923,890	5,971,414	75,115,765	100,154,966

The locomotive mileage includes construction work during the year 1907. It may have been omitted in part in preceding years.

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The following table throws light on the relationship between freight earnings and train mileage:—

Year.	Freight Earnings.	Train Mileage.	Number of Tons carried.	Earnings per Train mile.	Average Earnings per Ton carried.
	\$	Miles.	Tons.	\$ cts.	\$ cts.
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
1907.....	94,995,087	44,895,304	63,866,135	2.116	1.472

It will be observed that the earnings per freight train mile show a substantial increase, in keeping with the tendency of recent years. This would imply better methods and growing economy in the handling of traffic. In the last analysis, every dollar expended in connection with a railway arises out of, or leads up to, the running of trains. With regard to passenger trains, the average earnings per train mile for 1907 were 1.513.

In this connection it is instructive to compare the cost in different years of running a train one mile. For this purpose all trains are taken together. The showing for ten years is as follows:—

1898.....	\$0.772	1903.....	\$1.117
1899.....	0.779	1904.....	1.216
1900.....	0.864	1905.....	1.213
1901.....	0.944	1906.....	1.198
1902.....	1.028	1907.....	1.249

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On the other hand, the gross earnings per train per mile, all trains included, have been as follows:—

1898.....	\$1.178	1903.....	\$1.591
1899.....	1.192	1904.....	1.634
1900.....	1.282	1905.....	1.614
1901.....	1.366	1906.....	1.723
1902.....	1.501	1907.....	1.953

Comparing these two tables, it will be observed that the relative increase in the gross earnings per train mile have been greater than the cost per train mile. The increase in the cost per train mile for the ten years period was 60.6 per cent, as against an increase of 66.5 in the gross earnings per train mile.

ACCIDENTS.

The record of accidents has this year been gathered with a greater regard to details than heretofore; so that a comprehensive analysis may now be made. The general result is as follows:—

	Killed.	Injured.
Passengers.....	70	352
Employees.....	249	1,126
Trespassers.....	195	125
Non-trespassers.....	70	88
Postal clerks, &c.....	3	7
Total.....	587	1,698

This represents the greatest number of persons, both killed and injured, in the history of Canadian railways; yet with respect to passengers killed, there have been two worse years—1889 and 1903—measuring the fatalities against the total number of persons carried.

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The comparative record with regard to persons injured was also exceeded in 1903. The following table will make this clear:—

Year.	PASSENGERS.		EMPLOYEES.		OTHERS.		Total.		PASSENGERS	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888.....	20	70	107	619	104	86	213	775	534,931	152,837
1889.....	37	103	89	637	84	135	210	875	328,408	117,971
1890.....	11	52	83	682	124	101	218	835	1,165,569	246,562
1891.....	13	105	65	582	118	131	193	818	1,017,120	125,929
1892.....	14	43	110	697	109	139	233	879	966,672	314,730
1893.....	11	57	72	331	133	120	216	708	1,238,002	238,912
1894.....	12	64	67	521	132	107	211	694	1,205,208	225,976
1895.....	9	47	51	489	127	122	187	658	1,554,175	297,608
1896.....	11	62	46	446	104	111	161	619	1,346,400	238,877
1897.....	7	70	76	579	130	158	213	807	2,310,191	231,019
1898.....	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899.....	20	119	119	882	145	184	284	1,185	956,668	160,784
1900.....	7	131	123	941	195	245	325	1,317	3,071,453	164,123
1901.....	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902.....	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903.....	53	258	186	956	181	239	420	1,453	417,900	85,848
1904.....	25	232	192	214	178	259	395	705	945,630	101,899
1905.....	35	244	206	920	227	193	468	1,357	722,535	103,642
1906.....	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907.....	70	352	249	1,126	268	220	587	1,698	459,104	91,299

In addition to the foregoing, there were loss of life and injuries caused by railways apart from the movement of trains. In preceding years this information was not gathered, since it relates largely to shopmen and other employees not engaged in the actual work of operation. It increases the toll, however, by 11 lives lost and 454 persons injured, and brings the total up to 598 persons killed and 2,152 injured.

With respect to passengers, the causes of accidents are divided up as follows:—

	Killed.	Injured.
Collisions.....	26	93
Derailments.....	21	127
Parting of trains.....	..	3
Falling from trains, cars, &c.....	2	36
Jumping on or off trains, &c.....	10	38
Struck at highway crossing.....	4	7
Struck at stations.....	4	3
Struck on track.....	..	1
Other causes.....	3	44

With regard to the 249 employees who were killed in connection with the movement of trains or cars, and the 1,126 who were injured, the following causes are assigned:—

	Killed.	Injured.
Coupling or uncoupling.....	34	141
Collisions.....	46	135
Derailments.....	12	56
Parting of trains.....	2	16
Locomotives or cars breaking down.....	1	6
Falling from trains, locomotives or cars.....	32	186
Jumping off or on trains, locomotives or cars.....	7	66
Struck by trains, locomotives or cars.....	85	130
Overhead obstructions.....	2	13
Other causes.....	28	377

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By classes these employees were divided up as follows:—

Trainmen.....	149	781
Trackmen.....	53	104
Switch tenders, watchmen, &c.....	7	47
Station men.....	3	3
Shopmen.....	9	16
Telegraph employees.....	..	3
Other employees.....	28	167

Trespassers figure largely in the casualty list. A considerable number of these are tramps and the flotsam of human life, who steal rides or wander along the right of way. Of these 185 were killed and 125 injured. The returns show that 122 lost their lives, and 55 were injured, at various points along the track; 21 were killed at highway crossings, and a like number at stations. At first glance it seemed anomalous that any one could be regarded as a trespasser at a public crossing, or at a station; but it is assumed that such accidents occurred to persons who had attempted to cross the track, or pass under or over trains, in cities when the guard gates were down, while those killed at stations were obviously persons who should not have been there.

Of non-trespassers, 70 were killed and 88 injured. This sad sacrifice is in large measure the story for the year of the deadly level crossing. Of the 70 killed, 48 lost their lives at highway intersections, and at similar points 49 were injured. In one way and another, whether as trespassers or non-trespassers, 69 persons all told were killed at crossings and 67 injured. In no preceding year has this record been reached. At stations 6 were killed and 4 injured, while at other points along the track 5 were killed and 12 injured. 'Other causes' cover the cases of 5 killed and 14 injured. The loss of one life of a non-trespasser is attributed to derailment. Eight persons similarly classified were injured by derailments and collisions.

Perhaps the most appalling fact in connection with the returns for the year was the killing of 34 persons engaged in coupling or uncoupling cars. The highest number for any previous year was 27. One hundred and forty-one railway employees were also injured from this cause. It was assumed that the compulsory use of automatic couplers would completely do away with the risk of life and limb associated with the making up of trains; yet the number of fatalities last year was more than three times the average rate for any ten years during which the old link and pin were in universal use.

The air-brake is now in general use. This device was expected to practically eliminate casualties through falling off trains in motion; yet from this cause 32 employees lost their lives last year. In the days of the old hand-brake such an amazing total was not in any year reached.

When viewing this waste of human life, and the scarcely less deplorable record of maimings and sufferings, the question naturally arises as to what proportion of these accidents could properly be regarded as preventable. This cannot be accurately determined. Yet into all of them the element of negligence or culpability must enter in some degree. Manifestly, all collisions are the result of blunders or dereliction of duty on the

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part of those directly responsible for the running of the trains. From this cause 73 lost their lives last year and 232 were injured. Derailments brought about the killing of 35 other persons and the injuring of 207. Here again it may be said, speaking broadly, that accountability cannot be shirked by all concerned. Given a proper roadbed, sound equipment and safe speed, and derailments are practically impossible.

At this juncture comes in the problem of the broken rail, to which some of the brightest minds in the world are just now giving very serious attention. The facts warrant this. If to the dangers heretofore attaching to railway travel has been added a new risk in connection with the rails in use, the case would appear to be especially grave. Against such a danger no system of operation, nor care with regard to equipment or roadbed, could provide any effective guard. None of the ordinary precautions apply. Whatever is done to ensure safety in this respect must be done at the rolling mills; for it would appear that the defects which lead to fractures are created during the process of manufacture.

With some care I have during the year endeavoured to ascertain the basic facts—first, as to whether or not the breaking of rails is an increasing menace to safety, and second, as to the fundamental cause of these fractures. It has been impossible to reduce the matter in so far as Canadian interests are involved to a statistical basis, in which numbers may be used. In at least one of the States, however, the inquiry has been methodical and comprehensive. From data gathered by the Board of Railway Commissioners for the State of New York, it appears that 1,331 broken rails were removed from the tracks of the principal lines operating in that State during the months of January, February and March, 1905; 826 during the corresponding period in 1906, and 3,014 in 1907. The rails were of all the weights ordinarily in use; but breaks occurred most frequently in those which ran from 80 lbs. to the yard upwards. Curiously, defects developed in many cases in rails which had been in service for ten years and over; so that imperfections would not appear to cause immediate trouble. This complicates the problem.

At the meeting of the American Railway Association in Chicago last spring, at which ninety-eight per cent of all the lines in the United States and Canada were represented, this matter was very carefully considered. A committee of experts was appointed to weigh the evidence submitted and make a report on the whole question. The net result was to cast doubt on the integrity of American rolled rails. So great has been the demand during recent years for steel rails that the rolling mills have shortened the process of production. It would take up a large amount of space to go into the somewhat technical details involved, and it may serve immediate purpose to say that the trouble is believed to be due in part to the chemical constituents of the ingot and in part to insufficient manipulation. It has long been known that certain impurities in the molten metal find their way to the top of the ingot during the process of cooling. These impurities affect in a measure the degree of brittleness. It had been the practice of conscientious rail manufacturers to cut off the upper part of the ingot, representing as high as twenty-five per cent of the whole, and roll only the clarified remainder; but in the endeavour to meet the demands upon them practically all the mills have been partly disregarding this precaution. In some cases not more than fifteen per cent of the ingot has been shorn away, thus permitting impurities to pass into the finished product. To this factor of unsoundness another has been added as the direct result of improper haste. The passage of these impurities by gravitation to the top

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of the ingot sometimes causes gas spaces to form. If carried into the rail these bubbles create 'pipes,' which are always a serious defect. By proper and sufficient rolling these 'pipes' may be either eliminated or very materially reduced. But in the rush of production the number of passes through the rollers, which ought to be not less than from twenty-two to twenty-five, has been reduced to fifteen, and sometimes fourteen.

This analysis of conditions governing the process of manufacture probably explains why broken rails are multiplying. It has not been possible to gather with precision the facts relating to Canada; but sufficient has been ascertained to make it clear that this menace to safety prevails here, as elsewhere. The matter was taken up quite comprehensively at the meeting of the Canadian Society of Engineers in May last. The fact was brought out during the discussion that in the year 1906, on three railways, 537 rails had broken, of which 439 had been in service for one year and under. The character of Canadian ores was alluded to as one of the difficulties encountered by our own manufacturers; but there was a consensus of judgment that here, as in the United States, the fundamental trouble had grown out of the keen competition on one hand and the pressure upon the mills on the other. These things have led to the economizing of labour to a degree which has meant poor and defective rails. That, however, is bad economy which leads to the wasting of human lives and valuable property. The killing of 35 persons and the injury of 287 by derailments may in some degree have been the price which Canada paid last year for the hasty and imperfect production of steel rails.

Can comparative safety in railway travel be brought about? The answer must be in the affirmative. It is largely a matter of cost, on one hand, and integrity, on the other. That is to say, if proper provisions against casualties are made by the railways, and every individual associated with the running of trains does his duty, this frightful annual toll of life and limb would be very much reduced. The first step would be the introduction of a thoroughly tested block system; and while this would be primarily expensive, in the course of years it would undoubtedly be a prudent investment. Closer inspection of new rails, roadbed and equipment would eliminate other causes of disasters. But back of all these measures would lie the human element. To somebody's mistake each mishap is due. Recently it has been the policy of the Crown to take criminal proceedings against railway employees concerned in fatal accidents, and a number of convictions were recorded during the year. It remains to be seen whether or not greater care can be developed by such means.

The money waste involved in railway accidents is partly exposed in the charges to operating expenses in 1907 of \$642,248 for injuries to persons, \$426,785 for clearing wrecks and \$892,937 for loss and damage—a total of \$1,961,970.

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FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel in the supplying of motive power is one of the chief items in the conduct of a railway. Hitherto information in this regard had not been gathered. Special interest will therefore attach to the subjoined table:—

Class of Locomotive.	COAL.		WOOD.		Total tons of Fuel.	Miles run.	Fuel consumed per 100 miles.
	Anthracite.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.			Tons.
Freight.....	9,797	3,173,101	367	21,348	*3,194,510	43,824,909	7.29
Passenger.....		1,325,955	222	9,559	1,331,178	29,110,258	4.57
Mixed.....		301,041	690	1,398	303,549	7,492,278	4.05
Switching.....		555,438	68	3,929	557,576	14,816,272	3.76
Construction.....	48	222,283	1	1,497	223,141	4,911,249	4.54
Total.....	9,845	5,577,818	1,348	37,731	5,608,954	100,154,966	

* Two cords of wood calculated as one ton of fuel.

The average cost of coal at the point of distribution was \$2.81. The total fuel bill of all the railways, apart from the cost of 223,141 tons used in connection with construction work, was \$15,137,504.48. This was equal to 14.59 per cent of the operating expenses; but must be read in the light of the figures at page 16, which places the final cost of fuel at \$29,511,063.67.

The total amount of fuel consumed in all services was 5,608,954 tons. It will be observed that the average consumption of fuel per 100 locomotive miles was as follows:—Freight, 7.29 tons; passenger, 4.57; mixed, 4.05; switching, 3.76; and construction, 4.54. Applying the average cost to the average consumption, it is found that \$20.48 would be expended on a freight train for the distance indicated, and \$12.94 on a passenger train.

In the operating expenses for the year is found a charge of \$29,511,063.67 for fuel for locomotives. Divided by the tons given in the above table, this would mean a cost of \$5.26 per ton. The actual cost of coal at points of distribution, as reported by the railways, was considerably below this figure, and there is a difference of over \$12,000,000 between the fuel bill thus made up and the total included with operating expenses. The sum indicated would probably be the cost of handling.

EMPLOYEES AND THEIR COMPENSATION.

The number of persons in the employ of Canadian railways during the year 1907 was shown to be 124,012. Never before has this important information been available from any source, and the facts are presented with satisfaction as demonstrating the value of the new schedules.

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Quite naturally, some little confusion arose in this first year with respect to the interpretation of the schedules in relation to average rates of pay; but the results as figured out may be accepted as being reasonably accurate. In future years it will be particularly interesting and instructive to follow in a comparative way the figures in the several columns.

The following table shows the number of employees of each class and their average daily compensation:—

Employees.	No.	Average daily compensation.
General officers.....	336	\$11.07
Other officers.....	461	4.11
Office clerks.....	4,214	1.68
Station agents.....	2,536	1.90
Other stationmen.....	11,829	1.57
Enginemmen.....	4,351	3.91
Firemen.....	4,760	2.40
Conductors.....	2,911	3.20
Other trainmen.....	8,261	2.00
Machinists.....	2,486	2.09
Carpenters.....	3,215	2.09
Other shopmen.....	12,579	1.98
Section foremen.....	3,903	1.90
Other trackmen.....	30,614	1.45
Switch tenders and watchmen.....	2,364	1.83
Telegraph operators and dispatchers.....	2,987	1.87
Floating equipment employees.....	5,426	1.18
All other employees.....	20,779	1.80
Total.....	124,012	

The total amount paid during the year in salaries and wages was \$58,719,493. This was equal to 56.59 per cent of the total operating expenses. The distribution of this large sum was as follows:—

	No.	Amount.
General administration.....	5,126	\$ 3,760,138
Maintenance of way and structures.....	48,516	15,398,885
Maintenance of equipment.....	21,495	12,161,917
Conducting transportation.....	48,875	27,398,553
Total.....	124,012	\$58,719,493

These figures suggest the vast army of people who obtain their livelihood in connection with the transportation interests of the Dominion. When to the persons employed by the railways are added those engaged in the canal service, in shipping, and, directly and indirectly, in the production of cars, locomotives, rails, ties, lumber, paints, oils and materials generally, and the whole is multiplied by the family number of five, it will probably be found that quite 20 per cent of the whole population win their daily bread from the carrying trade.

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ELECTRIC RAILWAYS.

The electric railway interests of the Dominion made satisfactory progress during the year. The paid up capital was increased by \$11,337,505, bringing the total amount up to \$75,195,475. The mileage, however, remained almost stationary, and stands at 814.52. The gross earnings were \$12,630,430, showing a betterment of \$1,663,559 over the preceding year. The operating expenses, which aggregated \$7,737,251, were larger by \$1,062,214, leaving a favourable balance of \$4,971,624. The proportion of operating expenses to gross earnings was 61.25, which must be regarded as highly encouraging. The total number of passengers carried was 273,999,404, a gain of 36,344,330 over 1906. The growth of street railway traffic is a striking illustration of the ready recognition accorded to transportation facilities.

A special effort was made during the year to ascertain the total amount of capital invested in the construction and equipment of electric railways in Canada; but the difficulties were for the time being insurmountable. The returns received showed a total cost of roads and rolling stock amounting to \$52,399,818; but it was not practicable to obtain reliable figures with respect to the primary outlay on seven systems which were either in process of construction or had been purchased at forced sale. I have made a somewhat careful estimate of the probable investment in connection with these lines, and think it may safely be put down at not less than \$13,000,000. This would bring the total up to more than \$65,000,000. During the current year it is hoped that a complete and accurate statement may be made up.

With your approval I issued this year a special schedule having as its object the gathering of authentic data in relation to the employees and equipment of electric railways in the Dominion. This information was not hitherto available, and it was exceedingly gratifying to receive practically complete returns. When tabulated the answers gave the following interesting results:—

Staff officers.....	190
Clerks.....	483
Conductors.....	2,394
Motormen.....	2,252
Other employees.....	3,712
Total employees.....	9,031
Total pay list.....	\$5,291,585

It will be seen that the total pay list represents 68.26 of the total operating expenses. With respect to equipment, it was ascertained that 207 cars were added during the year, of which 162 were of Canadian manufacture. Of all the rolling stock in use 75.50 per cent was found to have been produced in the Dominion.

It was thought well to prepare a digest of electric railway statistics from the year 1901, when the collecting of information was begun. Following are the results:—

ELECTRIC RAILWAYS—COMPARATIVE STATISTICS.

	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Total mileage.....	*674.58	557.59	759.36	766.50	793.12	813.74	814.52
Paid up capital.....	\$39,076,018	41,593,063	47,096,453	50,399,188	61,033,321	63,857,967	73,567,705
Gross earnings.....	\$7,768,283	6,486,438	7,233,677	8,453,699	6,357,125	10,966,871	13,637,430
Net earnings.....	\$2,323,120	2,683,583	2,760,816	3,127,092	3,438,931	4,291,824	4,971,624
Earnings—passenger traffic.....	\$5,529,087	6,195,015	6,888,409	8,082,373	8,932,913	10,438,000	12,013,421
" freight.....	\$65,082	127,917	164,188	182,143	216,022	288,105	344,367
" other sources.....	\$23,135	15,952	20,276	30,738	31,753	35,041	44,951
Total operating expenses.....	\$110,377	146,632	160,803	158,353	176,435	205,724	233,100
Maintenance of way and buildings.....	\$4,433,162	3,802,825	4,472,858	5,326,516	5,918,193	6,675,027	7,737,251
Cost of motive power.....	\$319,892	445,827	481,236	606,146	623,656	698,767	815,584
Maintenance of cars.....	\$292,700	511,097	777,201	1,277,199	1,240,071	1,242,075	1,412,958
General and operating charges.....	\$2,992,468	2,462,028	607,692	659,213	747,072	864,075	1,000,783
Total car mileage.....	\$1,750,754	35,823,841	35,028,529	42,068,924	45,053,402	3,929,733	4,428,733
Passengers carried.....	120,933,154	137,681,462	153,662,312	181,689,998	203,467,317	237,653,074	273,361,227
Tons of freight carried.....	287,926	296,182	371,286	400,161	510,350	596,024	479,731

* Improperly included, double track and sidings.

ACCIDENTS.

Year.	KILLED.			INJURED.			PASSENGERS.		
	Passengers.		Others.	Passengers.		Others.	Number carried.		Injured one in every
	Employees.	Others.	Employees.	Others.	Total.	Killed one in every	Injured one in every		
1901.....	3	11	158	98	314	40,311,552	255,137		
1902.....	9	22	410	120	563	15,297,933	335,808		
1903.....	10	22	504	212	778	155,662,812	308,835		
1904.....	10	40	508	272	844	181,689,998	357,657		
1905.....	30	23	862	347	1,296	203,467,317	236,041		
1906.....	11	34	1,085	441	1,653	237,653,074	219,037		
1907.....	27	37	988	532	1,736	273,999,404	277,327		

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It will be seen that the mileage has increased since 1902 by 46.0 per cent. Within six years other important increases by percentages are: Paid up capital 88.2; gross earnings 118.9; net earnings 113.0; operating expenses 125.2; passengers carried 126.5 and tons of freight carried 66.3. While the volume of freight traffic is not relatively large, it nevertheless indicates the possibilities in that regard. There has been a small decline during the past two years; but on lines equipped for that class of transportation, and following an enterprising policy, the growth has been satisfactory.

The records of accidents for the year is distressing. The killing of 71 persons and the injuring of 1,736 others reveals the sacrifice which would appear to be inseparable from the operation of electric railways. The danger is manifestly in proportion to the number of cars run and the population served thereby, since out of 71 fatal accidents 22 took place in Montreal and 20 in Toronto. Singularly, however, not a single passenger was killed in Montreal, while nine lost their lives in Toronto. Of the 1,736 non-fatal accidents, many of which were of a minor character, 490 occurred in Montreal and 696 in Toronto. The table on page 34 affords additional information with regard to accidents.

Thus, while but one passenger in every 40,311,552 was killed in 1901, this proportion was reduced to 6,782,243 in 1905, and last year it stood at 10,188,126. The average for the seven years was one in every 18,268,306.

I have the honour to remain, sir,
Your obedient servant,

J. L. PAYNE,
Comptroller of Railway Statistics.

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TABLE I.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	SINGLE TRACK.						Total mileage operated.
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	
		Main line.	Branches and spurs.					
1	Alberta Ry. and Irrigation Co.	111·29	53				1·60	113·42
2	Albert Southern	19·00						19·00
3	Algoma Central & Hudson Bay	89·64						89·64
4	Atlantic and Lake Superior	100·00						100·00
5	Atlantic, Quebec and Western (under construction)							
6	Bay of Quinté	78·00	11·37				19·00	108·37
7	Bedlington and Nelson	15·30			8·67			23·97
8	Beersville Coal and Ry. Co.	8·63						8·63
9	British Yukon	85·80	4·52					90·32
10	Brockville, Westport and North-western	45·00						45·00
11	Bruce Mines and Algoma	17·28						17·28
12	Buctouche and Moncton	32·00						32·00
13	Brandon, Saskatchewan & Hudson Bay	69·45						69·45
14	Bessemer and Barry's Bay	5·00						5·00
15	Canada Coals and Ry. Co.	12·00						12·00
16	Canada Southern	226·18	156·01					382·19
	Canadian Government Rys.—							
17	Intercolonial	1,408·29	42·90				40·30	1,491·49
18	Prince Edward Island	150·90	116·60					267·50
19	Canadian Northern	1,146·26	1,088·80		349·44			2,584·50
20	Canadian Northern Ontario	144·80	2·00				4·00	150·80
21	Canadian Northern Quebec	169·00	82·60					251·60
22	Canadian Pacific	2,564·50	1,979·60	992·20	3,168·50	168·50	37·30	8,920·60
23	Cape Breton	31·00						31·00
24	Caraquet	68·00			16·78			84·78
25	Carillon and Grenville	13·00						13·00
26	Central Ontario	125·75	1·14			9·60		136·49
27	Crow's Nest Southern	53·20						53·20
28	Cumberland Ry. and Coal Co.	32·00						32·00
29	Dominion Atlantic	241·12	4·84		32·00		14·51	292·47
30	Edmonton, Yukon and Pacific	4·50						4·50
31	Elgin and Havelock	27·00	1·00					28·00
32	Esquimalt and Nanaimo	78·00						78·00
33	Grand Trunk Pacific (under construction)							
34	Grand Trunk (in Canada)	2,945·73			161·30		9·87	3,116·90
35	Grand Trunk (Canada Atlantic)	391·97			59·85			451·82
36	Halifax and South-western	246·80	122·41				2·30	371·51
37	Hampton and St. Martins	30·00						30·00
38	Hereford	52·85						52·85
39	Hillcrest Ry., Coal and Coke Co.	1·50						1·50
40	International of New Brunswick	29·00						29·00
41	Inverness Ry. and Coal Co.	61·00	4·50					65·50
42	Irondale, Bancroft and Ottawa	48·00						48·00
43	Kaslo and Slocan, B.C.	28·33	3·40					31·73
44	Kent Northern	27·00						27·00
45	Kettle River Valley	3·86						3·86
46	Kingston and Pembroke	103·40	6·40					109·80
47	Klondyke Mines	31·50						31·50
48	Lake Erie and Detroit River	198·81			23·66		6·75	229·22
49	Liverpool and Milton	5·28	25					5·53
50	Lotbinière and Megantic	30·00						30·00
51	Maganetawan River	1·91						1·91
52	Manitoulin and North Shore	12·15	1·54					13·69
53	Massawippi Valley	31·95	3·51					35·46
54	Montreal and Atlantic	102·90			60·50			163·40
55	Montreal and Province Line	58·60	2·53					61·13
56	Montreal and Vermont Junction	23·60						23·60
57	Morrissey, Fernie and Michel	5·85			5·00			10·85
58	Midland of Manitoba	77·01						77·01

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TABLE 1.—SUMMARY of Mileage Operated for the

Number.	Name of Railway.	SINGLE TRACK.						Total mileage operated.
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	
		Main line.	Branches and spurs.					
59	Nelson and Fort Sheppard . . .	55·42				4·70	60·12	
60	New Brunswick Coal & Ry. Co. .	58·00					58·00	
61	New Brunswick & Prince Edward Island	36·00					36·00	
62	New Brunswick Southern	82·50					82·50	
63	New Westminster Southern	24·10				1·48	25·58	
64	Nosbonsing and Nipissing.	5·50					5·50	
65	Nova Scotia Steel and Coal Co. . .	12·50					12·50	
66	Orford Mountain	48·00					48·00	
67	Ottawa and New York	56·90				1·90	58·80	
68	Philipsburg Ry. and Quarry Co. .	6·00					6·00	
69	Pontiac and Renfrew.	4·25					4·25	
70	Princeton Branch of Washington Co. Ry. (U.S.).	5·10					5·10	
71	Quebec Bridge & Ry. Co. (under construction).							
72	Qu'Appelle, Long Lake and Saskatchewan.	250·02	3·94				253·96	
73	Quebec Central	222·00					222·00	
74	Quebec and Lake St. John	241·00	5·40				246·40	
75	Quebec Ry., Light and Power Co .	24·00				2·00	26·00	
76	Quebec, Montreal and Southern. .	143·75					143·75	
77	Red Mountain	9·59					9·59	
78	Rutland and Noyan	3·39					3·39	
79	Salisbury and Harvey	45·00	5·00				50·00	
80	Schomberg and Aurora.	14·40					14·40	
81	Stanstead, Shefford & Chambly. .	43·00	3·23				46·23	
82	St. Clair Tunnel	2·25					2·25	
83	St. John Valley & River du Loup .	6·00					6·00	
84	St. Lawrence and Adirondack. . .	32·82			13·30	8·70	54·82	
85	Sydney and Louisbourg	39·30	13·44				52·74	
86	St. Louis and Richibucto.	7·00					7·00	
87	Temiscouata	113·00					113·00	
88	Temiskaming & Northern Ontario .	138·90					138·90	
89	Thousand Islands	6·08	25				6·33	
90	Toronto, Hamilton and Buffalo. .	79·88	3·79			4·36	88·03	
91	Vancouver Copper Co. (formerly Lenora Mt. Sicker).	11·75					11·75	
92	Vancouver, Victoria and Eastern .	74·76					74·76	
93	Vancouver, Westminster and Yukon	14·81					14·81	
94	Victoria and Sidney, B.C.	16·26					16·26	
95	Victoria Terminal Ry. and Ferry Co	18·38					18·38	
96	Wellington Colliery Co.	10·75					10·75	
97	" Ladysmith Extension	9·94					9·94	
98	York and Carleton	5·75					5·75	
	Final Totals	13,698·94	3,671·50	992·20	3,909·00	180·10	22,608·51	

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Year ending June 30, 1907—All Tracks—Concluded.

New line constructed during year.	Rails.		SECOND TRACK.						Number.	
	Iron.	Steel.	Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	New line constructed during year.		Rails.
			Main line.	Branches and spurs.							Steel.
.....	55.42	.....	.....	.....	.....	.....	.....	59	
.....	58.00	.....	.....	.....	.....	.....	.....	60	
.....	36.00	.....	.....	.....	.....	.....	.....	61	
.....	82.50	.....	.....	.....	.....	.....	.....	62	
.....	24.10	.....	.....	.....	.....	.....	.....	63	
.....	5.50	.....	.....	.....	.....	.....	.....	64	
.....	12.50	.....	.....	.....	.....	.....	.....	65	
.....	48.00	.....	.....	.....	.....	.....	.....	66	
.....	56.90	.....	.....	.....	.....	.....	.....	67	
.....	6.00	.....	.....	.....	.....	.....	.....	68	
.....	4.25	.....	.....	.....	.....	.....	.....	69	
.....	5.10	.....	.....	.....	.....	.....	.....	70	
.....	71	
.....	253.96	.....	.....	.....	.....	.....	.....	72	
9.00	222.00	.....	.....	.....	.....	.....	.....	73	
.....	246.40	.....	.....	.....	.....	.....	.....	74	
.....	26.00	6.00	.....	.....	6.00	.....	6.00	75	
.....	143.75	.....	.....	.....	.....	.....	.....	76	
.....	9.59	.....	.....	.....	.....	.....	.....	77	
.....	3.39	.....	.....	.....	.....	.....	.....	78	
.....	50.00	.....	.....	.....	.....	.....	.....	79	
.....	14.40	.....	.....	.....	.....	.....	.....	80	
.....	46.23	.....	.....	.....	.....	.....	.....	81	
.....	2.25	.....	.....	.....	.....	.....	.....	82	
.....	6.00	.....	.....	.....	.....	.....	.....	83	
.....	46.12	.....	.....	.....	.....	.....	.....	84	
.....	52.74	.....	.....	.....	.....	.....	.....	85	
.....	7.00	.....	.....	.....	.....	.....	.....	86	
.....	113.00	.....	.....	.....	.....	.....	.....	87	
.....	138.90	.....	.....	.....	.....	.....	.....	88	
.....	6.33	.....	.....	.....	.....	.....	.....	89	
.....	83.67	2.04	.....	.....	2.04	.....	2.04	90	
.....	11.75	.....	.....	.....	.....	.....	.....	91	
28.89	74.76	.....	.....	.....	.....	.....	.....	92	
.....	14.81	.....	.....	.....	.....	.....	.....	93	
.....	16.26	.....	.....	.....	.....	.....	.....	94	
.....	18.38	.....	.....	.....	.....	.....	.....	95	
.....	10.75	.....	.....	.....	.....	.....	.....	96	
.....	9.94	.....	.....	.....	.....	.....	.....	97	
.....	5.75	.....	.....	.....	.....	.....	.....	98	
989.95	10.54	22,441.20	1,005.82	16.80	44.80	28.96	1,096.38	173.51	1,067.42	

SESSIONAL PAPER No. 20b

the Year ending June 30, 1907—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of pro- prietary com- panies.	Line operated under lease.	Line operated under contract	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
122.88	0.53				1.60	125.01			123.41	1
19.00						19.00			19.00	2
111.64	9.93					121.57	17		121.57	3
100.00						100.00			100.00	4
										5
89.30	15.37				19.00	123.67			104.67	6
16.58			8.67			25.25			25.25	7
8.63						8.63			8.63	8
85.80	4.52					90.32			90.32	9
47.00						47.00			47.00	10
17.28						17.28			17.28	11
35.20						35.20			35.20	12
76.18						76.18	76.18		76.18	13
5.00						5.00	5.00		5.00	14
15.50						15.50			15.50	15
594.07	217.12					811.19	94.46		811.19	16
1,747.85	42.90				68.48	1,859.23			1,790.75	17
161.80	125.70					287.50		13.00	274.50	18
1,269.55	1,142.23		391.78			2,803.56	130.83		2,803.56	19
144.80	2.00				4.00	150.80	146.80		146.80	20
183.20	91.40					274.60			274.60	21
4,429.70	1,979.60	992.20	3,223.30	168.50	37.30	10,830.60	559.60	10.50	10,782.80	22
31.00						31.00			31.00	23
71.50			16.78			88.28			88.28	24
13.00						13.00			13.00	25
140.08	1.14			10.10		151.32			151.32	26
60.99						60.99			60.99	27
48.00						48.00			48.00	28
258.11	13.44		35.60	2.58	14.51	324.24	2.00	11.62	298.11	29
4.50						4.50			4.50	30
27.00	1.00					28.00			28.00	31
78.00						78.00			78.00	32
4,606.47			161.30		9.87	4,777.64			4,767.77	33
391.97			59.85			451.82			451.82	34
17.79						17.79			17.79	35
265.77	123.89				2.30	391.96	125.80	0.60	389.06	36
30.00						30.00			30.00	37
61.54						61.54	0.14	0.83	60.71	38
1.50						1.50	1.50		1.50	39
29.00						29.00			29.00	40
61.00	4.50					65.50			65.50	41
49.00						49.00			49.00	42
28.33	3.40					31.73			31.73	43
27.00						27.00			27.00	44
3.86						3.86			3.86	45
126.40	7.40					133.80		30.40	103.40	46
33.50						33.50	18.50		33.50	47
264.65			33.91		7.53	306.09			298.56	48
5.28	0.25					5.53			5.53	49
32.53						32.53			32.53	50
9.60						9.60			9.60	51
1.91						1.91			1.91	52
17.51	1.54					19.05			19.05	53
31.95	3.51					35.46			35.46	54
144.20			60.50			204.70	1.40		204.70	55
58.60	2.53					61.13			61.13	56
25.60						25.60			25.60	57
5.85			5.00			10.85			10.85	58

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TABLE 1.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	YARD TRACK AND SIDINGS.							
		Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract.	Total mileage operated.	New line constructed during year.	Rails	
		Main line.	Br'chs and spurs.					Iron.	Steel.
59	Midland of Manitoba.....	6 55				6 55	6 55		6 55
60	Nelson & Fort Sheppard..								
61	New Brunswick Coal & Ry. Co.	7 00				7 00			7 00
62	New Brunswick & Prince Edward Island.....	1 50				1 50			1 50
63	New Brunswick Southern.....	1 80				1 80			1 80
64	Nosbonsing & Nipissing.....	1 25				1 25			1 25
65	Nova Scotia Steel & Coal Co.....	3 87				3 87			3 87
66	New Westminster Southern..	1 68				1 68			1 68
67	Orford Mountain.....	0 50	1 50			2 00			2 00
68	Ottawa & New York.....	4 60				4 60			4 60
69	Philipsburg Ry. & Quarry Co..								
70	Pontiac & Renfrew.....								
71	Princeton Branch of Washington Ry. Co. (U.S.).....	0 14				0 14			0 14
72	Qu'Appelle Long Lake & Saskatchewan.....								
73	Quebec Central.....								
74	Quebec & Lake St. John.....	33 21				33 21			33 21
75	Quebec Ry., Light & Power Co.	5 00				5 00			5 00
76	Quebec, Montreal & Southern.....								
77	Red Mountain.....	3 93				3 93			3 93
78	Rutland & Noyan.....	0 50				0 50			0 50
79	Salisbury & Harvey.....								
80	Schomberg & Aurora.....	0 70				0 70			0 70
81	Stanstead, Shefford & Chambly.....								
82	St. Clair Tunnel.....								
83	St. John Valley & Rivière du Loup.....								
84	St. Lawrence & Adirondack... ..	4 55		2 54		7 09			7 09
85	Sydney & Louisburg (Dom. Coal Co.).....	27 71				27 71	27 71		
86	St. Louis & Richibucto.....								
87	Temiscouata.....	7 93				7 93			7 93
88	Temiscaming & North'm Ontario	37 50				37 50			37 50
89	Thousand Islands.....	1 00				1 00			1 00
90	Toronto, Hamilton & Buffalo...	28 63	2 33			30 96			30 96
91	Vancouver Copper Co's Ry.....	0 25				0 25			0 25
92	Vancouver, Victoria & Eastern..	14 12				14 12	3 60		14 12
93	Vancouver, Westminster & Yukon.....	5 15				5 15			5 15
94	Victoria & Sydney, B.C.....	1 20				1 20			1 20
95	Victoria Terminal Ry. & Ferry Co.....	1 50				1 50			1 50
96	Wellington Colliery Co.....								
97	" Ladysmith Extension.....	7 94				7 94			7 94
98	York & Carleton.....								
	Totals.....	3,885 62	144 48	58 73	3 08	4,091 91	131 59	84 12	4,007 79

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the Year ending June 30, 1907—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of prop- rietary com- panies.	Line operated under lease.	Line operated under contract	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
83 56						83 56	83 56			59
55 42					4 70	60 12				60
65 00						65 00				61
37 50						37 50				62
84 30						84 30				63
6 75						6 75				64
16 37						16 37				65
25 78					1 48	27 26				66
48 50	1 50					50 00				67
61 50					1 90	63 40				68
6 00						6 00				69
4 25						4 25				70
5 24						5 24		02		71
250 02	3 94					253 96				72
222 00						222 00				73
274 21	5 40					279 61				74
35 00					2 00	37 00				75
143 75						143 75				76
13 52						13 52				77
3 89						3 89				78
45 00	5 00					50 00				79
15 10						15 10				80
43 00	3 23					46 23				81
2 25						2 25				82
6 00						6 00				83
37 37			15 84		8 70	61 91				84
67 01	13 44					80 45	27 71			85
7 00						7 00				86
120 93						120 93				87
176 40						176 40				88
7 08	0 25					7 33				89
110 55	6 12				4 36	121 03				90
12 00						12 00				91
88 88						88 88	32 49			92
19 96						19 96				93
17 46						17 46				94
19 88						19 88				95
10 75						10 75				96
17 88						17 88				97
5 75						5 75				98
18,500 38	3,832 78	992 20	4,012 53	1 83 18	185 73	27,796 80	1,278 43	94 68	27,516 39	

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TABLE 2.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1907.

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in Nova Scotia on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railways—Intercolonial.....	483·03	481 05	1·98	
2	Cape Breton.....	31·00	31·00		
3	Cumberland Railway and Coal Co.....	32·00	32·00		
4	Dominion Atlantic, and.....	245·96	247·50		1·54
5	Windsor Branch of I.C.R.....	32·00	32·00		
6	Halifax and Southwestern.....	369·21	245·30	123·91	
7	Inverness Railway and Coal Co.....	65·50	61·00	4·50	
8	Liverpool and Milton.....	5·53	5·50	·03	
9	Nova Scotia Steel and Coal Co.'s Railway.....	12·50	12·50		
10	Sydney and Louisbourg (Dominion Coal Co.).....	52·74	53·99		1·25
				130·42	2·79
	Total.....	1,329·47	1,201·84	127·63	

* Included 4·84 miles of 'spurs'.

PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in Prince Edward Isl'd on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railway—Prince Edward Island.....	267·50	267·50		

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NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in New Brunswick on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Albert Southern and Harvey Branch	19 00	19 00		
2	Beersville Coal and Railway Co.....	8 63	8 63		
3	Buctouche and Moncton.....	32 00	32 00		
4	Canada Coals and Railway Co.....	12 00	12 00		
5	Canadian Government Railways—Intercolonial.....	503 77	504 19		42
6	Canadian Pacific.....	440 20	440 90		70
7	Caraget, and	68 00	68 00		
8	Gulf Shore.....	16 78	16 78		
9	Elgin and Havelock	28 00	28 00		
10	Hampton and St. Martin's.....	30 00	30 00		
11	International of New Brunswick.....	29 00	29 00		
12	Kent Northern, and.....	27 00	27 00		
13	St. Louis and Richibucto.....	7 00	7 00		
14	New Brunswick Coal and Railway Co.....	58 00	58 00		
15	New Brunswick and Prince Edward Island.....	36 00	36 00		
16	New Brunswick Southern	82 50	82 50		
17	Princeton Branch of Washington Co. Ry. (U.S.)....	5 10	5 10		
18	Salisbury and Harvey.....	50 00	45 00	5 00	
19	Temiscouata.....	44 00	44 00		
20	York and Carleton.....	5 75	5 75		
	Total	1,502 73	1,498 85	3 88	1 12

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QUEBEC.

Number.	Name of Railway.	Mileage owned in Quebec on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Atlantic and Lake Superior.	100·00	100·00		
2	Atlantic, Quebec and Western (under construction).				
3	Canadian Government Railways—Intercolonial.	464·39	466·42	.....	2·53
4	Canadian Pacific Railway and leased lines.	939·80	939·40	.....
5	Carillon and Grenville.	13·00	13·00		
6	Canadian Northern Quebec.	251·60	251·10	.....	·50
7	Grand Trunk System.	451·40	451·40		
8	" " (Canada Atlantic Division).	66·38	66·10	.....	·28
9	Hereford.	52·85	53·30	.....	·45
10	Lotbinière and Megantic.	30·00	30·00		
11	Massawippi Valley.	35·46	35·46		
12	Montreal and Atlantic.	163·40	163·40		
13	Montreal and Province Line.	61·13	58·60	.....	2·53
14	Montreal and Vermont Junction.	23·60	23·60		
15	Orford Mountain.	48·00	48·50	.....	·50
16	Philipsburg Railway and Quarry Co.	6·00	7·50	.....	1·50
17	Quebec Bridge and Railway Co. (under construction only.)				
18	Quebec Central.	222·00	213·50	.....	8·50
19	Quebec and Lake St. John.	246·40	244·00	.....	2·40
20	Quebec Railway, Light and Power Co.	26·00	*30·00	.....	4·00
21	Quebec, Montreal and Southern.	143·75	143·75		
22	Rutland and Noyan.	3·39	3·39		
23	Stanstead, Shefford and Chambly.	46·23	43·00	.....	3·23
24	St. John Valley and River du Loup.	6·00	6·00		
25	St. Lawrence and Adirondack.	46·12	46·12		
26	Temiscouata.	69·00	69·00		
	Total.	17·84
		3,515·90	3,506·54	9·36

*Included 4·00 miles + sidings.

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ONTARIO.

Number.	Name of Railway.	Mileage owned in Ontario on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Algoma Central and Hudson Bay	89·64	\$95·50		5·86
2	Bay of Quinté.....	89·37	a93·37		4·00
3	Bessemer and Barry's Bay	5·00		5·00	
4	Brockville, Westport and North Western	45·00	45·00		
5	Bruce Mines and Algoma.....	17·28	17·28		
6	Campbellford, Lake Ontario and Western (under construction).				
7	Canada Southern	382·19	382·19		
8	Canadian Northern, Ontario.....	146·80		146·80	
9	Canadian Northern.....	353·70	353·70		
10	Canadian Pacific and leased lines.....	2,623·30	2,473·30	150·00	
11	Central Ontario.....	126·89	125·00	1·89	
12	Grand Trunk (in Canada).....	2,655·63	2,659·73		4·10
13	Grand Trunk (Canada Atlantic Division).....	385·44	387·80		2·36
14	Indian River (under construction only).				
15	Irondale, Bancroft and Ottawa	48·00	48·00		
16	Kingston and Pembroke.....	109·80	‡112·85		3·05
17	London and Port Stanley.....	23·66	24·00		·34
18	Lake Erie and Detroit River	198·81	*204·69		5·88
19	Magametawan River.....	1·91	1·91		
20	Manitoulin and North Shore	13·69	16·00		2·31
21	Nosbonsing and Nipissing	5·50	5·50		
22	Ottawa and New York.....	56·90	56·90		
23	Marmora Railway and Mining Co.....	9·60	9·60		
24	Pontiac and Renfrew.....	4·25	4·25		
25	Schomberg and Aurora.....	14·40	14·40		
26	St. Clair Tunnel and approaches.....	2·25	2·25		
27	Temiskaming and Northern Ontario.....	138·90	113·00	25·90	
28	Thousand Islands.....	6·33	6·33		
29	Toronto, Hamilton and Buffalo.....	83·67	†86·37		2·70
	Total.....	7,637·91	7,338·92	298·99	30·60

*Included 6·75 miles 'trackage rights.' †Included 4·36 miles 'trackage rights.' ‡Included 7·40 miles 'spurs'. §Included 9·93 miles 'spurs.' aIncluded 4·00 miles 'spurs.'

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MANITOBA.

Number.	Name of Railway.	Mileage owned in Manitoba on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Brandon, Saskatchewan and Hudson Bay.....	69.45	.....	69.45	
2	Canadian Northern.....	1,416.00	1,312.40	103.60	
3	Canadian Pacific.....	1,512.00	1,467.80	44.20	
4	Midland of Manitoba.....	77.01	.....	77.01	
	Total.....	3,074.46	2,780.20	294.26	

SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in Saskatchewan on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Northern.....	600.60	602.60	.....	2.00
2	Canadian Pacific.....	1,170.30	1,094.30	76.00	
3	Qu'Appelle, Long Lake and Saskatchewan.....	253.96	253.96		
	Total.....	2,024.86	1,950.86	74.00	

ALBERTA

Number	Name of Railway.	Mileage owned in Alberta on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Alberta Railway and Irrigation Co.....	111.82	113.72	.....	1.90
2	Canadian Northern.....	214.20	169.80	44.40	
3	Canadian Pacific.....	991.00	947.00	44.00	
4	Edmonton, Yukon and Pacific.....	4.50	4.50		
5	Hillcrest Railway Coal and Coke Company.....	1.50	1.50	
	Total.....	1,323.02	1,235.02	88.00	1.90

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BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in British Columbia on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Bedlington & Nelson.....	23·97	15·30	8·67	
2	British Yukon.....	31·22	32·22		1·00
3	Canadian Pacific.....	1,206·70	1,143·60	63·10	
4	Crow's Nest Southern.....	53·20	53·20		
5	Esquimalt and Nanaimo.....	78·00	78·00		
6	Kaslo and Slocan.....	31·73	31·08	·65	
7	Kettle River Valley.....	3·86	3·86		
8	Lenora Mount Sicker (now Vancouver Copper Co.).....	11·75	12·50		·75
9	Morrissey, Fernie & Michel.....	10·85	10·85		
10	Nelson and Fort Sheppard.....	55·42	55·41	·01	
11	New Westminster Southern.....	24·10	24·10		
12	Red Mountain.....	9·59	9·59		
13	Vancouver, Victoria and Eastern.....	74·76	45·87	28·89	
14	Vancouver, Westminster and Yukon.....	14·81	14·81		
15	Victoria, Terminal Railway and Ferry Company.....	18·38	18·40		·02
16	Victoria and Sidney.....	16·26	16·26		
17	Wellington Colliery Company's Railway.....	10·75	10·75		
18	" Ladysmith Extension.....	9·94		9·94	
				111·26	1·77
	Total.....	1,685·29	1,575·80	109·49	

YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in Yukon Territory on June 30.		Increase.	Decrease.
		1907.	1906.		
1	British Yukon.....	59·10	58·10	1·00	
2	Klondyke Mines.....	31·50	15·00	16·50	
	Total.....	90·60	73·10	17·50	

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TABLE 3.—AMOUNT of Railway Capital at the

No.	1	2	3	4	5	6
Name of Railway.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital.	Amount Outstanding.	Amount per Mile of Line.	
	\$	\$	p. c.	\$	\$	
1 Albert Southern	125,920	7,870	100·00			
2 Harvey Branch	32,500	10,833	100·00			
3 Alberta Ry. and Irrigation Co.	3,250,000	29,279	12·82	4,337,975	39,080	
4 Algoma Central and Hudson Bay ..	10,000,000	82,257	56·49	7,703,763	63,369	
5 Atlantic and Lake Superior, including Baies des Chaleurs, Great Eastern and Ottawa Valley				1,942,313	19,423	
6 Atlantic, Quebec and Western (under construction)	402,000		26·33	1,125,101		
7 Bay of Quinté	1,395,000	15,620	61·34	880,000	9,846	
8 Bedlington and Nelson	1,000,000	65,359	100·00			
9 Beersville Coal and Ry. Co.	20,000	2,317	36·36	35,000	4,056	
10 Bessemer and Barry's Bay	500,000	100,000	100·00			
11 Brandon, Saskatchewan and Hudson Bay	250,000	3,571	100·00			
12 Brandon Transfer Co. (under construction)	12,600		100·00			
13 British Yukon	2,934,119	32,486	63·04	1,719,810	19,041	
14 Brockville, Westport and Northwestern	900,000	20,000	66·34	456,609	10,146	
15 Bruce Mines and Algoma	99,000	5,729	33·79	194,000	11,226	
16 Buctouche and Moncton	250,000	7,812	80·65	60,000	1,875	
17 Burks Falls and French River (under construction)	125,000		100·00			
18 Canada Atlantic (Grand Trunk)—Including Ottawa, Arnprior and Parry Sound	7,200,000	18,369	33·36	14,384,628	36,698	
19 Central Counties	500,000	12,990	56·81	380,000	9,873	
20 Pembroke Southern	178,000	8,334	54·27	150,000	7,022	
21 Canada Coals and Ry. Co.	466,000	38,833	100·00			
22 Canada Southern	15,000,000	39,247	42·69	20,130,000	52,670	
23 Canadian Govt. Rys.—Intercolonial						
24 Prince Edward Island						
25 Canadian Northern, including Winnipeg Great Northern, Port Arthur, Duluth and Western, Manitoba and Southeastern, Lake Manitoba Ry. and Canal Co., Ontario and Rainy River	30,750,000	13,697	39·91	48,285,985	20,617	
26 Canadian Northern Ontario	250,000	1,666	·80	3,000,000	20,000	
27 Canadian Northern Quebec	7,550,000	27,494	47·28	8,418,246	30,656	
28 Canadian Pacific, owned	165,616,666	18,643	52·72	148,523,534	16,719	
29 Canada Central				973,333	3,625	
30 North Shore (Montreal to Quebec)				616,120	3,000	
31 Montreal and Western	5,000	75	1·40	353,708	5,287	
32 Leased—Atlantic and Northwest ..	3,416,000	9,877	33·52	6,775,066	19,586	
33 British Columbia Southern	172,200	855	15·10	967,500	4,807	
34 Calgary and Edmonton	1,000,000	2,270	11·26	7,458,894	16,937	
35 Cap de la Madeleine	20,000	8,571	100·00			
36 Columbia and Kootenay	25,000	420	2·00	1,277,500	21,470	
37 Columbia and Western	1,000,000	6,365	14·94	5,691,000	36,225	
38 Credit Valley (in Ontario and Quebec)						

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital.	Amount per Mile of Line.	No.
p. c.	\$	\$	\$	\$	\$	\$	
					Cols. 2 + 5	Cols. 3 + 6	
					125,920	7,870	1
					32,500	10,833	2
57·18	4,337,975				7,587,975	68,359	3
43·51	6,750,000	953,753			17,703,763	145,626	4
100·00	1,942,313				1,942,313	19,423	5
73·67	1,125,101				1,527,101		6
38·66	880,000				2,275,000	25,466	7
					1,000,000	65,359	8
63·64	35,000				55,000	6,373	9
					500,000	100,000	10
					250,000	3,571	11
					12,600		12
36·96	1,719,810				4,653,929	51,527	13
33·66	450,000			6,609	1,356,609	30,146	14
66·21	194,000				293,000	16,955	15
19·35		6,000			310,000	9,687	16
					125,000		17
66·64	14,384,628				21,584,628	55,067	18
43·19	380,000				880,000	22,863	19
45·73	150,000				528,000	15,356	20
					466,000	38,833	21
57·31	20,130,000				35,130,000	91,917	22
							23
							24
60·09	39,974,367	2,000,000		6,311,618	79,035,985	34,314	25
99·20	3,000,000				3,250,000	21,666	26
52·72	8,418,246				15,968,246	58,150	27
47·28	146,283,498			2,240,036	314,140,200	35,362	28
100·00	973,333				973,333	3,625	29
100·00	616,120				616,120	3,000	30
98·60	353,708				358,708	5,362	31
66·48	6,775,066				10,191,066	29,463	32
84·90	967,500				1,139,700	5,662	33
88·74	7,458,894				8,458,894	19,207	34
					20,000	8,571	35
98·00	1,277,500				1,302,500	21,890	36
85·06	5,691,500				6,691,000	42,590	37
							38

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT OF Railway Capital at the

No.	1 NAME OF RAILWAY.	2 Amount Out- standing.	3 Amount per Mile of Line.	STOCKS.		6 Amount per Mile of Line.			
				4 Proportion to Total Railway Capital.	5 Amount Out- standing.		FUNDED		
								100 × Col. 2	Cols.
								Col. 2	8+9+10+11
		\$	\$	p. c.	\$	\$			
	Can. Pac. Ry.—Leased Lines—Con.								
39	Fredericton	319,280	14,447	76.17	100,000	4,525			
40	Great Northwest Central.....	500,000	4,475	26.66	1,375,000	12,309			
41	Guelph and Goderich.....	125,000	3,623	6.00	2,002,500	58,043			
42	Guelph Junction.....	21,000	1,354	10.82	173,000	11,161			
43	Kootenay and Arrowhead.....				780,000	23,494			
44	Lindsay, Bobcaygeon & Ponty- pool.....	200,000	5,168	28.56	500,000	12,919			
45	Manitoba and Northwestern...	6,562,500	19,730	58.51	4,635,940	13,990			
46	Manitoba and Southwestern Colonization	700,000	3,254	21.10	2,616,000	12,162			
47	Montreal and Lake Maskinonge	25,000	2,272	19.99	100,000	9,090			
48	Montreal and Ottawa.....	22,500	240	1.35	1,636,250	17,500			
49	Nakusp and Slocan.....	300,000	8,219	31.67	647,074	17,728			
50	New Brunswick.....	4,780,800	10,858	37.93	7,821,127	17,763			
51	New Brunswick and Canada..	2,179,867	18,318	92.77	170,000	1,429			
52	Nicola, Kamloops and Similkameen.	250,000	5,319	100.00					
53	Northern Colonization.....	300,000	12,765	41.78	418,000	17,787			
54	Ontario and Quebec.....	2,000,000	2,946	9.26	19,502,591	28,871			
55	Ottawa, Northern and Western	1,300,000	8,207	30.00	3,075,000	19,413			
56	Shuswap and Okanagan.....	750,000	14,763	40.00	1,139,253	22,426			
57	St. John Bridge and Railway Extension.....	200,000	100,000	61.54	125,000	62,500			
58	St. John and Maine.....	2,654,153	28,296	92.43	216,664	2,310			
59	St. Lawrence and Ottawa.....	789,909	13,549	44.79	973,334	16,695			
60	St. Stephen and Milltown....	50,000	10,869	100.00					
61	Tilsonburg, Lake Erie and Pacific.....	400,000	11,976	31.37	875,000	26,197			
62	Tobique Valley.....	29,900	1,068	9.65	280,600	10,000			
63	Toronto, Grey and Bruce.....	785,490	4,127	18.32	3,500,000	18,392			
64	Vancouver and Lulu Island..	25,000	1,480	8.20	280,000	16,568			
65	West Ontario Pacific.....	21,000	789	100.00					
66	Central Railway of Canada (under construction).....	526,000		100.00					
67	Cape Breton.....	1,000,000	32,258	100.00					
68	Caraguet.....	950,000	13,970	64.65	519,297	7,352			
69	Carillon and Grenville.....	200,000	15,385	100.00					
70	Central Ontario.....	750,000	6,000	25.42	2,200,000	17,600			
71	Crow's Nest Southern.....	120,000	2,256	100.00					
72	Cumberland Railway and Coal Co.	1,000,000	31,250	100.00					
73	Dominion Atlantic, including Windsor and Annapolis, Corn- wallis Valley, Western Counties, Midland of Nova Scotia.....	2,433,333	9,892	30.79	5,468,674	22,230			
74	Edmonton, Yukon and Pacific...	125,000	27,777	100.00					
75	Elgin and Havelock.....	44,900	1,603	47.29	50,000	1,786			
76	Esquimalt and Nanaimo.....	2,500,000	32,051	100.00					
77	Grand Trunk (in Canada).....	214,046,255	72,663	65.68	111,880,515	37,981			
78	Including Beauharnois Junction.								
79	Brantford, Norfolk and Port Burwell.....								
80	Buffalo and Lake Huron.....	2,555,657	15,224	39.78	3,716,955	23,043			
81	Cobourg, Blairton and Marmora								
82	Grand Trunk, Georgian Bay and Lake Erie.....								

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT of Railway Capital at the

No.	1 NAME OF RAILWAY.	2 Amount Out- standing.	3 Amount per Mile of Line.	4 Propor- tion to Total Railway Capital. 100 × Col. 2 Col. 12	5		6			
					STOCKS.				FUNDED	
					Amount Out- standing.	Amount per Mile of Line.	100 × Col. 2 Col. 12	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.	
	Grand Trunk— <i>Con.</i>	\$	\$	p. c.	\$	\$				
83	Grand Junction, Belleville and North Hastings.....									
84	Great Western.....				13,252,809		23,581			
85	Hamilton and Northwestern ..									
86	London, Huron and Bruce.....									
87	Midland, Ontario.....				6,086,253		36,664			
88	Montreal and Champlain Junc- tion.....									
89	Northern.....				1,764,605		10,825			
90	North Simcoe.....									
91	Northern and Pacific Junction.									
92	Owen Sound Branch.....				100,000		8,064			
93	South Norfolk.....									
94	Toronto Belt Line.....	50,000	3,862	9.76	462,500		35,692			
95	Toronto and Nipissing.....									
96	Lake Simcoe Junction.....									
97	Victoria.....									
98	Waterloo Junction.....									
99	Wellington, Grey and Bruce..				384,467		2,288			
100	Whitby, Port Perry & Lindsay									
101	Grand Trunk Pacific (under con- struction).....	24,940,000		41.55	35,075,671					
102	Gulf Shore.....	6,250	390	100.00						
103	Halifax and Southwestern, includ- ing Halifax and Yarmouth, Mid- dleton and Victoria Beach	1,000,000	2,708	19.00	4,334,843		11,741			
104	Hampton and St. Martins.....	99,000	3,390	52.38	90,000		3,000			
105	Hereford.....	800,000	15,137	50.00	800,000		15,137			
106	Huron and Ontario (under construc- tion).....	3,000,000		95.24	150,000					
107	Indian River (under construction).	15,000		100.00						
108	Inverness Ry. and Coal Co.....	7,500,000	114,504	78.00	2,115,000		32,290			
109	Irondale, Bancroft and Ottawa....	53,500	1,114	10.60	450,000		9,375			
110	International of New Brunswick (under construction).....	1,320,000		59.56	896,000					
111	Kaslo and Slocan.....	1,000,000	31,516	57.15	750,000		23,637			
112	Kent Northern, and.....	75,000	2,777	60.00	50,000		1,851			
113	St. Louis and Richibucto.....	20,000	2,857	100.00						
114	Kettle River Valley.....	375,000	9,375	72.81	140,000		3,500			
115	Kingston and Pembroke.....	3,393,550	30,907	85.57	572,000		5,209			
116	Klondyke Mines.....	1,375,000	44,354	55.87	1,086,210		35,039			
117	Lake Erie and Detroit River.....	1,400,000	7,042	45.69	3,064,000		15,412			
118	London and Port Stanley.....	1,332,854	56,409	100.00						
119	Lenora Mount Sicker (now The Vancouver Copper Co.).....	101,223	8,435	100.00						
120	Liverpool and Milton.....	30,300	5,501	85.84	5,000		91			
121	Lotbinière and Megantic.....	50,000	1,666	100.00						
122	Maganetawan River.....	30,000	15,706	100.00						
123	Manitoba (Canadian Northern)....	1,432,200	4,086	20.43	5,576,800		15,911			
124	Manitoulin and North Shore.....	200,000	13,271	32.92	408,842		27,129			
125	Marmora Ry. and Mining Co.....	115,421	11,542	53.11	100,000		10,000			
126	Massawippi Valley.....	800,000	22,560	100.00						
127	Midland of Manitoba.....	10,000	130	100.00						
128	Montreal and Atlantic.....	3,200,000	31,098	71.31	1,065,000		12,500			
129	Lake Champlain and St. Lawrence Junction.....	600,000	9,917	61.35	378,000		6,248			

RAILWAY STATISTICS

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907—Continued.

	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital.	Amount per Mile of Line.	No.
p. c.	\$	\$	\$	\$	Cols. 2+5	Cols. 3+6	
100·00	13,252,809				13,252,809	23,581	83
							84
							85
100·00	6,086,253				6,086,253	36,66	86
							87
							88
100·00	1,764,605				1,764,605	10,825	89
							90
							91
100·00	100,000				100,000	8,064	92
							93
90·24	462,500				512,500	39,554	94
							95
							96
							97
100·00	384,467				384,467	2,288	98
							99
							100
58·45	35,075,671				60,015,671	390	101
					6,250		102
81·00	4,334,843				5,334,843	14,449	103
47·62	90,000				189,000	6,300	104
50·00	800,000				1,600,000	30,274	105
4·76		150,000			3,150,000		106
					15,000		107
22·00	2,115,000				9,615,000	146,794	108
89·40	450,000				503,500	10,489	109
40·44	896,000				2,216,000		110
42·85	750,000				1,750,000	53,153	111
40·00	50,000				125,000	4,628	112
					20,000	2,857	113
27·19	140,000				515,000	12,875	114
14·43	572,000				3,965,550	36,116	115
44·13	930,000		156,210		2,461,210	79,393	116
54·31	3,000,000			64,000	4,464,000	22,454	117
					1,332,854	56,409	118
					101,223	8,435	119
14·16	5,000				35,300	5,592	120
					50,000	1,666	121
					30,000	15,706	122
79·57	5,576,800				7,009,000	19,997	123
67·08	405,000	3,842			608,842	40,400	124
46·89	100,000				215,421	21,542	125
					800,000	22,560	126
					10,000	130	127
28·69	1,065,000				4,265,000	43,593	128
38·65	378,000				978,000	16,165	129

7-8 EDWARD VII., A. 1908

TABLE 3.—Amount of Railway Capital at the

No.	1	2	3	4	5	6						
							STOCKS.				FUNDED	
							NAME OF RAILWAY.	Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.
	\$	\$	p. c.	\$	\$							
130	Montreal and Province Line.	1,000,000	17,064	83 33	200,000	3,412						
131	Montreal and Vermont Junction.	1,000,000	42,372	100 00	.....	.....				
132	Morrissey, Fernie and Michel.	1,118,000	192,096	93 91	72,500	12,457						
133	Nelson and Fort Sheppard.	1,500,000	27,066	53 71	1,293,000	23,331						
134	New Brunswick and P. E. Island.	214,850	5,968	74 51	73,500	2,042						
135	New Brunswick Southern.	49,000	581	9 00	500,000	5,931						
136	† New Brunswick Coal and Ry. Co. . . . .	.....	.....	.....	.....	.....	
137	New Westminster Southern.	600,000	24,896	100 00	.....	.....				
138	Nonsbosing and Nipissing.	250,000	45,454	100 00	.....	.....				
139	Nova Scotia Steel and Coal Co. . . . .	*	.....	.....	*	.....			
140	Orford Mountain.	50,000	1,042	7 00	702,000	14,625						
141	Ottawa and New York.	1,000,000	17,575	38 46	1,600,000	28,119						
142	Pacific, Northern and Omenica (under construction).	60,000	.....	100 00	.....	.....				
143	Phillipsburg Ry. and Quarry Co.	124,500	20,750	93 62	8,500	1,416						
144	Pontiac and Renfrew.	20,000	4,706	100 00	.....	.....				
145	Princeton Branch of Washington Co. Railway.	86,950	17,049	50 00	86,950	17,049						
146	Qu'Appelle, Long Lake and Sas- katchewan.	201,000	791	4 25	4,520,690	17,800						
147	Quebec Bridge and Ry. Co.	265,585	.....	5 00	5,016,453	.....					
148	Quebec Central.	3,381,603	15,232	37 63	5,664,633	25,246						
149	Quebec and Lake St John.	4,524,000	18,850	37 52	7,532,627	31,386						
150	Quebec Ry. Light and Power Co.	2,500,000	96,153	49 00	2,512,036	96,615						
151	Quebec and New Brunswick (under construction).	387,900	.....	100 00	.....	.....				
152	Quebec, Montreal and Southern.	1,000,000	7,000	100 00	.....	.....				
153	Red Mountain.	190,600	19,770	47 80	217,000	21,585						
154	Rutland and Noyan.	100,000	29,438	50 00	100,000	29,498						
155	Salisbury and Harvey.	150,000	3,333	100 00	.....	.....				
156	Schomberg and Aurora.	250,000	1,736	45 45	300,000	2,083						
157	Stanstead, Shefford and Chambly.	608,750	14,156	46 60	697,461	16,220						
158	St. Clair Tunnel.	350,000	155,556	12 28	2,500,000	1,111,111						
159	St. John Valley and River du Loup (under construction).	34,932	.....	100 00	.....	.....				
160	St. Lawrence and Adirondack.	1,230,654	37,497	57 37	914,418	27,862						
161	Sydney and Louisburg. . . . .	**	.....	.....	*	.....			
162	Temiskaming and Northern Ontario	\$	.....	.....	.....	.....		
163	Temiscouata.	991,000	8,770	28 50	2,434,190	22,000						
164	Thousand Islands.	60,000	8,185	51 85	58,000	7,913						
165	Toronto, Hamilton and Buffalo.	2,590,000	28,399	36 90	4,280,000	48,619						
166	Trans-Canada (under construction).	37,700	.....	100 00	.....	.....				
167	Vancouver, Victoria and Eastern.	50,000	668	100 00	.....	.....				
168	Vancouver, Westminster and Yukon	102,200	6,900	100 00	.....	.....				
169	Victoria and Sidney, B.C.	223,000	13,714	42 60	300,000	18,450						
170	Victoria Terminal Ry. and Ferry Co.	10,200	56	100 00	.....	.....				
171	Wellington Colliery Co.	2,000,000	186,046	100 00	.....	.....				
172	York and Carleton.	34,320	5,968	100 00	.....	.....				
	Final Total.	588,568,591	.....	.....	583,369,217	.....					

* General capital of the Coal Company which cannot be divided.

† Operated by New Brunswick Government Commission.

** General capital of the Dominion Coal Co.

§ Constructed and operated by the Ontario Government Commission.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	No.
p. c.	\$	\$	\$	\$	\$	\$	
16.67	200,000				1,200,000	20,476	130
					1,000,000	42,372	131
6.09	72,500				1,190,500	204,553	132
46.29	1,293,000				2,793,000	50,397	133
25.49	73,500				288,850	8,010	134
91.00	500,000				549,000	6,512	135
							136
					600,000	24,896	137
					250,000	45,454	138
					*		139
93.00	702,000				752,000	15,667	140
61.54	1,325,000		275,000		2,600,000	45,694	141
					60,000		142
6.38	8,500				133,000	22,166	143
					20,000	4,706	144
							145
50.06	86,950				173,900	34,098	145
							146
95.75	4,520,690				4,721,690	18,591	146
95.00	5,016,453				5,282,038		147
62.37	3,247,707	711,993	1,644,933		8,986,236	40,478	148
62.48	4,416,013		3,116,614		12,056,627	50,236	149
51.00	2,500,000			12,036	5,012,036	192,678	150
							151
					387,900		151
					1,000,000	7,000	152
52.20	217,000				407,600	41,355	153
50.00	100,000				200,000	58,996	154
					150,000	3,333	155
54.55	300,000				550,000	3,819	156
55.40	697,461				1,306,211	30,376	157
87.72	2,500,000				2,850,000	1,266,667	158
							159
42.63	914,418				34,932		159
					2,145,072	65,359	160
					*		161
					†		162
71.50	2,240,857	243,333			3,475,190	30,770	163
48.15	50,000	8,000			118,000	16,098	164
63.10	4,280,000				6,780,000	77,018	165
					37,700		166
					50,000	668	167
					102,200	6,900	168
57.40	300,000				523,000	32,164	169
					10,200	56	170
					2,000,000	186,046	171
					34,320	5,968	172
	564,824,966	4,717,195	5,192,757	8,634,299	1,171,937,808		

7-8 EDWARD VII., A. 1908

TABLE 4.—Statement of Aid granted and paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Albert Southern—Harvey Branch	50,460 00	50,460 00		New Brunswick..	48,680
Alberta Ry. & Irrigation Co	5,553 57	5,553 57		"	9,000 00
Algoma Central & Hudson Bay	148,094 00	148,094 00			
Atlantic & Lake Superior, including Baie des Chaleurs	1,440,000 00	924,976 00			
Great Eastern	766,490 84	766,490 84		Quebec	1,415,090 00
Ottawa Valley	40,345 00	40,345 00		"	156,000 00
Atlantic, Quebec & Western (under construction)	21,600 00	21,600 00		"	25,390 00
Bay of Quinté, including Kingston, Napanee & Western	141,722 45	141,722 45		Ontario	84,000 00
Bedlington & Nelson (Nil)	208,732 80	208,732 80		"	
Beersville Coal & Ry. Co.	20,736 00	20,736 00		New Brunswick..	16,200 00
Brandon, Saskatchewan & Hudson Bay (Nil)					
British Yukon (Nil)					
Brockville, Westport & North Western	140,800 00	140,800 00		Ontario	
Bruce Mines & Algoma	53,920 00	53,920 00		"	50,918 00
Bucouche & Moncton	102,400 00	101,600 00		New Brunswick..	96,000 00
Campbellford, Lake Ontario & Western (Nil)					
Can. Atlantic (now Grand Trunk system) includ'g Ottawa, Arnprior & Parry Sound & Parry S'nd Col'n Central Counties	282,355 20	282,355 20		Ontario	270,000 00
Pembroke Southern	932,512 00	932,512 00		Quebec	200,000 00
Canada Coals & Ry. Co.	64,000 00	64,000 00		Ontario	577,326 06
Canada Southern, including Sarnia, Chatham & Erie	37,500 00	37,500 00		"	55,500 00
Leamington & St. Clair	51,200 00	51,200 00		Nova Scotia	35,200 00
Canadian Government Railways:				Ontario	147,859 00
Intercolonial				"	
Prince Edward Island					
Fredericton & St. Mary's Bridge Co.	30,000 00	30,000 00			
Canada Eastern	374,839 84	374,839 84			
Drummond County	423,936 00	423,936 00			
Canadian Nort'n, including Winnipeg Great Northern Port Arthur, Duluth & Western	374,606 00	374,606 00			
Manitoba & South Eastern Lake Manitoba Ry. & Canal Co	271,200 00	271,200 00		Ontario	255,571 00
Ontario & Rainy River	1,534,526 00	1,534,526 00		Ontario	1,072,800 00
Canadian Northern Ontario	1,696,000 00	1,221,120 00		"	* *
Canadian Northern Quebec	1,522,983 31	1,380,248 06		Quebec	1,194,129 46
Can. Pacific—owned:—	*10,189,521 00	*10,189,521 00		Manitoba	375,377 50
Canada Central	29,412,922 00	29,412,922 00		British Columbia	37,500 00
Lake Temiskaming Col'n	1,525,250 00	1,525,250 00		Ontario	1,479,000 00
North Shore (Montreal to Quebec)	310,335 95	310,335 95		Quebec	350,076 82
Montreal & Western	†1,500,000 00	1,500,000 00			
Quebec, Montreal, Ottawa & Occidental (Montreal to Ottawa)	361,270 00	361,270 00		Quebec	472,500 00
	‡			"	727,000 00

* This amount was paid to the Company for 6,793,014 acres land relinquished.

† Dominion Government pays to Quebec Government 5 p.c. on \$954,000 additional.

7-8 EDWARD VII., A. 1908

No. 4.—STATEMENT of Aid, granted and paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	§ cts.	§ cts.	§ cts.		
Canadian Pacific—Leased:					
Atlantic & North-West...	3,358,800 00	3,358,800 00		Quebec	711,122 02
British Columbia South'n	156,800 00	156,800 00			
Calgary & Edmonton					
Cap de la Madeleine	7,424 00	7,424 00			
Columbia & Kootenay	88,800 00	88,800 00			
Columbia & Western				Ontario	531,000 00
Credit Valley				New Brunswick	230,000 00
Fredericton				Ontario	
Great North West Centr'l				"	
Guelph & Goderich				"	
Guelph Junction	51,200 00	46,000 00		"	
Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
Manitoba & Northwestern				Manitoba	
Manitoba Southwestern				"	
Colonization				"	
Montreal & Lake Mas- kinongé	41,280 00	41,280 00		Quebec	87,750 00
Montreal & Ottawa	192,000 00	192,000 00		Ontario	100,000 00
Nakusp & Slocan	121,600 00	117,760 00		Quebec	182,210 00
Hampton & St. Martins	†83,612 54	†83,612 54		British Columbia	
Hereford, including Dominion Lime Co's line	170,560 00	170,560 00		New Brunswick	145,600 00
Indian River (projected line only)				Quebec	103,000 00
Inverness Ry. & Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario	315,000 00
International of New Brunswick	178,408 07	178,408 07		New Brunswick	75,000 00
Kaslo & Slocan (Nil)					
Kent Northern & St. Louis & Richibucto	†58,334 27	†58,334 27		New Brunswick	135,000 00
Kettle River Valley (Nil)	22,400 00	22,400 00		"	21,000 00
Kingston & Pembroke	48,000 00	48,000 00		Ontario	456,493 00
Klondyke Mines	197,184 00	197,184 00			
L'Assomption (road abandoned)	11,200 00	11,200 00			
Lake Erie & Detroit River, London & Port Stanley (leased)	571,851 00	571,851 00		Ontario	83,000 00
Lenora Mount Sicker				"	
Liverpool & Milton (Nil)					
Lotbinière & Megantic	96,000 00	96,000 00		Quebec	126,994 00
Marmora Ry. & Mining Co.	30,720 00	30,720 00		Ontario	19,149 39
Maganetawan River	3,552 00	3,552 00		"	10,000 00
Manitoba (Canadian Northern, leased line)				Manitoba	641,575 25
Manitoulin & North Shore	32,000 00	32,000 00			
Massawippi Valley	5,376 00	5,376 00		Quebec	
Montreal & Atlantic, including Lake Champlain & St. Lawrence Junction				"	444,000 00
Montreal & Province line	58,560 00	58,560 00		"	250,280 00
Montreal & Vermont Junction				"	231,122 00
Morrissey, Fernie & Michel					
Nelson & Fort Sheppard (Nil)					
New Brunswick & Prince Edward Island	113,440 00	113,440 00		New Brunswick	99,708 90
New Brunswick Southern				"	413,000 00

* Including loan of used iron rails.

† Used iron rails.

SESSIONAL PAPER No. 20b

by Governments and Municipalities, &c.—Continued.

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
	647,074 00					
145,600 00						
60,500 00						
233,000 00			100,000 00	50,000 00		
135,000 00						
75,000 00			5,000 00	5,000 00		
135,000 00						
21,000 00						
456,493 00			491,000 00	491,000 00		
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00
126,994 00						
19,149 39						
10,000 00						
641,575 25						
						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
99,708 90						
413,000 00			3,000 00	3,000 00		

7-8 EDWARD VII., A. 1908

TABLE 4.—Statement of Aid, Granted and Paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
New Brunswick Coal & Ry. Co.	190,400 00	190,400 00		New Brunswick..	139,000 00
New Westminster Southern Nobsong & Nipissing(Nil)					
Nova Scotia Steel & Coal Co's. Line.	40,000 00	39,840 00		Nova Scotia.....	40,000 00
Orford Mountain	168,814 50	168,814 50		Quebec.....	138,884 92
Ottawa & New York	262,384 00	262,384 00		Ontario.....	35,000 00
Phillipsburg Ry. & Quarry Co.	23,712 00	23,712 00		Quebec.....	25,667 00
Pontiac & Renfrew	13,600 00	13,600 00		".....	17,433 60
Princeton Branch of Washington Co. Ry.					
Qu'Appelle, Long Lake & Saskatchewan					
Quebec Bridge and Railway Co.	374,353 33	374,353 33		Quebec..	250,000 00
Quebec Central	398,342 00	348,342 00		"	1,076,123 14
Quebec & Lake St. John.	1,454,695 00	1,160,471 56		"	2,533,000 00
Quebec, Montmorency & Charlevoix	96,000 00	96,000 00		"	306,945 50
Quebec & New Brunswick (under construction)	201,600 00			New Brunswick..	45,000 00
Quebec, Montreal & Southern, including	188,816 09	188,816 00		Quebec.....	210,000 00
United Counties, East Richelieu Valley.	69,952 00	69,952 00		"	115,215 00
South Shore	296,998 38	296,998 38		"	276,645 00
Red Mountain.....(Nil)					
Rutland & Noyan.....(Nil)					
Salisbury & Harvey	*29,665 45	29,391 01		New Brunswick..	455,000 00
Schomberg & Aurora.	48,000 00	46,144 00			
Shediac & Coast.....(Nil)					
Stanstead, Shefford & Chambly.....(Nil)					
St. Clair Tunnel and approaches.	375,000 00	375,000 00			
St. John Valley & River du Loup.....(Nil)					
St. Lawrence & Adirondack	149,481 69	149,481 60		Quebec.....	70,400 00
Sydney & Louisburg, (Dom- Coal Co's. Line)	89,600 00	87,808 00		Nova Scotia.....	87,808 00
Temiskaming & Northern Ontario					
Temiscouata	645,950 00	645,950 00		Quebec.....	362,250 00
Thousand Islands	61,200 00	29,840 00		New Brunswick..	66,000 00
Toronto, Hamilton & Buffalo	57,600 00	57,600 00		Ontario.....	
Trans-Canada, (under construction)				"	
Vancouver, Victoria & Eastern.....(Nil)					
Vancouver, Westminster & Yukon.....(Nil)					
Victoria & Sidney				British Columbia	300,000 00
Victoria Terminal Ry. & Ferry Co.....(Nil)					
Wellington Colliery Co., B.C.....(Nil)					
York & Carleton	18,336 00	18,336 00		New Brunswick..	18,997 00
Grand total.....	75,058,960 86	72,807,471 64	15,576,533 33		29,786,425 32

*Includes \$14,665.45 used iron rails.

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by Governments and Municipalities, &c.—Continued

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid Up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	% cts.	\$ cts.	\$ cts.	% cts.	\$ cts.
139,000 00						
40,000 00			4,000 00	4,000 00		
138,884 92			3,000 00	3,000 00		
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
306,945 50						
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		
70,400 00						
82,000 00						
362,250 00			25,000 00	25,000 00		
66,000 00			10,000 00	10,000 00		
			268,000 00	265,500 00		
89,635 00			300,000 00	134,452 50		
18,997 00						
28,189,695 80	6,633,435 00	300,000 00	12,515,034 03	12,102,634 72	2,404,498 62	2,839,500 00

7-8 EDWARD VII., A. 1908

TABLE 5.—EARNINGS and Income for the Year ending June 30, 1907

A.—Earnings from Operation.

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM PASSENGER SERVICE.							Proportion to Total Earnings. 100 × Col. 6 Col. 16
		2	3	4	5	6	7		
		Passenger Revenue.	Mail.	Express.	Miscellaneous—Extra Baggage, Storage and other Items, Miscellaneous.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	p. c.	
		\$ cts.	\$ cts.	\$ cts.	% cts.	\$ cts.	\$ cts.		
1	Alberta Railway and Irrigation Co.	51,078 97	585 03	3,425 48	1,205 74	56,245 22	1,178 45	30.92	
2	Algoma Central and Hudson Bay	17,088 88	260 00	.....	.....	17,348 88	57 401	6.39	
3	Atlantic and Lake Superior	21,086 38	3,594 24	.....	.....	25,280 62	390 13	36.70	
4	Bessemer and Barry's Bay Railway	40,186 23	6,544 09	2,211 33	.....	48,941 65	213 00	16.98	
5	Bay of Quinté	328 02	.....	1 40	3 55	332 97	14 803	16.72	
6	Bedford and Nelson	147 87	.....	.....	.....	147 87	.....	6.12	
7	Beersville Coal and Railway Co.	71,558 21	4,560 34	3,698 24	1,731 66	81,948 45	1,513 86	25.31	
8	British Yukon	30,486 73	3,369 60	931 25	81 25	34,868 83	1,150 51	56.22	
9	Brockville, Westport and Northwestern	8,151 13	399 36	41 65	.....	8,592 14	40 80	34.80	
10	Buctouche and Moncton	2,001 26	.....	7 79	28 02	2,037 07	1,555 02	32.30	
11	Brandon, Saskatchewan and Hudson Bay	3,493 29	273 02	352 37	67 25	4,085 93	333 75	12.18	
12	Canada Coals and Railway Co.	1,738,937 87	133,764 01	268,558 46	.....	2,141,260 34	921 99	34.04	
13	Canada Southern	2,615,893 24	165,733 91	152,604 68	.....	2,934,231 83	447 89	51.88	
14	Canadian Government Railways—Intercolonial	124,181 55	24,139 30	771 37	490 81	149,603 03	1,186 01	20.60	
15	Prince Edward Island	1,464,256 18	58,230 86	85,124 02	112,813 32	1,720,424 38	56 227	46.12	
16	Canadian Northern	56,778 32	34 85	2,789 97	130 92	39,854 06	84 230	27.04	
17	Canadian Northern Quebec	159,949 90	9,096 46	9,921 47	.....	178,967 83	1,679 46	31.86	
18	Canadian Northern Quebec	19,271,552 36	693,015 99	1,517,000 70	1,206,765 69	22,688,334 74	27 874	66.41	
19	Canadian Pacific	5,098 62	.....	246 24	64 51	5,409 37	25 085	27.12	
20	Cape Breton	11,200 51	2,447 40	.....	.....	13,647 91	62 197	58.68	
21	Caraguet	1,778 55	.....	.....	.....	1,778 55	.....	23.65	
22	Carillon and Grenville	66,957 57	.....	.....	.....	66,957 57	1,257 62	21.81	
23	Central Ontario	26,467 25	1,293 88	1,292 15	306 75	29,360 03	90 570	18.92	
24	Crow's Nest Southern	2,295 44	2,295 44	
25	Cumberland Railway and Coal Co	13,929 42	1,107 22	15,157 94	

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26	Dominion Atlantic.....	341,981 93	16,859 84	12,295 43	9,020 79	380,157 99	7,807 4	48 83
27	Elgin and Havelock.....	3,030 35	673 92	63 52	.....	3,767 79	.....	29 82
28	Elgin and Nainimo.....	192,375 26	7,625 26	2,654 65	2,548 00	205,463 19	.....	44 83
29	Grand Trunk.....	9,011,511 86	367,543 64	1,038,387 04	178,301 11	10,596,343 65	2,255 41	33 00
30	Canada Atlantic (G. T. R.).....	419,283 57	18,723 41	23,273 64	10,403 69	471,685 31	63 455	23 97
31	Halfax and Southwestern.....	150,165 64	5,039 04	4,472 11	2,660 43	162,357 22	1,37 931	50 20
32	Hampton and St. Martin's.....	3,933 71	196 50	19 01	29 00	4,178 22	.....	34 53
33	Hereford.....	16,567 89	796 92	481 34	255 38	18,071 53	32 906	24 94
34	Inverness Railway and Coal Co.....	18,825 87	.....	346 40	959 42	20,131 69	.....	10 86
35	Irondale, Bancroft and Ottawa.....	6,638 40	702 00	441 46	.....	7,781 86	.....	24 55
36	Kaslo and Slocan.....	4,792 28	1,429 10	59 33	21 02	6,301 73	.....	33 16
37	Kent Northern.....	6,629 01	673 92	438 83	.....	7,741 76	.....	44 25
38	Kingston and Pembroke.....	46,396 71	.....	7,186 70	3,076 58	56,659 99	.....	55 864
39	Klondyke Mines.....	8,905 37	.....	363 50	.....	9,268 87	.....	67 953
40	Lake Erie and Detroit River.....	206,519 95	9,653 37	23,350 16	3,246 26	242,769 74	67 008	15 92
41	Liverpool and Milton.....	1,212 00	.....	.....	.....	1,212 00	.....	16 26
42	Loftburne and Megantic.....	4,035 26	.....	.....	.....	4,035 26	.....	11 81
43	Manitowin and North Shore.....	1,482 45	.....	.....	.....	1,482 45	.....	2 45
44	Massawippi Valley.....	68,319 05	2,828 55	999 96	636 05	72,783 62	75 672	37 94
45	Montreal and Atlantic.....	193,613 32	8,799 18	11,942 96	3,110 14	214,355 46	721 49	27 20
46	Montreal and Province Line.....	43,717 04	2,377 97	3,110 14	242 95	49,448 10	.....	52 49
47	Montreal and Vermont Junction.....	63,981 94	2,522 50	2,419 00	89 21	69,012 65	1,02 448	33 61
48	Morrissey, Ferme and Michel, B. C.....	7,104 65	.....	19 16	.....	7,104 65	.....	7 87
49	Midland Railway Company of Manitoba.....	1,589 66	.....	.....	.....	1,631 48	.....	24 630
50	Nelson and Fort Sheppard.....	34,433 50	1,627 20	812 94	1,418 22	38,291 86	.....	16 17
51	New Brunswick Coal and Railway Company.....	7,681 03	1,277 02	214 74	.....	9,172 79	.....	83 150
52	New Brunswick and Prince Edward Island.....	8,669 41	1,661 56	235 81	.....	10,566 31	.....	17 796
53	New Brunswick Southern.....	11,647 08	2,170 19	1,744 37	.....	15,920 39	.....	40 929
54	New Westminster Southern.....	77,978 69	1,215 40	1,835 16	4,966 56	85,995 81	1,38 506	39 07
55	Noshovsing and Nipissing.....	1,708 50	339 00	.....	.....	2,047 50	.....	78 86
56	Nova Scotia Steel & Coal Company.....	5,876 34	524 16	179 57	.....	6,580 07	.....	36 40
57	Orford Mountain.....	62,616 84	2,993 78	2,674 34	867 91	69,152 87	.....	26 02
58	Ottawa and New York.....	8,764 79	218 04	388 24	16 74	9,387 81	.....	55 40
59	Philipsburg Railway and Quarry Company.....	274,228 23	14,367 84	8,100 00	4,080 49	301,975 56	9 4416	45 67
60	Princeton Branch of Washington Co. Ry., (U.S.A.).....	187,128 77	13,416 96	6,216 21	.....	206,761 94	.....	32 74
61	Quebec Central.....	129,647 78	1,223 04	15,637 93	.....	145,908 75	.....	34 36
62	Quebec and Lake St. John.....	94,140 48	4,412 30	4,244 03	.....	103,824 40	.....	78 65
63	Quebec Railway Light and Power Company.....	4,633 13	292 00	.....	.....	5,685 02	.....	39 18
64	Quebec, Montreal and Southern.....	6,785 73	87 36	115 26	759 89	5,685 02	.....	14 88
65	Red Mountain.....	8,454 08	2,224 80	297 73	.....	6,988 35	.....	44 48
66	Rutland and Noyan.....	4,112 97	.....	.....	.....	10,976 61	.....	39 91
67	Salisbury and Harvey.....	24,959 58	1,735 36	1,382 28	.....	28,827 80	.....	39 90
68	Schomberg and Aurora.....	135,728 67	1,712 25	4,307 31	59,784 00	142,432 16	.....	34 96
69	St. Clair Tunnel, yard and approaches.....	16,922 47	1,171 90	1,315 27	853 27	20,262 91	.....	44 08
70	St. Lawrence and Adirondack.....	49,281 55	5,360 84	1,337 12	3,112 06	59,331 57	.....	5 02
71	Sydney and Louisburg (Dominion Coal Company).....	326,814 49	6,386 49	16,685 73	.....	349,886 71	.....	31 45
72	Temiscaming and Northern Ontario.....	8,732 74	649 73	2,885 20	12,267 97	51 60
73	Thousand Islands.....	30 16

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26	Dominion Atlantic.....	398,413 83	1,46578	51 17	778,371 82	1 35622
27	Eign and Havelock.....	8,863 82		70 78	12,631 61	
28	Esquimaux and Nanaimo.....	244,301 93	5 04358	53 34	458,176 34	3 29326
29	Grand Trunk.....	20,220,610 60	2 11306	64 13	31,529,834 54	1 83595
30	Canada Atlantic (G.T.R.).....	1,440,822 64	1 49896	73 22	1,967,752 97	1 23247
31	Halifax and Southwestern.....	156,711 40	1 25494	48 46	323,367 86	1 31603
32	Hampton and St. Martin's.....	7,420 76	602888	65 47	12,100 12	92086
33	Herford.....	52,977 91	1 17859	75 06	72,462 73	90849
34	Intercolonial Railway and Coal Co.....	164,437 25	1 79827	88 69	185,886 74	1 41015
35	Inouale, Bancroft and Ottawa.....	23,903 70	78496	75 45	31,685 56	1 04050
36	Kaslo and Slovan.....	8,942 78	42481	47 03	19,003 80	73794
37	Kent Northern.....	9,753 34		55 75	17,495 10	
38	Kingston and Pembroke.....	167,501 54	1 67061	71 03	233,831 04	1 40943
39	Kingston Mines.....	26,771 72	1 96273	74 29	36,040 59	2 64297
40	Lake Erie and Detroit River.....	1,275,861 86	2 56875	83 68	1,524,609 93	1 83062
41	Liverpool and Milton.....	6,239 84		83 74	7,431 84	
42	Lotbiniere and Megantic.....	29,227 59	1 59191	85 55	34,161 56	1 86065
46	Manitoulin and North Shore.....	58,068 87	3 90274	96 05	60,453 2	0 06298
47	Massawippi Valley.....	118,501 76	98182	61 27	191,825 38	96397
48	Montreal and Atlantic.....	553,271 18	1 41396	70 29	787,843 71	1 48800
49	Montreal and Province Line.....	42,986 37	79865	45 63	94,200 83	98927
50	Montreal and Vermont Junction.....	136,131 47	2 42338	66 31	176,36	
51	Morrissey, Fernie and Michel, B.C.....	74,290 51	3 01114	82 31	205,319 12	1 66119
52	Midland Railway Co., of Manitoba.....	8,367 69	1 19419	82 97	90,250 60	3 65847
53	Nelson and Fort Sheppard.....	41,857 51	2 49106	52 89	10,084 67	1 40788
54	New Brunswick Coal and Ry. Co.....	22,634 44	43014	65 88	81,395 10	1 28519
55	New Brunswick and Prince Edward Island.....	20,193 34	43618	65 75	40,302 19	78581
56	New Brunswick Southern.....	24,824 05	41861	60 93	30,859 92	61708
57	New Westminster Southern.....	23,020 30	92377	60 93	40,745 04	68710
58	Nosbonsing and Nipissing.....	34,279 20	2 53920	21 11	109,038 09	1 50813
59	Nova Scotia Steel and Coal Co.....	3,576 83		100 00	34,279 20	1 20914
60	Orford Mountain.....	18,512 70	1 42756	63 00	5,024 33	
61	Ottawa and New York.....	53,711 39	1 44658	73 22	25,282 32	56945
62	Phillipsburg Railway & Quarry Co.....	1,380 00		100 00	124,810 46	1 07255
63	Princeton Branch of Washington Co. Rail-way, U.S.A.....	11,165 76	1 73894	54 33	20,553 57	2 05556
64	Quebec Central.....	611,438 60	1 60131	66 27	922,444 46	1 56119
65	Quebec and Lake St. John.....	365,045 41	2 23598	60 51	601,619 68	1 65448
66	Quebec Ry. Light and Power Co.....	39,585 03	1 58657	31 35	185,493 78	6 4020
67	Quebec, Montreal and Southern.....	144,506 69	66779	54 55	264,927 53	1 31163
68	Red Mountain.....	21,799 12	1 88298	57 74	38,195 72	2 97228
69	Rutland and Noyan.....	8,722 09	3 08310	56 52	15,710 44	2 10229
70	Salisburg and Harvey.....	25,492 56		36 52	36,694 43	
71	Schomberg and Aurora.....	4,616 75		44 79	10,307 14	46702
72	Stantead, Shefford and Chambly.....	53,480 22	1 29228	63 64	82,447 26	98022
73	St. Clair Tunnel yard and approaches.....	252,003 00		80 82	311,809 00	
74	St. Lawrence and Adirondack.....	179,387 23	1 010 61	55 83	323,088 85	1 49480
75	Sydney and Louisburg (Dominion Coal Company).....	382,413 68	4 36186	94 98	402,676 59	3 33372
76	T-mi-scomata.....	110,797 58	1 35727	64 29	172,195 15	1 11531

TABLE 5. (Continued)—EARNINGS and Income for the Year ending June, 30, 1907.

A.—Earnings from Operation.

No.	NAME OF RAILWAY.	1	2	3	4	A	5	6	7
		Passenger Revenue.	Mail.	Express.	Miscellaneous—Extra Baggage Storage and other items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6 Col. 16.	
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
79	Toronto, Hamilton and Buffalo.....	284,122 25	3,082 36	10,200 00	.....	247,404 61	1,024 30	29 59
80	Vancouver, Victoria and Eastern.....	33,588 31	633 06	1,701 46	369 95	36,232 78	1,232 76	11 13	
81	Vancouver, Westminster and Yukon.....	31,508 18	623 36	691 61	422 45	33,245 60	3,784 4	36 15	
82	Victoria Terminal Railway and Ferry Company.....	3,297 81	31 81	.....	85	3,330 47	4,256 2	15 83
83	Victoria and Sydney, B.C.....	16,554 99	422 32	.....	.....	16,977 31	686 26	52 75
84	Wabash Railroad Company in Canada.....	743,775 12	1,129 81	27,965 33	9,431 77	782,302 03	1,061 96	30 82	
85	Wellington Colliery Co.....	2,141 80	240 00	.....	.....	2,381 80	494 65	46 15
86	Wellington Colliery Co. (Ladysmith Extension).....	494 65	.....	.....	.....	494 65	265	1 31
87	York and Carleton.....	816 79	30 00	30 00	.....	876 79	.....	33 93
	Total.....	39,184,437 64	1,626,704 64	3,277,695 09	1,641,814 92	45,730,652 29	

EARNINGS ARISING FROM PASSENGER SERVICE.

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TABLE 5. (Concluded)—EARNINGS and Income for the Year ending June 30, 1907.

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.			SUMMARY OF EARNINGS.		
		9	B	11	12	13	14	15	16	17		
		Freight Revenue.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings, 100 > Col. 11 Col. 16.	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.	Total Earnings from Operation.	Total Earnings from Operation.	Earnings per Train Mile.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	p.c.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
77	Temiscaming and Northern Ontario.	297,875 92		297,875 92	1,787 42	43 93		30,334 65	678,097 28	2,155 89		
78	Thousand Islands.	26,104 99		26,104 99	733 20	64 19		2,294 39	40,667 05	1,142 20		
79	Toronto, Hamilton and Buffalo.	566,544 87		566,544 87	3,658 27	67 76	606 95	39,429 90	853,986 31	2,184 56		
80	Vancouver, Victoria and Eastern.	227,569 53	365 41	227,934 94	5,446 86	69 94	61,572 52	57 50	323,857 71	1,781 68		
81	Vancouver, Westminster and Yukon.	52,980 16		52,980 16	4,044 90	57 61	5,131 86	589 85	91,957 47	2,163 90		
82	Victoria and Sydney, B. C.	6,898 91		6,898 91	997 96	32 80	1,374 44	222 01	11,825 83	1,511 30		
84	Wabash Railroad Co. in Canada.	13,750 65	21 50	13,772 15	1,160 24	42 79	680 64	755 90	32,186 00	1,301 02		
85	Wellington Colliery Co.	1,741,205 54	14,503 53	1,755,709 07	1,958 66	69 18			2,538,011 10	1,567 42		
86	Wellington Colliery Co. (Ladysmith Extension).	2,778 77		2,778 77	62 180	53 85			5,160 57	1,278 97		
87	York and Carleton.	36,839 22		36,839 22	1,973 46	68 06			37,333 87	969 98		
		1,707 31		1,707 31		66 07			2,584 10			
	Total.	94,995,087 81	742,991 40	95,738,079 21			122,537 75	5,146,945 43	146,738,214 68			

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30 Grand Trunk.....	21,765,115 45	1,267,36	69 03	3,407,116 19	6,233,872 81	11,258,239 83	865,836 62 30
31 Canada Atlantic (G.T.R.)	1,874,762 96	1 17 423	95 27	447,858 77	384,805 16	989,719 03	52,240 00 31
32 Gulf Shore (operated by Carapicet Ry.)							82
33 Halifax and South-western	291,029 42	1 02 557	89 39	90,515 27	32,876 14	140,658 38	26,979 63 33
34 Hampton and St. Martins	5,757 49	1 38 16	47 50	1,500 00	103 21	3,765 61	448 67 34
35 Hareford	97,327 53	1 29 235	134 00	28,988 58	52,564 33	52,564 33	2,559 36 35
36 Inverness Railway and Coal Co.	110,050 71	820 56	59 00	52,451 42	20,848 74	50,262 66	6,487 89 36
37 Irondale, Bancroft and Ottawa	31,188 44	1 02 418	98 00	11,313 70	2,683 21	12,808 39	4,382 34 37
38 Kaslo and Slovan	37,398 14	1 77 654	-240 74	20,541 20	3,067 56	1,210 69 38	1,210 69 38
39 Kent Northern	10,831 00		61 90	3,416 00	450 00	4,935 00	1,530 00 39
40 Kettle River Valley (not reported)							40
41 Kingston and Pembroke	171,416 90	1 03 328	73 31	52,430 51	21,116 95	90,109 53	7,759 91 41
42 Klondike Mines	96,964 06	7 10 880	-969 04	34,392 72	9,401 50	41,655 37	11,514 47 42
43 Lake Erie and Detroit River Ry	1,073,422 34	1 28 887	70 41	142,828 08	201,136 85	694,127 63	35,329 78 43
44 Liverpool and Milton	5,736 92		79 00	1,283 63	855 75	3,074 42	523 12 44
45 Lotbiniere and Megantic	26,184 08	1 12 614	76 65	6,292 96	3,291 92	10,924 81	5,704 39 45
46 Magalloway River (operated by G.T.R.)							46
47 Manitowin and North Shore	38,151 90	2 56 414	63 11	8,611 25	4,999 27	18,524 35	6,017 03 47
48 Massawippi Valley	168,793 39	8 48 23	87 99	43,755 53	13,765 87	108,621 06	2,650 93 48
49 Montreal and Atlantic	644,223 66	1 21 674	81 79	169,529 43	81,678 40	371,187 71	21,828 12 49
50 Montreal and Province Line	74,540 68	77 125	79 00	23,244 47	3,806 28	43,480 64	2,009 29 50
51 Montreal and Vermont Junction	99,292 94	803 75	48 36	17,895 26	1,929 12	76,032 07	3,436 49 51
52 Morrissey, Fernie and Michel, B.C.	70,213 73	2 8 623	78 00	8,886 26	11,730 30	41,229 35	8,307 82 52
53 Midland Railway Co. of Manitoba	31,471 35	4 36 896	312 06	10,404 53	4,283 65	13,306 94	1,476 23 53
54 Nelson and Fort Sheppard	127,920 10	2 01 980	137 16	39,354 25	14,451 90	63,481 47	10,632 48 54
55 New Brunswick Coal and Railway Co.	40,059 90	7 88 87	-100 03	12,436 61	4,022 29	17,686 59	6,514 41 55
56 New Brunswick and Prince Edward Island	23,745 89	47 484	76 94	8,343 48	3,992 48	10,055 00	1,444 93 56
57 New Brunswick Southern	47,940 29	80 845	-117 66	12,945 06	5,757 31	23,099 36	6,138 56 57
58 New Westminster Southern	89,927 59	1 24 881	82 47	28,445 16	7,650 44	49,078 73	4,753 26 58
59 Nonsuch and Nipissing	34,279 20	1 26 915	100 00	10,969 34	5,141 89	18,167 97	..... 59
60 Nova Scotia Steel and Coal Co.	13,883 87		246 85	5,333 22	2,742 21	1,659 86	1,138 58 60
61 Orford Mountain	30,070 29	677 36	118 00	11,993 68	1,544 70	13,890 44	2,631 47 61
62 Ottawa and New York	123,133 23	1 05 814	98 66	38,345 72	13,845 72	64,821 63	6,120 16 62
63 Phillipsburg Railway and Quarry Co.			413 77	1,224 97		1,385 17	3,100 00 63
64 Princeton Branch of Washington Co. Ry., U.S.A.	5,710 14		26 74	2,445 82	810 43	1,964 17	275 57 64
65 Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern)		5 49 65					65
66 Quebec Central	618,833 41	1 04 743	67 00	154,298 92	97,625 36	316,471 70	56,487 43 66
67 Quebec and Lake St. John	395,715 52	1 08 823	65 77	86,215 05	59,469 58	211,935 85	38,095 04 67
68 Quebec Railway, Light and Power Co	130,237 80	4 49 70	70 24	20,687 57	14,005 55	68,487 71	27,117 28 68
69 Quebec, Montreal and Southern	252,137 03	1 24 830	95 17	51,310 61	34,086 21	140,249 25	23,431 56 69
70 Red Mountain	35,201 68	2 7 463 6	92 14	8,995 02	2,412 18	18,840 11	4,954 37 70
71 Rutland and Noyan	8,887 73	1 09 408	56 57	1,285 64	1,675 58	5,247 83	678 68 71
72 Salisbury and Harvey	37,754 92		-102 89	18,110 64	4,016 08	13,821 47	1,896 73 72
73 Schomberg and Aurora	11,258 13	5 10 11	-109 22	2,271 65	1,252 96	7,481 26	252 86 73
74 Stanstead, Shefford and Chambly	62,807 51	7 08 63	76 18	17,581 31	3,074 97	40,767 22	1,384 01 74
75 St. Clair Tunnel, Yard and Approaches	146,367 51		46 95	12,414 24	99,581 09	82,177 81	2,194 37 75
76 St. Lawrence and Adirondack	195,040 25	905 15	60 55	59,326 45	26,694 62	100,978 53	2,640 69 76
77 Sydney and Louisburg (Dominion Coal Co.)	399,239 70	3 30 57 6	99 16	67,115 92	128,465 76	157,905 85	45,812 17 77
78 Temiscouata	135,645 16	87 837	78 77	46,960 33	25,641 66	51,979 75	17,063 42 78

TABLE 6. (Concluded)—GENERAL EXPENDITURES for the Year ending June 30, 1907.

Number.	Name of Railway.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES.					Number.
		2	3	4	5	6	7	8		
		Amount.	Total Operating Expenses per Train Mile.	Proportion to Earnings from Operation. 100 x Col. 2 T. 5, Col. 16	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.		
		Cols. 5+6+7+8	\$ cts.	p. c.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
79	Teniascaming and Northern Ontario.....	503,161 36	1-59972	74-20	93,092 42	63,881 51	315,533 14	30,654 29 79		
80	Thousand Islands.....	25,071 82	-70418	61-97	4,212 39	2,360 65	15,822 84	2,675 94 80		
81	Toronto, Hamilton and Buffalo.....	538,206 21	1-37677	63-02	103,531 49	70,421 52	327,411 21	36,841 99 81		
82	Vancouver, Victoria and Eastern.....	178,881 54	2-62493	46-65	48,661 70	20,018 09	101,046 70	9,155 05 82		
83	Vancouver, Westminster and Yukon.....	63,138 69	1-48548	68-66	13,684 62	838 76	45,218 77	3,306 54 83		
84	Victoria Terminal Railway and Ferry Co.....	12,805 07	1-63645	92-00	4,248 20	1,076 64	5,722 92	1,757 31 84		
85	Victoria and Sydney, B.C.....	23,147 88	-93569	72-00	6,032 75	2,054 77	11,786 20	3,274 16 85		
86	Walbash Railroad Co. in Canada.....	1,930,587 89	1-19229	75-06	173,778 09	269,129 75	1,420,197 21	65,482 84 86		
87	Wellington Colliery Co.....	34,400 84	7-63562	-664-00	8,441 05	15,085 89	10,873 90	.....	87
88	" (Ladysmith Extension).....	37,333 87	-99998	100-00	3,037 36	7,115 25	27,181 26	.....	88
89	York and Carleton.....	3,780 75	.....	-146-30	1,080 25	125 00	2,542 00	33 59 89	
	Final total.....	103,748,677 27	29,887,091 66	21,666,373 08	57,325,543 26	3,869,659 27		

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TABLE 7.—INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, 1907, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS.

No.	Name of Railway.	Passenger.			Freight.			Earnings.			Operating Expenses.		Net Earnings.	
		1	2	3	4	5	6	7	8	9	10	11	12	13
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
1	Alberta Railway and Irrigation Co.	56,245	22	114,394	06	10,652	74	181,892	02	136,243	47	45,648	55	
2	Algonia Central and Hudson Bay	17,348	88	243,323	30	2,494	25	263,166	43	218,967	26	44,199	17	
3	Atlantic and Lake Superior	25,280	02	43,695	70			68,886	32	70,120	99	1,284	67	
4	Bessemer & Barry's Bay Railway			945	07			945	07	5,548	96	4,663	89	
5	Bay of Quintés	48,941	65	235,695	10	3,451	00	288,087	75	170,878	02	117,209	73	
6	Beddington and Nelson	332	97	1,638	51			1,891	48	14,303	38	12,312	50	
7	Beersville Coal and Railway Co.	147	87	2,269	99			2,416	87	4,395	38	1,978	51	
8	British Yukon	81,948	45	235,669	66	6,106	95	323,665	06	147,566	91	176,098	15	
9	Brockville, Westport and Northwestern	34,868	83	27,154	17			62,023	00	27,007	37	34,955	63	
10	Buctouche and Monton	8,592	14	16,067	85			24,659	99	19,821	40	4,838	59	
11	Brandon, Saskatchewan and Hudson Bay	2,037	07	3,906	51	275	00	6,308	58	27,056	47	20,747	89	
12	Canada Coals and Railway Co.	4,685	93	33,735	60	26	95	38,448	48	22,272	53	16,175	95	
13	Canada Southern	2,141,260	34	6,111,298	23	206,120	82	8,458,679	39	8,656,896	43	198,217	94	
14	Canadian Government Railways—Intercolonial	2,934,231	83	5,685,268	73			8,619,500	56	8,202,064	08	417,436	48	
15	Canadian Government Railways—Prince Edward Island	149,693	03	138,733	73			288,336	76	376,977	70	88,640	94	
16	Canadian Northern	1,726,424	38	5,741,729	25			8,350,198	98	5,375,701	26	2,974,496	82	
17	Canadian Northern, Ontario	59,854	06	66,544	41	888,044	45	129,770	91	141,836	10	12,065	19	
18	Canadian Northern, Quebec	178,067	83	470,138	72	3,372	44	658,533	69	585,267	64	73,265	45	
19	Canadian Pacific	22,688,334	74	45,477,512	85	3,045,491	51	71,211,339	10	45,310,918	08	29,900,421	02	
20	Capr. Breton	5,409	37	2,696	60	38	92	8,144	89	15,899	33	7,754	44	
21	Carriquet	13,647	91	36,667	72			50,315	63	51,193	43	877	80	
22	Carillon and Grenville	1,778	55	155	27	1,096	85	3,030	67	5,246	91	2,216	24	
23	Central Ontario	66,957	57	182,369	48	33,721	20	283,048	25	144,337	98	138,690	27	
24	Crows Nest Southern	29,360	03	104,118	38	1,091	95	134,570	36	113,040	62	21,529	74	
25	Cumberland Railway and Coal Co.	18,157	94	77,810	17			95,968	11	44,042	34	51,925	77	
26	Dominion Atlantic	380,157	99	398,413	83			778,571	82	497,985	43	280,586	39	
27	Edmonton, Yukon and Pacific (Canadian Northern)													
28	Elgin and Havlock	3,767	79	8,863	82			12,631	61	10,713	68	1,917	93	

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TABLE 7. (Contd.)—INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, 1907, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS.

No.	Name of Railway.	EARNINGS.						NET EARNINGS.					
		Passenger.		Freight.		Other earnings from operation.		Total gross earnings from operation.		Operating expenses.	1907.		
		§	cts.	§	cts.	§	cts.	§	cts.				
29	Esquimalt and Nanaimo.....	295,463	19	244,391	93	8,381	00	458,176	12	305,241	67	152,934	45
30	Grand Trunk (Canada Atlantic).....	471,685	31	1,440,822	64	55,245	02	1,967,752	97	1,874,762	96	92,990	01
31	Grand Trunk (in Caraquez Ry.).....	10,596,343	65	20,220,610	60	712,880	69	31,525,834	34	21,705,115	45	9,764,718	89
32	Gulf Shore (in Caraquez Ry.).....	162,357	22	156,711	40	4,299	24	323,367	86	291,029	42	32,338	44
33	Halifax and South Western.....	4,178	22	7,921	90			12,100	12	5,757	49	6,342	63
34	Hampton and St. Martin's.....	18,071	53	54,391	20			72,462	73	97,327	53	24,864	80
35	Hereford.....	20,131	69	164,437	25	817	80	185,386	74	110,030	71	75,356	03
36	Inverness, Railway and Coal Co.....	7,781	86	23,903	70			31,683	56	31,188	44	497	12
37	Iroindale, Bancroft and Ottawa.....	6,301	73	8,942	78	3,759	29	19,003	80	37,398	14	18,394	34
38	Kaslo and Slooan B. C.....	7,741	76	9,753	34			17,495	10	10,831	00	6,664	10
39	Kent Northern.....	56,639	99	167,501	54	9,669	51	233,831	04	171,416	90	62,414	14
40	Kettle River Valley.....	9,268	87	26,771	72			36,040	59	96,964	06	60,923	47
41	Kingston and Pembroke.....	242,769	74	1,275,861	86	5,978	33	1,524,600	93	1,073,422	34	451,187	59
42	Klondyke Mines.....	1,212	00	6,239	84			7,451	84	5,736	92	1,714	92
43	Lake Erie and Detroit River.....	4,035	26	29,227	59	898	71	34,161	56	26,184	08	7,977	48
44	Liverpool and Milton.....	1,482	45	58,068	87			60,453	12	38,151	90	22,301	22
45	Lobniere and Megantic.....	72,783	62	118,591	76	540	00	191,825	38	168,763	39	23,061	99
46	Maganetawan River (operated by G. T. R.).....	214,355	46	553,271	18	20,217	07	787,843	71	644,223	65	143,620	05
47	Manitoulin and North Shore.....	49,448	10	42,986	37	1,766	36	94,200	83	74,540	68	19,660	15
48	Massawippi Valley.....	69,012	65	136,131	47	8,175	00	295,319	12	99,292	94	106,026	18
49	Montreal and Atlantic.....	7,104	05	74,290	51	8,856	04	90,250	60	70,213	73	20,036	87
50	Montreal and Province Line.....	8,367	69	43,067	63	85	50	10,084	67	31,471	35	21,386	68
51	Montreal and Vermont Junction.....	38,291	86	43,050	74	52	50	81,395	10	127,920	10	46,525	00
52	Morrissey, Ferme and Michel.....	9,172	79	22,634	44	8,694	96	40,502	19	40,659	90	157	71
53	Midland Railway of Manitoba.....	10,566	31	20,193	31	99	37	30,859	02	23,745	89	7,113	13
54	Nelson and Fort Sheppard.....												
55	New Brunswick Coal and Railway Co.....												
56	New Brunswick and Prince Edward Island.....												

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57 New Brunswick Southern.....	15,920 99	24,824 05	21 98	47,940 29	7,195 25
58 New Westminster Southern.....	85,995 81	23,020 30		89,927 59	19,110 50
59 Nonsousing and Nipissing.....		34,279 20		34,279 20	
60 Nova Scotia Steel and Coal Co.....	2,047 50	3,576 83		5,624 33	8,259 54
61 Orford Mountain.....	6,580 07	18,512 70	189 55	30,070 29	4,787 97
62 Ottawa and New York.....	69,152 87	53,348 82	308 77	123,133 23	1,677 23
63 Phillipsburg Railway and Quarry Co.....		1,380 00		5,710 14	4,330 14
64 Princeton Branch of Washington Co. Ry. (U.S.).....	9,387 81	11,165 76		20,553 57	15,057 58
65 Qu Appelle, Long Lake and Saskatchewan (Canadian Northern).....					
66 Quebec Central.....	301,976 56	611,438 60	9,029 30	618,883 41	303,561 05
67 Quebec and Lake St. John.....	206,761 94	365,045 41	29,812 33	395,715 52	205,904 16
68 Quebec Railway Light and Power Co.....	145,908 75	39,585 03		130,297 80	55,195 98
69 Quebec, Montreal and Southern.....	103,824 40	144,506 69	16,596 44	264,927 53	12,790 50
70 Red Mountain.....	5,685 02	22,054 41	10,456 29	35,201 68	2,994 04
71 Ruhand and Noyin.....	6,988 35	8,722 09		8,887 73	6,822 71
72 Salisbury and Harvey.....	10,976 61	25,492 56	225 26	37,754 92	1,060 40
73 Schomberg and Aurora.....	4,112 97	4,616 75	1,777 42	11,258 13	950 99
74 Staustead, Shefford and Chambly.....	28,827 80	53,480 22	139 24	62,807 51	19,639 75
75 St. Clair Tunnel.....	59,784 00	252,003 00	22 00	146,367 51	165,441 49
76 St. Lawrence and Adirondack.....	142,432 16	180,397 84	258 85	323,088 85	195,640 25
77 Sydney and Louisburg (Dom. Coal Co.).....	20,262 91	382,413 68		399,299 70	3,376 89
78 Temisconata.....	59,331 57	110,707 58	2,156 00	135,645 16	36,549 99
79 Temiskaming and Northern Ontario.....	349,886 71	297,875 92	30,334 65	503,161 36	174,935 92
80 Thousand Islands.....	12,297 67	26,104 99	2,294 39	40,667 05	25,071 82
81 Toronto, Hamilton and Buffalo.....	247,404 61	566,544 87	40,036 83	538,206 21	315,780 10
82 Vancouver, Victoria and Eastern.....	36,292 78	227,934 94	61,630 02	325,867 74	146,976 20
83 Vancouver, Westminster and Yukon.....	33,245 60	86,225 76	5,731 71	63,138 69	28,818 78
84 Victoria and Sydney, B.C.....	16,977 31	13,772 15	1,436 54	32,186 00	3,088 12
85 Victoria Terminal and Ferry Co.....	3,350 40	6,898 91	1,596 45	11,825 83	979 24
86 Wabash Railroad Co. in Canada.....	782,302 63	1,755,709 07	2,538,011 10	12,805 07	607,423 21
87 Wellington Colliery Co.....	2,381 80	2,778 77	5,160 57	1,930,587 89	34,400 84
88 " " (Ladysmith Extension).....	494 65	36,839 22		37,333 87	29,240 27
89 York and Carleton.....	876 76	1,707 31		3,780 75	1,196 65
Total.....	45,730,652 29	95,738,079 21	5,269,483 18	103,748,777 27	42,989,537 41

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33	Grand Trunk (Canada Atlantic)	478,386	21,857,332	635,380	107,959	419,283 57	471,685 81
34	Gulf Shore (in Caraquez Ry.)	177,355	6,628,081	120,555		150,165 64	162,357 22
35	Halifax and Southwestern	7,296	110,302		13,140	3,433 71	4,178 22
36	Hampton and St. Martins	24,936	697,612	33,612	21,306	16,557 89	18,071 65
37	Hereford						
38	Indian River (not operated)						
39	International of New Brunswick	27,700	816,374	40,024	30,452	18,825 87	20,131 69
40	Inverness Ry. and Coal Co.	10,951	221,280		21,031	6,638 40	7,781 86
41	Iroquois, Bancroft and Ottawa	4,594	81,626			4,792 28	6,301 73
42	Kaslo and Slooan, B.C.	9,010				6,629 01	7,741 76
43	Kent Northern						
44	Kettle River Valley	44,708	1,262,533	65,646	94,575	46,396 71	56,659 99
45	Kingston and Pembroke	2,655	59,369		13,640	8,905 37	9,268 87
46	Klondyke Mines	506,588	11,295,308	336,153	26,147	206,519 95	242,769 74
47	Lake Erie and Detroit River	25,377	24,200		2,808	1,212 00	1,212 00
48	Liverpool and Milton	11,894	159,974		18,360	4,035 26	4,035 26
49	Lotbiniere and Megantic						
50	Magalloway River. Operated by G.T.R.						
51	Manitoulin and North Shore	3,655	35,646		8,505	1,482 45	1,482 45
52	Massawippi Valley	169,990	2,998,271	78,298	18,012	68,319 06	72,783 62
53	Montreal and Atlantic	282,433	7,673,629	138,173	158,928	193,613 32	214,355 46
54	Montreal and Province Line	133,126	2,011,898	41,339	28,808	43,717 04	49,448 10
55	Montreal and Vermont Junction	142,790	2,945,500	67,363		63,981 94	69,012 65
56	Morrissey, Fermie and Michel	217,201	1,092,521		14,689	7,104 05	7,104 05
57	Midland of Manitoba	2,093	77,401	156	6,468	1,589 66	1,631 48
58	Nelson and Fort Sheppard	36,114	1,033,810	46,951		34,433 50	38,291 86
59	New Brunswick Coal and Ry. Co.	14,297	300,696		51,542	7,681 03	9,172 79
60	New Brunswick and Prince Edward Island	18,798	372,012	3,712	22,104	8,669 41	10,566 31
61	New Brunswick Southern	12,585	590,985		59,300	11,647 08	15,920 99
62	New Westminster Southern	101,643	2,304,162	47,380	14,708	77,978 69	83,995 81
63	Norboning and Nipissing						
64	Nova Scotia Steel and Coal Co.	7,468				1,708 50	2,047 50
65	Orford Mountain	13,467	205,472	31,425	11,856	5,876 34	6,580 97
66	Ottawa and New York	110,300	2,846,678	78,114		62,616 84	69,152 87
67	Phillipsburg Ry. and Quarry Co.						
68	Pontiac and Renfrew (not in operation)		439,673	3,578	6,365	8,764 79	9,387 81
69	Princeton Branch, of Washington Co. Ry.						
70	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.)	280,374	12,572,334	209,022	200,914	274,528 23	301,976 56
71	Quebec Central	325,629	8,140,965	200,371	27,756	187,128 77	206,761 94
72	Quebec and Lake St. John						
73	Quebec and New Brunswick (not operated)	1,235,260	6,482,389	264,793		129,647 78	145,908 75
74	Quebec Ry., Light and Power Co.	213,327	3,951,123	94,123	93,449	94,110 48	103,824 40
75	Quebec, Montreal and Southern	14,507	139,122	822	5,111	4,633 13	5,685 02
76	Red Mountain	91,527	310,276	4,044		6,785 73	6,988 35
77	Rutland and Noyan	13,355				8,454 08	10,976 61
78	Salisbury and Harvey	34,848				4,112 97	4,112 97
79	Schomberg and Aurora	182,305	182,220	18,230	18,247	24,959 58	28,827 80
80	Stantead, Shefford and Chambly		1,219,301	45,003		59,784 00	59,784 00
81	St. Clair Tunnel						
82	St. John Valley and Rivière du Loup						

TABLE 8 A. (Continued.)—SUMMARY OF Passengers and Tons Carried, Earnings, Expenses, &c.

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	% cts.	\$ cts.
83	St. Lawrence and Adirondack.....	342,870	8,434,062	142,015	.....	135,728 67	142,432 16
84	Sydney and Louisburg (Dominion Coal Co.).....	44,631	734,647	33,717	.....	16,922 47	20,262 91
85	Temiscouata.....	62,197	.....	72,826	69,609	49,281 55	59,331 57
86	Temiskaming and Northern Ontario.....	447,142	12,643,073	147,880	11,575	326,811 49	349,886 71
87	Thousand Islands.....	36,361	219,366	.....	35,604	8,732 74	12,267 67
88	Toronto, Hamilton and Buffalo.....	416,626	11,094,865	236,051	5,484	234,122 25	247,404 61
89	Vancouver, Victoria and Eastern.....	44,370	907,792	26,300	1,774	33,588 31	36,292 78
90	Vancouver, Westminster and Yukon.....	95,256	1,177,551	29,406	4,572	31,508 18	33,245 60
91	Victoria and Sydney, B. C.....	60,800	800,400	12,869	11,870	16,554 99	16,977 31
92	Victoria Terminal Ry. and Ferry Co.....	66,393	113,630	912	6,913	3,297 81	3,330 47
93	Wellington Colliery (Ladysmith Ry.).....	1,343	46,042	18,667	.....	494 65	494 65
94	Wellington Colliery Co.....	4,283	.....	4,504	.....	2,141 80	2,381 80
95	Wabash Ry. Co., in Canada.....	509,823	35,858,517	722,843	.....	743,775 12	782,302 03
96	York and Carleton.....	4,100	816 79	876 79
	Total.....	32,137,319	2,049,549,813	30,220,461	5,971,414	30,244,221 64	45,730,652 29

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TABLE 8 A.—Continued.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1907.

Name of Railway.	Tons Carried.		Tons Carried One Mile.		Mileage of Revenue Mixed Trains.		Mileage of Revenue Freight Trains.		Total Freight Revenue.		Total Freight Earnings.		Total Revenue Train Mileage.		Total (Gross) Earnings.		Total Operating Expenses.		Average Mileage Operated during Year.	
	No.	No.	Miles.	Miles.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	Miles.	Miles.
1 Alberta Ry. & Irrigation Co.	98,894	4,857,009	47,728	15,466	114,994	06	114,994	06	63,194	181,892	02	136,243	47	113	40					
2 Albert Southern (not in operation)																				
3 Algoma Central & Hudson Bay	237,198	5,879,786	28,921	7,548	98,715	11	243,323	30	37,772	263,166	43	218,967	26	62	00					
4 Atlantic and Lake Superior	32,373	2,325,707	55,300	13,700	43,605	70	43,605	70	83,500	68,886	32	70,120	99	100	00					
5 Atlantic, Quebec and Western (under construction)																				
6 Bay of Quinte	336,873	11,493,386	229,770		235,695	10	235,695	10	229,770	288,087	75	170,878	92							
7 Beedington and Nelson	4,943	55,405	2,328		1,658	51	1,658	51	2,328	1,991	48	14,303	98	23	47					
8 Beersville Coal and Ry. Co.	5,673		5,008		2,269	00	2,269	00	5,008	2,416	87	4,395	38	90	32					
9 British Yukon	31,871	2,838,431	53,634	3,956	235,609	66	235,609	66	58,088	323,665	06	147,566	91							
10 Brockville, Westport & North-western	21,865	655,950	28,090	295	27,154	17	27,154	17	58,535	62,023	90	27,067	37	45	00					
11 Bruce Mines and Algoma (not in operation)																				
12 Buctouche and Moncton	237,575				15,853	50	15,853	50	20,032	24,659	99	19,821	40							
13 Brandon, Saskatchewan & Hudson Bay	10,433	463,851	1,170	3,813	3,988	51	3,988	51	5,123	6,308	58	27,056	47	16	74					
14 Bessmer & Barry's Bay Ry. Co.	10,621				945	07	945	07		945	07	5,548	96							
15 Canada Coals and Ry. Co.	96,391	932,809	14,040	7,032	33,735	60	33,735	60	21,072	38,448	48	22,272	53	12	00					
16 Canada Southern	6,087,427		2,151,776		6,111,298	23	6,111,298	23	3,831,135	8,458,679	39	8,656,896	43	382	19					
17 Canadian Government Rys.— Intercolonial	3,695,641	966,919,251	504,245	3,690,468	5,685,208	73	5,685,208	73	6,872,962	8,619,500	56	8,202,064	08	1,445	65					
Prince Edward Island	92,347	3,336,959	334,014		138,733	73	138,733	73	334,014	288,336	76	376,977	70	267	00					
18 Canadian Northern	1,822,220	657,437,305	245,510	2,013,782	5,741,729	25	5,741,729	25	3,464,372	8,350,198	08	5,375,701	26	2,509	00					
19 Canadian Northern Ontario	65,212	4,009,207	31,243		66,544	41	66,544	41	137,692	129,770	91	141,836	10	251	00					
20 Canadian Northern Quebec	449,298	32,611,672	217,563		465,391	24	470,138	72	428,908	658,533	09	585,267	64							
21 Canadian Pacific	14,910,429	5,812,386,819	1,299,887	17,721,206	45,195,217	24	45,477,512	85	31,234,506	71,211,339	10	45,310,918	08	8,734	80					
22 Cape Breton	3,394	72,871	19,406		2,696	60	2,696	60	19,406	8,144	89	15,899	33	31	00					
23 Caracquet	25,099	1,129,455	44,650		36,667	72	36,667	72	44,650	50,315	63	51,193	43							
24 Carillon and Grenville	104		2,860		155	27	155	27	2,860	3,030	67	5,246	91	13	00					
25 Central Ontario	239,180	6,940,529	129,132	36,308	182,369	48	182,369	48	180,460	283,048	25	144,357	98	135	00					
26 Crow's Nest Southern	178,367	8,905,176	26	23,098	103,961	33	104,118	38	61,515	134,370	36	113,040	62	53	20					
27 Cumberland Ry. & Coal Co.	373,213		785,670		77,810	17	77,810	17	785,670	95,968	11	44,042	34							
28 Dominion Atlantic	362,497	15,587,371	184,649	87,160	398,413	83	398,413	83	574,076	778,371	82	497,985	43							

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TABLE 8A.—*Concluded.*—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1907.

Name of Railway.	Tons Carried.	Tons Carried		Mileage of		Total Freight Revenue.		Total Freight Earnings.		Total Revenue from Train Mileage.		Total Gross Earnings.		Total Operating Expenses.		Average Mileage Operated during Year.
		No.	No.	Miles.	Miles.	\$	cts.	\$	cts.	Miles.	\$	cts.	\$	cts.		
29 Edmonton, Yukon and Pacific (C. N. R.)																
30 Elgin and Hawkeek			153,016				8,863 82		8,863 82				12,631 61		10,713 68	
31 Esquimaux and Nanaimo	183,119		5,781,477	48,456		244,391 93	2,443,919 83		2,443,919 83		139,125		458,179 12		305,241 67	
32 Grand Trunk (Canada Atlantic)	1,686,377		203,010,079	107,959		853,256	1,440,822 64		1,440,822 64		1,506,595		1,967,752 97		1,874,762 96	451.80
33 Grand Trunk, in Canada	15,342,677		3,008,720,055	610,538		8,958,771	20,220,610 60		20,220,610 60		17,173,386		31,529,833 34		21,763,115 45	3,116.90
34 Gulf Shore, in Caraqueb.																
35 Halifax and South-Western	179,011		7,863,317	124,887		156,711 40	7,420 76		156,711 40		215,442		323,367 86		291,029 12	307.00
36 Hampton and St. Martin's			282,247	13,140		7,921 90	13,140		7,921 90		13,140		12,100 12		5,757 49	
37 Hereford	175,923		4,203,002	21,306		52,377 91	54,391 20		54,391 20		79,721		72,462 75		97,327 53	52.85
38 Indian River																
39 International of New Bk. (not in operation)																
40 Inverness Ry. and Coal Co.	283,015		15,318,966	91,442		164,437 25	23,903 70		164,437 25		131,466		185,386 71		110,050 71	60.91
41 Irondale, Bancroft and Ottawa	34,130		1,151,586	30,452		23,903 70	8,942 78		23,903 70		30,452		31,683 56		31,188 44	
42 Kaslo and Slooan, B.C.	6,168		124,346	21,051		8,942 78	9,753 34		8,942 78		21,051		19,063 80		37,398 14	31.73
43 Kent Northern																
44 Kettle River Valley																
45 Kingston and Pembroke	124,826		6,344,805	94,575		167,501 54	167,501 54		167,501 54		165,904		233,831 04		171,416 96	
46 Klondyke Mines	2,314		70,452	13,640		26,771 72	26,771 72		26,771 72		13,640		36,040 59		96,964 06	31.05
47 Lake Erie and Detroit River	2,365,056		211,157,627	26,147		1,275,861 86	1,275,861 86		1,275,861 86		832,838		1,524,609 93		1,073,422 34	229.22
48 Liverpool and Milton	14,700		66,150	2,808		6,239 84	6,239 84		6,239 84		2,808		7,451 84		5,735 92	
49 Lotbinière and Mégantic	55,712		803,445	18,360		29,227 59	29,227 59		29,227 59		18,360		34,161 56		26,181 08	30.00
50 Maguetawan River	13,581															
51 Manitoulin and North Shore	290,755		3,195,291	8,505		58,068 87	118,501 76		58,068 87		14,879		60,453 12		38,151 90	13.00
52 Massawippi Valley	481,960		13,803,631	18,012		118,501 76	553,271 18		118,501 76		198,994		191,825 38		168,793 39	38.41
53 Montreal and Atlantic	907,378		47,771,985	158,928		553,271 18	42,986 37		42,986 37		529,465		787,843 71		644,223 66	184.40
54 Montreal and Province Line	84,435		1,942,841	28,808		42,986 37	136,131 47		42,986 37		95,225		94,200 83		74,510 68	58.60
55 Montreal and Vermont Junction	889,743		18,752,823	56,174		74,290 51	74,290 51		74,290 51		123,537		205,319 12		99,292 94	23.60
56 Morrissey, Fernie and Michel	473,528		5,824,763	14,689		8,367 69	8,367 69		8,367 69		7,163		10,081 67		31,471 35	23.42
57 Midland Ry. of Manitoba	120,450		617,180	6,468		8,355 69	41,897 51		8,355 69		63,353		84,395 10		127,920 10	60.12
58 Nelson and Fort Sheppard	30,945		1,001,922	17,282		41,897 51	43,050 74		43,050 74		63,353		84,395 10		127,920 10	58.00
59 New Brunswick Coal & Ry. Co.	40,358		2,018,656	51,542		22,634 44	22,634 44		22,634 44		51,542		40,502 19		40,659 90	60.00
60 New Brunswick and Prince Edward	29,259		438,885	22,104		20,193 31	20,193 31		20,193 31		50,008		30,859 02		23,715 89	36.00

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61 New Brunswick Southern	27,183	852,939	591,300	24,824 05	24,824 05	59,300	40,745 04	47,940 29	5-10
62 New Westminster Southern	67,438	1,205,020	14,708	10,212	23,020 30	72,300	109,038 09	89,927 59	25 58
63 Noshington and Nipissing	26,966	148,478	.....	13,500	34,279 20	13,500	34,279 20	34,279 20	.....
64 Nova Scotia Steel and Coal Co.	8,778	.....	.....	3,576 88	3,576 88	.....	5,624 33	13,883 87	.....
65 Orford Mountain	29,248	438,720	11,856	1,112	18,512 70	44,393	25,282 32	30,070 29	48 10
66 Ottawa and New York	100,700	3,762,260	.....	38,254	53,711 39	116,368	124,810 46	123,133 23	58 80
67 Phillipsburg Ry. & Quarry Co.	4,885	.....	.....	1,380 00	1,380 00	.....	1,380 00	5,710 14	.....
68 Pontiac and Renfrew (not in operation) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69 Princeton Branch of Washington Co. Ry (U.S.)	86,536	442,334	6,365	56	11,165 76	9,999	20,553 57	5,493 99	5-10
70 Qu'Appelle, Long Lake & Saskatchewan (C. N. R.) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71 Quebec Central	586,876	42,176,068	200,914	180,921	611,438 60	590,857	922,444 46	618,883 41	222-00
72 Quebec and Lake St. John	344,820	38,999,405	27,756	135,503	365,045 41	363,630	601,619 68	395,715 52	273-21
73 Quebec and New Brunswick (under construction) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74 Quebec Ry. Light and Power Co., Ltd.	84,897	1,331,680	.....	24,950	39,585 03	289,743	185,493 78	130,297 80	37-00
75 Quebec Montreal and Southern	398,991	10,147,807	93,449	14,412	144,506 69	201,984	264,927 53	252,137 03	.....
76 Red Mountain	93,064	846,882	5,111	6,921	21,799 12	12,854	38,195 72	35,201 68	9 59
77 Rutland and Noyan	239,152	810,725	.....	2,829	8,722 09	7,473	13,710 44	8,887 73	3 39
78 Salisbury and Harvey	63,389	.....	.....	.....	25,492 56	.....	36,694 43	37,754 92	.....
79 Schomberg and Aurora	2,800	40,320	.....	3,840	4,616 75	22,070	10,307 14	11,253 13	.....
80 Stanstead, Sleaford & Chambly, St. Clair Tunnel	891,726	2,999,538	18,247	25,382	53,480 22	88,632	82,447 26	62,807 51	43-00
82 St. John Valley & River du Loup (under construction) .....	.....	.....	.....	.....	252,003 00	.....	311,809 00	146,367 51	2-25
83 St. Lawrence and Adirondack	530,358	16,911,290	.....	74,127	179,387 23	216,142	323,088 85	195,640 25	54 82
84 Sydney and Louisburg	3,273,183	57,105,080	.....	87,672	382,413 68	120,789	402,676 59	399,299 70	39-30
85 Temiscouata	113,845	.....	69,609	11,957	110,707 58	154,392	172,195 15	135,045 16	113-00
86 Temiskaming and Northern Ontario	313,530	19,619,694	11,575	155,076	297,875 92	314,531	678,097 28	503,161 36	134-00
87 Thousand Islands	38,763	231,978	35,604	.....	26,104 99	35,604	40,667 05	25,071 82	6 33
88 Toronto, Hamilton and Buffalo	988,475	41,677,780	5,484	149,383	566,544 87	390,918	853,986 31	538,206 21	83 07
89 Vancouver, Victoria & Eastern	525,578	14,017,098	1,774	40,073	227,569 53	68,147	325,857 74	178,881 54	64 43
90 Vancouver, Westminster and Yukon	57,122	660,793	4,572	8,526	52,980 16	42,504	91,957 47	63,138 69	14 81
91 Victoria and Sidney	19,103	261,711	11,870	.....	13,750 65	24,739	32,186 00	23,147 88	16 26
92 Victoria Terminal Ry. and Ferry Co.	27,843	109,338	6,913	.....	6,898 91	7,825	11,825 83	12,805 07	18 38
93 Waddington Colliery (Ladysmith Ry.)	455,733	4,529,986	18,667	.....	36,839 22	37,334	37,333 87	37,333 87	9 94
94 Waddington Colliery Co.	2,801	30,111	.....	.....	2,778 77	4,504	5,160 57	34,400 84	.....
95 Wabash Ry. Co., in Canada	1,314,791	322,596,769	13,819	882,566	1,741,205 54	1,619,228	2,538,011 10	1,930,587 89	244 30
96 York and Carleton	17,027	.....	6,356	.....	1,707 31	6,356	2,584 10	3,780 75	.....
Total	43,866,135	11,687,711,830	5,971,414	38,923,890	95,247,090 81	75,115,765	146,738,214 68	103,748,677 27

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34	Halifax and Southwestern.....	120,555			124,887			245,442	12,715
35	Hampton and St. Martins.....	33,612	130		24,803	1,730	10 25	13,140	1,896
36	Horford.....							79,721	
37	Indian River (not in operation).....								
38	International of N. Brunswick (not in operation).....	40,024			91,442			131,466	38,949
39	Inverness Railway and Coal Co.....							30,452	
40	Iroquois, Bancroft and Ottawa.....							21,051	
41	Kaslo and Slocum.....								
42	Kent Northern.....								
43	Kettle River Valley.....	65,640			5,689			163,904	
44	Kingston and Pembroke.....							13,640	
45	Klondyke Mines.....	336,153	117		470,538	18,097		832,838	22,190
46	Lake Erie and Detroit River.....							2,808	
47	Liverpool and Milton.....							18,360	
48	Loebnere and Megantic.....								
49	Magnetauwan River (G.T.R.).....								
50	Manitowin and North Shore.....	78,298	476		6,374	9,538	4 79	14,879	173
51	Massawippi Valley.....	138,173	619		102,684	10,860	2 78	198,994	41,490
52	Montreal and Atlantic.....	41,399		45	158,928			529,465	14,465
53	Montreal and Provincial Line.....	67,533			25,016			95,223	6,378
54	Montreal and Vermont Junction.....				56,174			153,537	3,337
55	Morrissey, Ferrie and Michel, B.C.....				14,689	9,980		24,669	
56	Midland Railway of Manitoba.....	156			6,468	539		7,163	6,109
57	Nelson and Fort Sheppard.....	46,051			17,282			63,333	
58	New Brunswick Coal and Railway Co.....							51,542	
59	New Brunswick and Prince Edward Island.....	3,712			24,192			50,008	
60	New Brunswick Southern.....	47,380			22,104			59,300	
61	New Westminster Southern.....				14,708			72,300	1,585
62	Noshwising and Nipissing.....				10,212			13,500	
63	Nova Scotia Steel and Coal Co.....				13,500				
64	Orford Mountain.....	31,425			1,112			44,333	680
65	Ottawa and New York.....	78,114			38,254			116,368	1,864
66	Philpsburg Railway and Quarry Co.....								
67	Princeton Branch of Washington Co. Ry., U.S.A.....	3,578			56			9,999	136
68	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.).....								
69	Quebec Bridge and Approaches.....	209,022			180,921			590,857	168,278
70	Quebec Central.....	200,371			135,503			363,630	
71	Quebec and Lake St. John.....								
72	Quebec & New Brunswick (under construction).....	264,793			24,950			289,743	
73	Quebec Railway, Light and Power Co.....	94,123			14,412			201,984	
74	Quebec, Montreal and Southern.....	822	159		6,921	2,138		12,854	254
75	Red Mountain.....	4,644			2,829			7,473	646
76	Rutland and Noyau.....								
77	Sainsbury and Harvey.....	18,230			3,849			22,070	
78	Schomberg and Aurora.....	45,003			25,382			88,632	13,235
79	Stanstead, Shefford and Chambly.....								
80	St. Clair Tunnel Yard and Approaches.....								
81	St. Lawrence and Adirondack.....	142,015	40		74,127	777		216,142	4,593

TABLE 8 B. (Concluded)—SUMMARY of Train Mileage for the Year ending June 30, 1907—Concluded.

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p. c.	Miles.	Miles.	Miles.	p. c.	Miles.	Miles.
82	Sydney and Louisburg (Dominion Coal Co.).	33,117				87,672			120,789	
83	Temiscouata.....	72,826			69,609	11,957			154,392	
84	Temiscaming and Northern Ontario.....	147,880			11,575	153,076			314,531	
85	Thousand Islands.....				35,604				35,604	
86	Toronto, Hamilton and Buffalo.....	236,051			5,484	149,383			390,918	4,050
87	Vancouver, Victoria and Eastern.....	26,300	632		1,774	40,073	19,061		68,147	36,356
88	Vancouver, Westminster and Yukon.....	21,406			4,372	8,526			42,504	
89	Victoria Terminal Railway and Ferry Co.....	512			6,913				7,825	
90	Victoria and Sydney, B.C.....	12,869			11,870				24,739	
91	Wellington Colliery (Ladysmith Ry.).....	18,667			18,667				37,334	
92	Wellington Colliery Co.....	4,504							4,504	13,459
93	Wabash Railway Co.—In Canada.....	722,843	3,230	0.44	13,819	882,566	7,662	7.88	1,619,228	465,154
94	York and Carleton.....				6,356				6,356	
	Final total.....	30,220,461	373,734		5,471,414	38,923,890	1,875,002		75,115,765	4,152,518

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TABLE 9.—SUMMARY of Equipment for the Year ending June 30, 1907.

No.	NAME OF RAILWAY.	LOCOMOTIVES.			CARS IN PASSENGER SERVICE.											
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
1	Alberta Railway and Irrigation Co.	2	1	2	7		4								1	5
2	Algoma Central and Hudson Bay.	5	9	12	19		5		4							9
3	Atlantic and Lake Superior.	5	1	7	13		1									13
4	Bay of Quinte.	7	1	7	15		8									15
5	Bedlington and Nelson.	1	1	1	3		1									3
6	Beersville Coal and Railway Co.	1	1	1	3		1									3
7	British Yukon.		11		11		10							1	4	14
8	Brookville, Westport and Northwestern.	4			4		5									9
9	Bucouche and Moncton.		2		2		1		2							3
10	Brandon, Saskatchewan and Hudson Bay.	1	1	1	3		1									3
11	Canada Coals and Railway Co.	2	1	3	6		1									6
12	Canada Southern.	41	58	26	154		17	20	7	25	2		23			94
13	Canadian Government Railways—															
	Intercolonial.	107	240	23	370		129	43	89	40	9	41	62	1		423
	Prince Edward Island.		25	2	27		22	12	7				14			55
14	Canadian Northern.	42	137	7	186		38	49	6	6	5	14	43			161
15	Canadian Northern Ontario.	10	17	7	34		27	10	8			1				46
16	Canadian Northern Quebec.	14	10	1	25		10	12	3				4			29
17	Canadian Pacific.	369	739	128	1,236		445	149	86	195	72	152	308	8		1,431
18	Cape Breton.	3			3		2						2			4
19	Carleton.	3			3		2									4
20	Carleton and Grenville.	2			2		2		1							3
21	Central Ontario.	10		1	11		1							1		11
22	Crow's Nest Southern.	1	1		2		2									2
23	Cumberland Railway and Coal Co.	4	2	1	7		4		3							7
24	Dominion Atlantic.	12	12		24		22		11		1	2	16			52
25	Elgin and Havelock.	1	1		2		1									2
26	Esquimault and Nanaimo.	2	5	1	8		5				2		3			14
27	Grand Trunk (Canada Atlantic).	15	41	5	61		15	7	7				7			40
28	Grand Trunk, in Canada.	196	585	87	868		373	75	102	6	15	14	222			807
29	Halifax and Southwestern.	11	6	1	18		15	5	2				8			30
30	Hampton and St. Martin's.	1			1		1									1
31	Inverness Railway and Coal Co.	2	4	1	7		2							1		4
32	Ipswich, Bancroft and Ottawa.	2		1	3		3									3
33	Kaslo and Slocan, B.C.		3		3				2							2

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TABLE 9.—(Continued.)—SUMMARY OF EQUIPMENT FOR THE YEAR ENDING JUNE 30, 1907—Continued.

No.	NAME OF RAILWAY.	LOCOMOTIVES.				CARS IN PASSENGERS SERVICE.										
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
34	Kent Northern	1	1	1	3		1									1
35	Kingston and Pembroke		8		8		4	2	2					3	1	1
36	Klondyke Mines		3		3		1									1
37	Lake Erie and Detroit River	17	21	3	41	9	15	6	1					6		45
38	Liverpool and Milton	1	3		4			1	1							2
39	Lotbinière and Mégantic		3		3											3
40	Manitoulin and North Shore		1		1											1
41	Massawippi Valley	10	12		22		7	11						6		26
42	Montreal and Atlantic		12		12		12							3		15
43	Morrissey, Fernie and Michel, B.C.		2		2		2									2
44	Midland Railway Co. of Manitoba	2	2		4		2									4
45	Nelson and Fort Sheppard	1	1		2		1		1				1			3
46	New Brunswick Coal and Railway Co.		5		5		1		2							3
47	New Brunswick and Prince Edward Island		3		3		1		1							2
48	New Brunswick Southern		2		2		1		1							2
49	New Westminster Southern	1	1		2		3	2								5
50	Nosbonsing and Nipissing		1		1											1
51	Nova Scotia Steel and Coal Co.		1		1											1
52	Orford Mountain	3	1		4		1		1							3
53	Phillipsburg Railway and Quarry Co.	1			1											1
54	Quebec Central		22		22		13	6	7					2		34
55	Quebec and Lake St. John	11	10	2	23		9	9				5		7		30
56	Quebec Railway, Light and Power Co.	5			5		9	16								35
57	Quebec, Montreal and Southern		11		11		8		2							10
58	Red Mountain	2			2		2							2		4
59	Salisbury and Harvey		3		3		1									3
60	Schomberg and Aurora	1			1											1
61	St. Clair Tunnel		4		4		4		2							6
62	St. Lawrence and Adirondack	4	5		9	5	4	2	1							16
63	Sydney and Louisburg (Dominion Coal Co.)	2	13	10	25		2	2	3					2		28
64	Temiscouata	6			6		3		2							8
65	Temiskaming and Northern Ontario	6	8	2	16		14	16						9		39
66	Thousand Islands	2			2				1							3
67	Toronto, Hamilton and Buffalo	8	9	3	20		9	3	4					3		19
68	Vancouver, Victoria and Eastern	6			6		2	2	2							6

TABLE 9.—Concluded.—SUMMARY of Equipment for the Year ending June 30, 1907

NAME OF RAILWAY, Number.	CARS IN FREIGHT SERVICE.						CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased.	Past freight service.	
	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	(Other cars in freight service.	Total.	Officers and pay.	Gravel.	Derrick.	Caboose.				Other road.	Total.
23 Carillon and Grenville.....			2						3						8	
24 Central Ontario.....	53	141	1	10					205	1		5		6	222	
25 Crow's Nest Southern.....	51	17							68						72	
26 Cumberland Railway and Coal Co.	2	33		485					520			1		1	528	
27 Dominion Atlantic.....	191	235	14	25					465			4	4	8	525	
28 Edmonton, Yinkon and Pacific (C. N. R.).....																
29 Elgin and Havelock.....		7	1						8						10	
30 Esquimalt and Nanaimo.....	12	63	1	10					86		1	4	3	16	116	
31 Grand Trunk (Canada Atlantic).....	1,897	383	57	87		25			2,449	1	3	25	63	93	2,582	
32 Grand Trunk (in Canada).....	17,954	4,734	1,812	3,487	68	607			28,662	10	700	346	813	1,891	31,360	
33 Gulf Shore (in Caraquet).....																
34 Grand Trunk Pacific.....	3,700								3,700						3,700	
35 Halifax and South-western.....	44	275	2	3	1				325			4	13	17	372	82
36 Hampton and St. Martin's.....	1	6							7						9	
37 Hereford.....																
38 Indian River (not in operation).....																
39 International of New Brunswick (not in operation).....																
40 Inverness Railway and Coal Co.....	8	29		98					135			3	5	8	147	
41 Irondale, Bancroft and Ottawa.....	2	30							32						34	
42 Kaslo and Slocan (B.C.).....	26	7		9					42			1	5	6	51	
43 Kent Northern.....	1	1							2						3	
44 Kettle River Valley.....																
45 Kingston and Pembroke.....	7	13							52	1			1	3	67	
46 Klondike Mines.....	7	16							23						25	
47 Lake Erie and Detroit River.....	242	30	35	507		2			876		13	7	20	924	828	
48 Liverpool and Milton.....	1	10							11					12		
49 Lothbiniere and Megantic.....	2	25							27					29		
50 Maganetawan River.....																
51 Mainoulin and North Shore.....																
52 Mississippi Valley.....	350	150							500			3	2	5	518	
53 Montreal and Atlantic.....	301	218	38			1			558		12	57	69	655	100	
54 Montreal and Province Line.....																
55 Montreal and Vermont Junction.....																
56 Morrissey, Fennie and Michel.....	1	1		55					57			1		1	63	

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TABLE 9.—*Concluded.*—SUMMARY of Cars in Freight Service for the

Number.	NAME OF RAILWAY.	BOX CARS.		FLAT CARS.		STOCK CARS.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
1	Alberta Railway and Irrigation Co.	4	80	10	200		
2	Algoma Central and Hudson Bay	34	1,195	389	14,215		
3	Atlantic and Lake Superior	4	60	10	150		
4	Bay of Quinté	18	370	126	2,820		
5	Beersville Coal and Railway Co.	1	15	1	15		
6	British Yukon	97	1,868	76	1,448	33	660
7	Brockville, Westport and Northwestern	8	200	4	80	2	80
8	Buctouche and Moncton	5	100	37	605		
9	Canada Coals and Railway Co.	2	20				
10	Canada Southern	1,513	50,220	185	4,280	53	1,060
11	Canadian Government Railways—Intercolonial	5,996	164,315	2,780	63,030	123	2,525
	Prince Edward Island	260	2,600	147	1,479	21	210
12	Canadian Northern	5,186	153,930	984	29,520	121	3,490
13	Canadian Northern Ontario	100	3,000	383	11,490	2	60
14	Canadian Northern Quebec	539	15,740	215	5,665	48	1,200
15	Canadian Pacific	27,840	775,275	6,947	208,185	2,275	60,945
16	Cape Breton			50	1,500		
17	Caraquet	5	75	25	375		
18	Central Ontario	53	1,270	141	3,420	1	20
19	Cumberland Railway and Coal Co.	2	40	33	430		
20	Dominion Atlantic	191	3,955	235	5,385	14	245
21	Elgin and Havelock			7	20	1	10
22	Esquimalt and Nanaimo	12	240	63	1,333	1	20
23	Grand Trunk (Canada Atlantic)	1,897	51,420	383	9,890	57	1,500
24	Grand Trunk, in Canada	17,954	474,505	4,734	118,475	1,812	46,595
25	Grand Trunk Pacific		3,700				
26	Halifax and Southwestern	44	1,210	275	7,200	2	40
27	Hampton and St. Martin's	1	15	6	120		
28	Inverness Railway and Coal Co.	8	160	29	870		
29	Irondale, Bancroft and Ottawa	2	40	30	600		
30	Kaslo and Slocan, B.C.	26	520	7	140		
31	Kent Northern	1	12	1	12		
32	Kingston and Pembroke	7	140	43	860		
33	Klondyke Mines	7	105	16	240		
34	Lake Erie and Detroit River	242	6,710	30	750	35	700
35	Liverpool and Milton	1	5	10	50		
36	Lotbinière and Mégantic	2	30	25	750		
37	Montreal and Atlantic	301	5,395	218	5,565	38	840
38	Morrissey, Fermie and Michel, B.C.	1	20	1	14		
39	New Brunswick Coal and Railway Co.	6	160	55	1,350		
40	New Brunswick and Prince Edward Island	4	70	41	615		
41	Nosbonsing and Nipissing			58	290		
42	Orford Mountain			13	260		
43	Phillipsburg Railway and Quarry Co.			1	10		
44	Quebec Central	308	7,415	325	7,350	49	1,215
45	Quebec and Lake St. John	369	10,870	281	6,770	22	525
46	Quebec Railway, Light and Power Co.	17	340	49	980		
47	Red Mountain	9	180	6	120		
48	Salisbury and Harvey	3	30	29	435	1	10
49	Schonberg and Aurora			15	150		
50	Sydney and Louisburg (Dominion Coal Co.)	16	320	66	1,020		
51	Temiscouata	39	780	61	1,320		
52	Temiskaming and Northern Ontario	50	1,500	347	10,410	10	300
53	Thousand Islands			1	20		
54	Toronto, Hamilton and Buffalo	48	1,440	91	2,580	10	300
55	Vancouver, Victoria and Eastern						
56	Vancouver Copper Co.			2	20		
57	Wellington Colliery Co. (Ladysmith Railway)			17	175		
58	York and Carleton	1	20	4	120		
	Final total	66,934	1,848,980	20,118	535,167	4,731	122,550

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Year ending June 30, 1907, showing Number and Aggregate Capacity.

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.			
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
50	1,000							64	1,280	1	
26	790					411	14,405	860	30,605	2	
								14	210	3	
								144	3,190	4	
								2	30	5	
12	240			4	80			222	4,296	6	
4	80							18	440	7	
								42	705	8	
5	50							7	70	9	
50	1,140	35	710					1,836	57,410	10	
1,624	19,983	25	625	109	2,955	50	1,500	10,707	254,933	11	
22	330			3	30			453	4,640		
48	1,920			1,552	1,560	160	6,400	6,551	196,820	12	
				1	30	30	120	516	14,700	13	
69	1,725			5	125	30	1,200	906	25,655	14	
1,555	61,310	3	60	926	24,765	859	22,700	40,405	1,153,240	15	
								50	1,500	16	
								30	450	17	
10	400							205	5,110	18	
485	5,805							520	6,275	19	
25	500						8	140	10,225	20	
								8	30	21	
10	300							86	1,893	22	
87	3,080			25	750			2,449	66,640	23	
3,487	139,635	68	1,198	607	18,090			28,662	798,498	24	
								3,700	111,000	25	
3	45	1	30					325	8,525	26	
								7	135	27	
98	2,940							135	3,970	28	
								32	640	29	
9	180							42	840	30	
								2	24	31	
							2	40	52	1,040	32
								23	345	33	
567	16,220			2	60			876	24,440	34	
								11	55	35	
								27	780	36	
				1	30			558	11,830	37	
55	1,650							57	1,684	38	
10	250							71	1,760	39	
								45	685	40	
							1	5	59	295	41
								13	260	42	
								1	10	43	
				6	180			688	16,160	44	
69	1,405			4	90			745	19,660	45	
14	280							80	1,600	46	
								15	300	47	
								33	475	48	
								15	150	49	
1,430	26,000							1,512	27,340	50	
								100	2,100	51	
								407	12,210	52	
								1	20	53	
								149	4,320	54	
						250	12,500	250	12,500	55	
						8	80	10	100	56	
236	4,380					11	110	264	4,665	57	
								5	140	58	
10,060	291,638	132	2,623	1,745	48,745	1,820	59,200	105,540	2,908,903		

TABLE 10.—Summary of Bridges, Trestles and Tunnels for the year ending June 30, 1907.

Name of Railway.	STONE.				IRON.				WOODEN.			
	No.	Aggregate Length.	Maximum Length.		No.	Aggregate Length.	Maximum Length.		No.	Aggregate Length.	Maximum Length.	
			Ft. In.	Ft. In.			Ft. In.	Ft. In.			Ft. In.	Ft. In.
Alberta Ry. and Irrigation Co.									4	615 0	80 0	300 0
Albert Southern												
Algoma Central and Hudson Bay	2	473 0	290 0	423 0								
Atlantic and Lake Superior	5	1,277 0	40 0	500 0								
Atlantic, Quebec and Western (under construction)												
Bay of Quinté												
Bedford and Nelson									1	75 0		
Beersville Coal and Ry. Co.												
British Yukon												
Brookville, Westport and Northwestern	1	69 0	69 0	69 0					31	306 0	3 0	65 0
Bruce Mines and Algoma												
Buccouche and Moncton												
Brandon, Saskatchewan & Hudson Bay												
Canada Coals and Ry. Co.												
Canadian Southern	32	645 9	8 0	98 0	47	6,027 5	11 0	1,735 0	2	263 0	9 6	145 6
Canadian Government Railways—												
Intercolonial												
Prince Edward Island					*396	37,071 0	10 0	1,785 6	94	4,585 2	12 0	497 0
Canadian Northern					44	4,858 0	12 0	2,520 0	14	252 0	12 0	30 0
Canadian Northern, Ontario					11	10,690 2	762 0	2,216 5	36	4,175 8	30 0	383 9
Canadian Northern, Quebec					20	2,314 6	20 0	223 0				
Canadian Pacific					20	5,251 7	20 0	1,416 6				
Cape Breton					{ 394	81,492 4	10 0	3,654 0	{ 1038	71,300 5	3 0	1,878 0
Carleton Place					{ 110*	19,778 6	23 0	629 0				
Carleton and Grenville									9	1,775 0	50 0	400 0
Central Ontario												
Crows Nest Southern	10	1,634 0	31 0	490 0					1	45 0	45 0	450 0
Cumberland Ry. and Coal Co									3	804 0	44 0	450 0
	5								1			

*Steel.

TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.		STONE.			IRON.			WOODEN.			
No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Rutland and Noyan											
Salisbury and Harvey											
Schomberg and Aurora											
Stanstead, Shefford and Chambly											
St. Clair Tunnel Yard and Approaches	1	112 6	112 6								
St. Lawrence and Adirondack	10	1,318 0	33 0	598 0							
Sydney and Louisburg (Dom. Coal Co.)	11	567 0	12 0	330 0							
Tenniscouata	5	834 0	54 6	292 0							
Teniscouata and Northern Ontario	9	1,518 8	28 0	650 8							
Thousand Islands	5	795 1	103 0	230 4							
Toronto, Hamilton and Buffalo	10	1,426 5	15 6	480 0							
Vancouver, Victoria and Eastern											
Vancouver, Westminster and Yukon											
Victoria and Sydney, B.C.											
Vancouver Copper Co's. Ry											
Wellington Colliery Co.											
York and Carleton											
Totals	183			2,654					2,666		

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TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	COMBINATION.						TOTAL.						TRESTLES.							
	Aggregate Length.		Minimum Length.		Maximum Length.		Aggregate Length.		Minimum Length.		Maximum Length.		No.	Aggregate Length.		Minimum Length.	Maximum Length.			
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.					
Alberta Ry. and Irrigation Co.							4	615	0	80	0	300	0	4	3,420	0	90	0	1,515	0
Albert Southern (not in operation)	2	991	0	481	0	510	0	1,464	0											
Algona Central and Hudson Bay	2	950	0	450	0	500	0	1,277	0											
Atlantic and Lake Superior														9	1,346	0	50	0	350	0
Atlantic, Quebec and Western (under construction.)																				
Bay of Quinte	13	1,070	0	24	0	200	0	1,070	0	24	0	200	0	12	3,308	0	65	0	767	0
Bedlington and Nelson								1	75	0										
Beersville Coal and Railway Co.								1	150	0				30	2,522	40	16	0	702	40
British Yukon	19	179	0	6	0	12	0	51					2	1,275	0	375	0	706	0	
Brockville, Westport and Northwestern																				
Bruce Mines and Algona																				
Buctouche and Moncton														28	3,126	0	56	0	420	0
Brandon, Saskatchewan and Hudson Bay								2						35	2,215	0	9	0	508	0
Canada Coals and Railway Co.														22	9,669	0	41	0	2,964	0
Canada Southern								490	41,654	2				1,554	163,279	0	8	0	3,750	0
Canadian Govt. Ry. Intercolonial								58	5,110	0				81	9,983	0	15	0	675	0
Prince Edward Island								47	14,865	10				34	4,137	0	12	0	430	0
Canadian Northern	2	49	0	22	0	27	0	22	2,363	0			1,499	224,455	11	5	0	9,640	0	
Canadian Northern (Ontario)	11	8,460	0	16	0	3,485	0	31	13,711	0										
Canadian Northern (Quebec)	6	1,765	6	23	0	1,158	0	2,465	177,604	9										
Canadian Pacific	4	509	0	33	0	370	0	4	177,609	0	33	0	370	1	200	0				
Cape Breton								9	1,775	6	50	0	400							
Caroquet																				
Carillon and Grenville																				
Central Ontario								11	1,034	0	45	0	490							
Crow's Nest Southern								3	801	0	44	0	450	13	3,589	0	14	0	1,712	0
Cumberland Coal and Railway Co.								6												
Dominion Atlantic								24	4,071	8	29	0	1,207	29	8,118	0				
Edmonton, Yukon and Pacific																				
Elgin and Havelock																				
Esquimalt and Nanaimo	1	216	0					17	980	0				32	6,695	0	15	0	989	0

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	5	20	6	5	20	6	20	6
Canada Atlantic (C.T.R.)								
Gulf Shore								
Halifax and Southwestern	1	43	6				1	43
Hampton and St. Martins								
Hereford								
Hillcrest Ry. Coal and Coke Co.								
Indian River								
International of N.B.								
Inverness Ry. and Coal Co.								
Irondale, Bancroft and Ottawa								
Kaslo and Slocan	1	22	0				1	22
Kent Northern								
Kettle River Valley								
Kingston and Pembroke				1	16	5		1
Klondyke Mines								
Lake Erie and Detroit River							5	19
Liverpool and Milton								
Lobnitzers and Megantic								
Maganetawan River								
Manitoulin and North Shore								
Massawippi Valley	1	17	5				1	17
Montreal and Atlantic							1	18
Montreal and Province Line								
Montreal and Vermont Junction								
Morrissey, Fernie and Michel, B.C.								
Nelson and Fort Sheppard								
New Brunswick Coal and Railway Co.								
New Brunswick and Prince Edward Island								
New Brunswick Southern								
New Westminster Southern								
Nosbonsing and Nipissing								
Nova Scotia Steel and Coal Co.								
Orford Mountain								
Ottawa and New York	1	20	0				1	20
Philipsburg Railway and Quarry Co.								
Princeton Branch of Washington Co. Ry., U.S.A.								
Qt' Appelle, Long Lake and Saskatchewan								
Quebec Bridge and approaches								
Quebec Central								
Quebec and Lake St. John								
Quebec and New Brunswick				2	11	0		2
Quebec Railway, Light and Power Co.								
Quebec, Montreal and Southern								
Red Mountain								
Rutland and Noyan								
Salisbury and Harvey								
Schomberg and Aurora								
Stanstead, Shefford and Chambly								
St. Clair Tunnel, yard and approaches	1	6,000	0					6,000
St. Lawrence and Adirondack								

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TABLE 11, A.—Summary of Accidents to Persons for the

Accidents resulting from the Movement

PASSEN

No.	NAME OF RAILWAY.	KIND OF									
		COL- LISIONS.		DERAIL- MENTS.		PARTING OF TRAINS.		LOCOMOTIVES OR CARS BREAKING DOWN.		FALLING FROM TRAINS, LOCOMO- TIVES OR CARS.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern.....				1						
2	Canadian Northern.....				1						
3	Canadian Northern Quebec.....		1								
	Canadian Govt. Rys.—										
4	Intercolonial.....		31		4		3			1	3
5	Canadian Pacific.....	26	31	14	39					1	11
6	Esquimalt and Nanaimo.....										
7	Grand Trunk, in Canada.....		26	3	82						18
8	Grand Trunk (Canada Atlantic)....		2		1						
9	Lake Erie and Detroit River.....		2		3						
10	Montreal and Vermont Junction....										
11	Morrissey, Fernie and Michel.....										
12	Nelson and Fort Sheppard.....			4	5						
13	Quebec, Montreal and Southern....										
14	Quebec Ry., Light and Power Co....										
15	Stanstead, Shefford and Chambly..										
16	St. Lawrence and Adirondack.....										1
17	Temiskaming and Northern Ontario..										2
18	Toronto, Hamilton and Buffalo.....										1
	Total.....	26	93	21	127		3			2	36

Postal Clerks, Expressmen and Pullman Employees—C.P.R. : Collisions, killed, 2 ; derailment, killed, 1. C.N.R. : Derailments, injured, 1. I.C.R. : Collisions, injured, 3. G.T.R. : Collisions, injured, 1 ; derailments, injured, 2. Total—Killed, 3 ; injured, 7.

NOTE.—These are additional to figures shown on this table.

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Year ending June 30, 1907, showing kind of Accident.

of Trains, Locomotives or Cars.

GERS.

ACCIDENT.

JUMPING ON OR OFF TRAINS, LOCOMO- TIVES OR CARS.		STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						OTHER CAUSES.		TOTAL ACCIDENTS TO PASSENGERS.		No.	
Killed.	Injured.	At Highway Crossings.		At Stations.		At other points along Track.		Killed.	Injured.	Killed.	Injured.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.						
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2	1
.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	3	2
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3
.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	4
3	6	.....	.....	2	1	.....	1	2	4	48	84	5	5
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	6
6	22	4	7	1	.....	.....	.....	.....	37	14	192	7	7
.....	2	5	8
.....	5	9
.....	1	1	10
.....	1	1	11
.....	1	1	4	7	12	12
.....	1	1	13
1	1	14
.....	1	1	15
.....	1	16
.....	1	3	17
.....	1	18
10	38	4	7	4	3	1	3	44	70	352		

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TABLE 11, B.—Summary of Accidents to Persons for the

ACCIDENTS RESULTING FROM THE MOVE

EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Atlantic and Lake Superior			1							
2	Bay of Quinté		4								
3	Canadian Northern	2	3		2	5	10				
4	Canadian Northern Ontario										
5	Canadian Northern Quebec		4	3			1		1		
6	Canadian Govt. Railways—										
7	Intercolonial	1	13	6	14		2		2		
8	Prince Edward Island										
9	Canadian Pacific	14	17	10	23	5	2	1	1	1	1
10	Central Ontario										
11	Canada Southern	2	7		1	1	1		2		1
12	Dominion Atlantic										
13	Esquimalt and Nanaimo		1				2				1
14	Grand Trunk, in Canada	6	47	10	53	1	26	1	10		
15	Grand Trunk (Canada Atlantic)	1	1	2	4		2				
16	Halifax and Southwestern	1		2							
17	Hereford										
18	Inverness Railway and Coal Co.	1	1								
19	Klondyke Mines		1								
20	Lake Erie and Detroit River		3	1	2		2				2
21	Massawippi Valley		1								
22	Montreal and Atlantic	1	1								
23	Montreal and Province Line	1	3								
24	Montreal and Vermont Junction										
25	Morrissey, Fernie and Michel										
26	Nelson and Fort Sheppard						4				
27	New Westminster Southern										
28	Quebec Central	1									
29	Quebec, Montreal and Southern										
30	Red Mountain										
31	Stanstead, Shefford and Chambly										
32	St. Lawrence and Adirondack										
33	Sydney and Louisburg		4		2						
34	Temiscouata										
35	Temiskaming & Northern Ontario		1								
36	Toronto, Hamilton and Buffalo	1									
37	Vancouver, Victoria and Eastern		1								
38	Vancouver, Westminster & Yukon										
	Wellington Colliery Co.										
	Final total	32	113	35	101	12	52	2	16	1	5

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Year ending June 30, 1907, showing Kind of Accident.

MENT OF TRAINS, LOCOMOTIVES, OR CARS.

TRAINMEN.

ACCIDENT.										Total Accidents to Trainmen.		Average Number employed during Year.	
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed	Injured	Number.	
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.				
										1	4	13	1
										12	24	1,079	2
2	3		1	3	1		2		2	1	1	39	3
2	3		2				1		5	5	17	114	4
													5
3	8		5	1	4				6	11	54	1,973	6
	1										1	75	7
7	24	5	9	5	5		2	8	15	56	99	9,827	8
1										1	1	26	9
	3		3	1	2				18	4	38	930	10
			1								1	98	11
			1								5	26	12
6	96	1	11	10	19	1	7	5	165	41	434	3,664	13
	11		1		2				4	3	25	407	14
											3	76	15
									1		1	15	16
										1	1	24	17
											1	4	18
	2		2	1			1	1	9	3	23	146	19
					1						2	65	20
									1	1	2	126	21
										1	3	*	22
	1										1	*	23
	1		1								2		24
									1		5	13	25
									1		1	48	26
				1							2	130	27
	1										1	48	28
1											1	10	29
			1								1	*	30
1									3	1	3	15	31
									3		11	115	32
	1								6		7	28	33
			1								2	108	34
			2						3	1	5	108	35
	1		2						1		5	17	36
	1										1	16	37
		1									1	18	38
23	157	7	45	22	34	1	13	14	245	149	781		

* Not shown.

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TABLE 11, C.—Summary of Accidents to Persons for the

ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES—

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Algoma Central and Hudson Bay			1							
2	Bay of Quinté										
3	Brandon, Saskatchewan and Hudson Bay						1				
4	Canada Southern										
5	Canadian Government Railways-- Intercolonial		1								
6	Canadian Pacific	1	1	3	11						
7	Grand Trunk, in Canada										
8	Grand Trunk (Canada Atlantic)										
9	Halifax and Southwestern			1							
10	Hereford										
11	Lake Erie and Detroit River										
12	Sydney and Louisburg			2	10						
13	Temiskaming and Northern On- tario										
14	Toronto Hamilton and Buffalo										
	Total	1	2	7	21		1				

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Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

TRACKMEN.

ACCIDENT.												Average Number employed during Year.	No.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trackmen.			
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
										1		92	1
									3		3	69	2
											1	116	3
	2			6	6			1	1	7	9	1,108	4
				1	2				1	1	4	1,293	5
2	4		4	19	15			1	3	26	38	16,498	6
			1	8	17			2	13	10	31	8,501	7
				2	1				2	2	3	655	8
											1	232	9
					1						1	36	10
				2	1						2	152	11
											2	82	12
			1	1	1						1	482	13
									1		1	168	14
2	6		6	39	44			4	24	53	104	29,484	

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TABLE 11, D.—Summary of Accidents to Persons for the
ACCIDENTS RESULTING FROM THE MOVEMENT
EMPLOYEES—

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Canadian Pacific Railway.....										
2	Grand Trunk.....										
3	Montreal and Atlantic.....										
4	Sydney and Louisburg.....										
	Total.....										

EMPLOYEES—SWITCH TENDERS

1	Canadian Government Railways—										
	Intercolonial.....										
2	Canadian Pacific Railway.....		5								
3	Grand Trunk, in Canada.....		7	1	2						
4	" (Canada Atlantic).....										
5	Lake Erie and Detroit River.....										
6	Sydney and Louisburg.....		1								
	Total.....	1	12	1	2						

EMPLOYEES—

1	Canada Southern.....										
2	Canadian Pacific.....										
3	Grand Trunk, in Canada.....										
4	" (Canada Atlantic).....										
5	Montreal and Atlantic.....										
	Total.....										

EMPLOYEES—

1	Canada Southern.....										
2	Canadian Northern.....			1	1						
3	Canadian Northern Quebec.....										
4	Canadian Government Railways—										
	Intercolonial.....		1								
	Prince Edward Island.....										
5	Canadian Pacific.....		2	2	4						
6	Crow's Nest Southern.....										
7	Grand Trunk in Canada.....		10		5						
8	" (Canada Atlantic).....				1						
9	Lake Erie and Detroit River.....										
10	Midland of Manitoba.....										
11	Nelson and Fort Sheppard.....						1				
12	Sydney and Louisburg.....										
13	Temiscouata.....										
14	Vancouver, Victoria and Eastern.....										
	Total.....		13	3	11		1				

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Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

STATION MEN.

ACCIDENT.										Total Accidents to Stationmen.	Average Number employed during Year.	No.	
Falling from Trains Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.					
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
.....	1	2	.....	.....	.....	.....	.....	2	1	7,870	1
.....	1	.....	1	4,504	2
.....	1	.....	1	80	3
1	1	..	18	4
1	1	2	.....	.....	.....	.....	2	3	3	12,472	

CROSSING TENDERS AND WATCHMEN.

.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	88	1
1	2	.....	.....	1	.....	.....	.....	.....	2	1	10	768	2
1	2	.....	2	2	6	.....	.....	.....	16	4	35	970	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	20	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	11	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	8	6
2	4	.....	2	3	7	.....	.....	.....	20	7	47	1,865	

TELEGRAPH EMPLOYEES.

.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	87	1
.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2	1,961	2
.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....	3	427	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	43	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	16	5
.....	1	.....	.....	.....	3	.....	.....	.....	.....	4	.....	8	2,534	

OTHER EMPLOYEES.

.....	11	1	12	480	1
.....	1	1	1	3	517	2
.....	1	1	29	3
.....	4
.....	1	1	1	1	3	2,297	5
.....	2	2	75	6
.....	3	.....	2	2	3	.....	.....	7	14	11	28	9,346	7
.....	1	1	11	11	8
2	7	.....	6	9	24	1	.....	1	41	13	93	2,980	9
1	1	1	2	1	5	896	10	
.....	1	1	2	1	2	151	11	
.....	1	15	12	
.....	1	26	13	
.....	1	12	14	
.....	2	2	
3	16	11	12	41	1	9	74	28	167	16,823		

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TABLE 11, D. (Concluded).—Summary of Accidents to Persons

ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Canada Southern.....										
2	Canadian Northern.....										
3	Canadian Northern, Quebec.....						2				
4	Canadian Govt. Ry.— Intercolonial.....										
5	Canadian Pacific Ry.....		1								1
6	Dominion Atlantic.....										
7	Grand Trunk.....										
8	Toronto, Hamilton and Buffalo..										
	Total.....		1				2				1

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for the Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

SHOPMEN.

ACCIDENT.										Total Accidents to Shopmen.		Average Number employed during Year.	Nos.
Falling from Trains, Locomotives, or Cars.		Jumping on or off Cars, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed.	Injured.		
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.			Killed.	Injured.
.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	1	377	1
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1,680	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3	135	3
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1,441	4
1	1	.....	.....	4	1	.....	.....	1	5	6	9	8,969	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	92	6
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	3,782	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	90	8
1	2	.....	1	7	1	.....	.....	1	8	9	16	16,494	

TABLE 11, E.—SUMMARY of Accidents to Persons for the Year ending June 30, 1907, showing Kind of Accident.
ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.
OTHER PERSONS—TRESPASSING.

Number	NAME OF RAILWAY.	KIND OF ACCIDENT.												Total Accidents to other Persons—TRESPASSING.		
		Collisions.		Derailments.		Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives, or Cars—		Other Causes		Killed.	Injured.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
														At Highways Crossings.	At Stations.	At other points along Track.
1	Algona Central and Hudson Bay														1	
2	Bay of Quinte														1	
3	Canada Southern					1									10	3
4	Canadian Northern					1				8	1				5	3
5	Canadian Northern Quebec.														3	2
6	Canadian Govt. Railways—															
7	Intercolonial															
8	Prince Edward Island															
9	Canadian Pacific	1													17	12
10	Esquimalt and Nanaimo					8				7	2				73	21
11	Grand Trunk, in Canada														2	2
12	" (Canada Atlantic)					1				2	2				69	67
13	Hereford														5	
14	Kingston and Pembroke														1	
15	Lake Erie and Detroit River														1	3
16	Montreal and Atlantic														1	1
17	Morrissey, Fernie and Michel														1	1
18	Nelson and Fort Sheppard														1	1
19	New Brunswick Coal and Ry. Co.														1	1
20	New Westminster Southern														1	1
21	Quebec Central														4	
22	Staustead, Shefford and Chambly															2
23	St. Lawrence and Adirondaack														1	1
24	Sydney and Louisburg														1	4
25	Temiskaming & Northern Ontario														2	4
	Vancouver, Westminster & Yukon														1	1
	Final total	1		10	14	13	24	24	21	18	21	7	122	55	195	125

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OTHER PERSONS—NOT TRESPASSING.

1	Canada Southern.....	2	1	1	4	9	4	1	1	1	10	7
2	Canadian Northern.....		1	1						4	5	5
3	Canadian Northern Quebec.....								1		1	
4	Canadian Govt. Railways—											
	Intercolonial.....											
5	Canadian Pacific.....	2		1		20	5		1		3	7
6	Central Ontario.....					2	18		4		26	24
7	Grand Trunk, in Canada.....		3			14	19		4		19	40
8	" (Canada Atlantic).....					2	1				3	
9	Lake Erie and Detroit River.....					1	1					
10	Massawippi Valley.....					1	1				1	2
11	Morrissey, Ferme and Michel.....								1			1
12	Quebec Central.....										1	1
13	St. Lawrence and Adirondack.....											
14	Hemskning & Northern Ontario.....											
	Final Total.....	4	1	4	1	48	49	6	4	10	14	88

TABLE 11, F.—SUMMARY of Accidents to Persons for the Year ending June 30, 1907, showing Kind of Accident.

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.
PASSENGERS AND OTHER PERSONS.

Name of Railway.	Passengers.		Total Accidents to Passengers.		Other Persons.		Total Accidents to Other Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Brockville, Westport and Northwestern.....								
2 Canadian Northern.....		1		1				
3 Canadian Government Rys.—								
Intercolonial.....								
4 Canadian Pacific.....		2		2		1		1
5 Grand Trunk, in Canada.....						2		2
6 Grand Trunk (Canada Atlantic).....						3		3
Total.....		3		3	1	8	1	8

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TABLE 11, G.—Summary of Accidents to Persons for the
ACCIDENTS ARISING FROM THE CAUSES OTHER THAN THOSE RESULTING
EMPLOYEES—STATION

No.		STATION MEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.
1	Canada Southern.....										
2	Canadian Northern.....										
3	Canadian Northern, Quebec.....										
4	Canadian Govt. Rys.—										
	Intercolonial.....		1					1			
	Prince Edward Island.....									3	
5	Canadian Pacific.....									1	
6	Crow's Nest Southern.....										
7	Grand Trunk in Canada.....		27		2			1		7	
8	Grand Trunk (Canada Atlantic).....										
9	Hereford.....										
10	Lake Erie and Detroit River.....		1								
11	Massawippi Valley.....					1					
12	Montreal and Vermont Junction.....										
13	Quebec Central.....				2						
14	Quebec Ry., Light and Power Co.....		3								
15	Temiskaming & Northern Ontario.....				1						
16	Thousand Islands.....				1						
17	Toronto, Hamilton and Buffalo.....		2								
	Total.....		34		5	1	1	2		11	

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Year ending June 30, 1907, showing Kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

MEN AND SHOPMEN.

Total Accidents to Station Men.		SHOPMEN.										Total Accidents to Shopmen.		Nos.
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed.	In- jured.	
					17		3		2		7		29	1
					1				1				2	2
					2		2		2		5		11	3
														4
	2										2		4	
	3		2								2		12	5
	1				7		2				3		12	6
														7
	37				27						30		57	8
					2						3		5	9
											1		1	10
	1				3		6				3		12	11
	1													12
	2						1						1	13
	3		1										1	14
	1													15
														16
	1													17
1	53		3		59		14		5		54		135	

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TABLE 11, H.—Summary of Accidents to Persons for the
ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING
EMPLOYEES—TRACKMEN

No.		NAME OF RAILWAY.	TRACKMEN.											
			Kind of Accident.											
			Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.			
			Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured		
1		Canada Southern...				3		6						
2		Canadian Northern												
3		Canadian Northern Quebec						7						4
4		Canadian Government Railways—												
5		Intercolonial												
5		Prince Edward Island				2		2						2
6		Canadian Pacific				3		18					2	9
7		Crow's Nest Southern						1						
8		Grand Trunk, in Canada...				3		5						7
9		Grand Trunk (Canada Atlantic)						1						
10		Lake Erie and Detroit River					2							
11		Montreal and Atlantic				3		1						1
12		New Brunswick Coal and Rail-												
12		way Co												
13		Quebec, Montreal and Southern										1		
14		Quebec Railway, Light and Power												
14		Co		2										
15		Red Mountain												
16		Stanstead, Shefford and Chambly												
		Total		2		16		41			1		2	28

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Year ending June 30, 1907, showing Kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

AND OTHER EMPLOYEES.

Total Accidents to Trackmen.		OTHER EMPLOYEES.										Total Accidents to other Employees.		No.
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	
.....	13	.....	.....	.....	3	.....	1	.....	.....	.....	2	.....	6	1
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
.....	11	.....	7	.....	.....	.....	6	.....	.....	.....	4	.....	17	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	4
.....	6	.....	3	.....	1	.....	.....	.....	.....	.....	2	.....	6	5
2	30	.....	12	.....	3	.....	.....	.....	.....	.....	3	.....	32	6
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4	7
.....	15	.....	3	.....	5	.....	10	.....	1	1	75	.....	94	8
.....	1	.....	.....	.....	2	.....	2	.....	.....	.....	1	.....	4	9
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	10
.....	5	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	11
.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	12
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	16
2	88	.....	26	.....	15	.....	20	.....	1	7	105	7	167	

ELECTRIC RAILWAY STATISTICS

No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	ORDINARY SHARE CAPITAL.		
		Authorized.	Subscribed.	Paid up.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	40,000 00	30,950 00	30,950 00
2	Leased Line—Berlin and Bridgeport.....	50,000 00		17,000 00
3	Brantford Street.....	200,000 00	200,000 00	200,000 00
4	British Columbia.....	1,946,666 00	1,946,666 00	1,946,666 00
5	Cape Breton.....	1,000,000 00	1,000,000 00	1,000,000 00
6	Cornwall Street.....	100,000 00	100,600 00	100,000 00
7	Egerton Tramway Co., N.S.....	300,000 00	250,000 00	250,000 00
8	Galt, Preston and Hespeler.....	100,000 00	49,850 00	31,310 00
9	Leased Line—Preston to Berlin.....	100,000 00	1,000 00	1,000 00
10	Grand Valley.....	2,000,000 00	700,000 00	700,000 00
11	Guelph Radial.....	108,000 00	108,000 00	108,000 00
12	Halifax Tramway.....	650,000 00	500,000 00	500,000 00
13	Hamilton and Dundas.....	100,000 00	100,000 00	100,000 00
14	Hamilton, Grimsby and Beamsville.....	400,000 00	385,000 00	235,000 00
15	Hamilton Radial.....	36,250 00	36,250 00	36,250 00
16	Hamilton Street.....	205,000 00	205,000 00	205,000 00
17	Hull.....	300,000 00	292,700 00	292,000 00
18	International Transit Co.....	150,000 00	150,000 00	150,000 00
19	Kingston, Portsmouth and Cataraqui.....	40,000 00	40,000 00	40,000 00
20	Levis County.....			
21	London Street.....	750,000 00	550,000 00	540,024 00
22	Montreal Park and Island.....	1,000,000 00	720,900 00	720,900 00
23	Montreal Street.....	18,000,000 00	9,000,000 00	8,376,900 00
24	Montreal Terminal.....	5,000,000 00	1,000,000 00	1,000,000 00
25	Nelson Tramway Co.....	250,000 00	250,000 00	250,000 00
26	Niagara Falls, Park and River.....	1,000,000 00	600,000 00	600,000 00
27	Niagara, St. Catharines and Toronto.....	1,000,000 00	925,000 00	925,000 00
28	Niagara Falls, Wesley Park and Clifton.....	100,000 00	50,000 00	50,000 00
29	Oshawa.....	200,000 00	40,000 00	40,000 00
30	Ottawa.....	1,000,000 00	998,200 00	998,200 00
31	Peterborough Radial.....	500,000 00	100,000 00	100,000 00
32	Port Arthur Street.....			
33	Port Dalhousie, St. Catharines and Thorold.....	100,000 00	77,500 00	77,500 00
34	Quebec Ry., Light & Power Co. (Citadel).....			
35	Quebec Ry., Light & Power Co. (Montmorency).....	2,500,000 00	2,500,000 00	2,500,000 00
36	Sandwich, Windsor and Amherstburg.....	500,000 00	350,000 00	297,000 00
37	Sarnia.....	100,000 00	77,200 00	75,280 00
38	Sherbrooke Street.....	200,000 00	200,000 00	200,000 00
39	South-western Traction Co.....	1,000,000 00	464,000 00	437,726 00
40	St. John.....	1,000,000 00	800,000 00	800,000 00
41	St. Stephen, N.B.....	100,000 00	100,000 00	100,000 00
42	St. Thomas Street.....			
43	Sydney and Glace Bay.....	500,000 00	500,000 00	500,000 00
44	Toronto Street.....	8,000,000 00	8,000,000 00	7,985,540 00
45	Toronto Suburban.....	1,000,000 00	80,000 00	80,000 00
46	Toronto and York Radial.....	2,000,000 00	2,000,000 00	2,000,000 00
47	Winnipeg Street.....	4,500,000 00	4,500,000 00	4,500,000 00
48	Woodstock, Thames Valley and Ingersoll.....	300,000 00	100,000 00	100,000 00
49	Yarmouth Street.....	100,000 00	54,500 00	54,500 00
	Totals.....	58,525,916 00	40,132,716 00	39,251,746 00

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Railways for the Year ended June 30, 1907.

PREFERENCE SHARE CAPITAL.			BONDED DEBT.		
Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
			30,000 00	30,000 00	30,000 00
			125,000 00	125,000 00	125,000 00
2,920,000 00	2,920,000 00	2,920,000 00	3,747,332 00	3,318,479 00	3,318,479 00
250,000 00	234,000 00	234,000 00	1,500,000 00	865,000 00	865,000 00
100,000 00	100,000 00	100,000 00			
			175,000 00	175,000 00	175,000 00
			450,000 00	450,000 00	450,000 00
			300,000 00	300,000 00	300,000 00
			100,000 00	100,000 00	100,000 00
			150,000 00	150,000 00	150,000 00
74,900 00	74,900 00	74,900 00	160,000 00	160,000 00	160,000 00
			500,000 00	500,000 00	500,000 00
			1,000,000 00	1,000,000 00	300,000 00
50,000 00	43,100 00	43,100 00	100,000 00	100,000 00	100,000 00
408,800 00	315,000 00	315,000 00	750,000 00	500,000 00	500,000 00
			1,025,000 00	1,025,000 00	1,025,000 00
			9,000,000 00	2,473,333 00	2,473,333 00
			750,000 00	613,000 00	613,000 00
			50,000 00	50,000 00	35,000 00
			600,000 00	600,000 00	600,000 00
				910,000 00	910,000 00
			100,000 00	100,000 00	100,000 00
			88,452 16	88,452 16	88,452 16
			1,000,000 00	500,000 00	500,000 00
			500,000 00	50,000 00	50,000 00
			167,000 00	167,000 00	167,000 00
			60,000 00	60,000 00	60,000 00
500,000 00	453,000 00	453,000 00	2,500,000 00	2,500,000 00	2,500,000 00
			600,000 00	400,000 00	400,000 00
			56,900 00	56,900 00	56,900 00
			150,000 00	150,000 00	150,000 00
			725,000 00	667,500 00	667,500 00
			1,000,000 00	700,000 00	700,000 00
			100,000 00	100,000 00	100,000 00
			50,000 00	50,000 00	50,000 00
			500,000 00	400,000 00	400,000 00
			3,613,373 33	3,613,373 33	3,613,373 33
			300,000 00	140,000 00	
			1,000,000 00	1,000,000 00	1,000,000 00
			5,000,000 00	5,000,000 00	5,000,000 00
100,000 00	100,000 00	100,000 00	200,000 00	140,000 00	113,800 00
			100,000 00	15,000 00	12,700 00
4,403,700 00	4,240,000 00	4,240,000 00	38,323,057 49	29,348,037 49	28,459,537 49

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No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	TOTAL CAPITAL.		FLOATING			
				Amount.			
		Subscribed.	Paid up.				
		\$	cts.	\$	cts.	\$	cts.
1	Berlin and Waterloo			97,674	39		
2	Leased Line—Berlin and Bridgeport			31,557	37		
3	Brantford Street			325,000	00		
4	British Columbia	8,472,599	76	8,472,599	76	287,454	76
5	Cape Breton	2,099,000	00	2,099,000	00	10,000	00
6	Cornwall Street	200,000	00	200,000	00		
7	Egerton Tramway Co., N.S.	425,000	00	425,000	00	5,000	00
8	Galt, Preston and Hespeler			31,310	00	100,000	00
9	Least Line—Preston to Berlin			1,000	00		
10	Grand Valley			1,150,000	00		
11	Guelph Radial			108,000	00		
12	Halifax Tramway	800,000	00	800,000	00	85,000	00
13	Hamilton and Dundas	450,000	00	450,000	00		
14	Hamilton, Grimsby and Beamsville	563,000	00	413,000	00		
15	Hamilton Radial	2,271,150	00	2,271,150	00		
16	Hamilton Street	705,000	00	705,000	00	113,756	30
17	Hull	292,700	00	292,000	00		
18	International Transit Co.	450,000	00	450,000	00	138,366	03
19	Kingston, Portsmouth and Cataraqui	190,000	00	183,100	00		
20	Levis County						
21	London Street	1,500,000	00	1,040,024	00	33,901	00
22	Montreal Park and Island	2,060,900	00	2,060,900	00	1,095,060	73
23	Montreal Street	11,473,333	00	10,850,233	00	3,282,645	05
24	Montreal Terminal	1,613,000	00	1,613,000	00	43,624	01
25	Nelson Tramway Co.	300,000	00	285,000	00		
26	Niagara Falls, Park and River	1,200,000	00	1,200,000	00		
27	Niagara, St. Catharines and Toronto	2,013,400	00	2,013,400	00		
28	Niagara Falls, Wesley Park and Clifton	150,000	00	150,000	00		
29	Oshawa	155,862	16	155,862	16	10,288	35
30	Ottawa	1,498,200	00	1,498,200	00	190,000	00
31	Peterborough Radial	150,000	00	150,000	00	26,315	74
32	Port Arthur Street	167,000	00	167,000	00		
33	Port Dalhousie, St. Catharines and Thorold	137,500	00	137,500	00		
34	Quebec Ry., Light & Power Co. (Citadel)					137,660	98
35	Quebec Ry., Light & Power Co. (Montmorency)	5,855,945	50	5,855,945	50		
36	Sandwich, Windsor and Amherstburg	750,000	00	697,000	00	282,281	91
37	Sarnia	134,100	00	132,180	00		
38	Sherbrooke Street	350,000	00	350,000	00	7,800	00
39	South-western Traction Co.	1,131,500	00	1,105,226	00		
40	St. John	1,500,000	00	1,500,000	00	215,649	36
41	St. Stephen, N.B.	200,000	00	200,000	00	13,766	80
42	St. Thomas Street	50,000	00	50,000	00		
43	Sydney and Glace Bay	900,000	00	900,000	00		
44	Toronto Street	11,613,373	33	11,598,913	33	500,235	15
45	Toronto Suburban	220,000	00	80,000	00	100,000	00
46	Toronto and York Radial	3,000,000	00	3,000,000	00	887,093	49
47	Winnipeg Street	9,500,000	00	9,500,000	00		
48	Woodstock, Thames Valley and Ingersoll	358,700	00	332,500	00	1,125	24
49	Yarmouth Street	69,500	00	67,200	00		
	Totals	74,970,763	75	75,195,475	51	7,567,024	90

In addition to the above and included in the total, the following items under the head of "Capital British Columbia, \$287,454.76; Hamilton & Dundas, \$350,000; Hamilton Radial, \$2,000,000; Woodstock, \$38,400; Oshawa, \$22,400; Quebec R. L. & P. Co., \$96,000. Provincial aid: Quebec R., L. & P. Co., Toronto, \$140,000; Oshawa, \$5,000.

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Railways for the Year ended June 30, 1807—*Concluded.*

DEBT.	Total Cost of Railway and Rolling Stock.	Number.	REMARKS.
Rate of Interest.			
p.c.	\$ cts.		
	102,189 09	1	
	31,557 37	2	
	*	3	Cost not ascertainable.
		4	*Not given present company result of five amalgamations.
6	2,145,112 19	5	
	201,204 22	6	
6	430,000 00	7	
5	114,169 14	8	
	423,814 11	9	
		10	
	108,000 00	11	
6	740,000 00	12	
	345,647 36	13	
	326,790 00	14	
	1,269,043 08	15	
	711,534 08	16	
	632,563 30	17	
	318,804 15	18	
	200,000 00	19	
		20	Sold at Sheriff's sale for \$50,000. No stock issued.
6	1,078,197 36	21	
6	2,319,839 04	22	
6	11,078,858 58	23	
	1,656,509 43	24	
	96,394 81	25	
	1,153,563 97	26	
	1,239,490 09	27	
	100,000 00	28	Purchased for \$100,000 by N. St. C. & T. Ry.
6	208,181 01	29	
5½	1,961,488 59	30	
5	176,731 34	31	
	187,106 68	32	
	90,000 00	33	Purchased by N. St. C. & T. Ry. for \$90,000.
7	1,163,786 70	34	Capital account charged to all divisions.
		35	Cost of electric railway charged to steam railway.
6	1,041,338 13	36	
	149,751 88	37	
5	350,000 00	38	
		39	Road still under construction.
6½		40	Road acquired at mortgage sale.
	200,000 00	41	
		42	Taken over by city under mortgage.
	963,585 39	43	
4½	13,194,631 94	44	
6	132,113 38	45	
6	3,206,738 40	46	
	2,577,527 63	47	
		48	Not shown in return.
	63,555 74	49	
	52,399,818 18		

from other sources" were reported: Berlin and Waterloo, \$36,724.39; Berlin and Bridgeport, \$14,559.37; Thames Valley & Ingersoll, \$18,700. Dominion Government aid: Niagara, St. Catharines & Toronto, \$306,943.50. Municipal aid: Hamilton, Grimsby & Beamsville, \$28,000; Niagara, St. Catharines &

7-8 EDWARD VII., A. 1908

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	81,800		81,800	
	Leased Line—Berlin and Bridgeport.....	2 40				
2	Brantford Street.....	7 00	120,867		120,867	
3	British Columbia.....	76 23	2,990,437	86,350	3,076,787	
4	Cape Breton.....	12 73	314,079		314,079	
5	Cornwall Street.....	6 50	194,012	13,828	207,840	
6	Egerton Tramway Co.....	8 10	130,259	7,065	130,259	
7	Galt, Preston and Hespeler.....	9 00	199,540	17,452	216,922	
	Leased Line—Preston and Berlin.....					
8	Grand Valley.....	20 50	173,764		173,764	
9	Guelph Radial.....	6 00	180,000	2,500	182,500	
10	Halifax Tramway Co.....	12 13	760,559		760,559	
11	Hamilton and Dundas.....	7 25	90,550		90,550	
12	Hamilton, Grimsby and Beamsville.....	23 00	250,725	27,900	278,625	
13	Hamilton Radial.....	24 75	377,006		377,006	
14	Hamilton Street.....	22 00	1,414,941		1,414,941	
15	Hull.....	16 50	549,394	17,195	566,589	
16	International Transit Co.....	3 30	286,696		286,696	
17	Kingston, Portsmouth and Cataraqui.....	8 00	199,680		199,680	
18	Lévis County.....	10 25	317,907	5,725	323,632	
19	London Street.....	33 25	1,400,931		1,400,931	
20	Montreal, Park and Island.....	37 72	843,114	11,011	854,125	
21	Montreal Street.....	67 04	14,606,712		14,606,712	
22	Montreal Terminal.....	25 05	509,478	21,823	531,301	
23	Nelson Tramway Co.....	2 65	40,800		40,800	
24	Niagara Falls, Park and River.....	11 75	371,648	2,769	374,417	
25	Niagara, St. Catharines and Toronto.....	26 50	263,633	242,785	506,418	242,785
26	Niagara Falls, Wesley Park and Clifton.....	4 50	184,180		184,180	
27	Oshawa.....	8 02	36,457	15,471	51,928	51,928
28	Ottawa.....	22 87	3,009,280		3,009,280	
29	Peterborough Radial.....	6 00	264,802		264,802	
30	Port Arthur Street.....	9 00	207,209		207,209	
31	Port Dalhousie, St. Catharines and Thorold.....	8 17	123,903		123,903	
32	Quebec Ry., Light and Power Co. (Citadel Div.).....	17 22	1,280,603		1,280,603	6,408
33	" " (Montmorency Div.).....	25 00	256,510		256,510	
34	Sandwich, Windsor and Amherstburg.....	34 63	549,390		549,390	
35	Sarnia.....	8 00	136,396		136,396	
36	Sherbrooke Street.....	7 00	285,451		285,451	
37	South-western Traction Co.....	18 25	143,148		143,148	
38	St. John, N.B.....	12 50	802,542		802,542	
39	St. Stephen, N.B.....	3 00	183,960		183,960	
40	St. Thomas Street.....	7 50	338,040		338,040	
41	Sydney and Glace Bay.....	18 80	307,782		307,782	
42	Toronto Street.....	51 05	14,328,942		14,328,942	
43	Toronto Suburban.....	9 81	187,975		187,975	
44	Toronto and York Radial.....	50 44	913,710	64,963	978,673	
45	Winnipeg Street.....	34 33	2,864,704		2,864,704	
46	Woodstock, Thames Valley and Ingersoll.....	11 50	114,816		114,816	
47	Yarmouth Street.....	2 13	45,056		45,046	
	Totals.....		52,824,388	536,837	53,361,227	301,121

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Year and Mileage for the Year ended June 30, 1907.

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.
733,864	.....	7	.....	1	
402,090	.....	10	.....	2	
16,281,766	31,162	9	9	3	
1,563,316	.....	8	.....	4	
375,064	.....	12	5	5	
888,722	.....	.....	.....	6	
594,815	84,871	10	6	7	
219,038	.....	15	.....	8	
616,046	12,600	.....	.....	9	
3,783,801	.....	6	.....	10	
407,880	1,650	14	.....	11	
432,997	21,160	15	15	12	
941,767	3,600	15	.....	13	
7,201,908	.....	12	.....	14	
1,026,939	15,559	23	19	15	
1,076,417	.....	8	.....	16	
847,559	.....	9	.....	17	
1,477,005	.....	10	10	18	
6,420,807	.....	9	.....	19	
3,176,587	28,184	15	10	20	
83,747,540	.....	8	.....	21	
923,139	86,633	20	12	22	
155,136	.....	8	.....	23	
1,414,021	.....	7	7	24	
920,048	92,381	20	15	25	
755,585	.....	8	.....	26	
166,000	101,931	.....	.....	27	
12,048,531	.....	8	.....	28	
722,497	.....	8	.....	29	
1,442,991	.....	15	.....	30	
392,554	.....	8	.....	31	
5,515,128	.....	8	.....	32	
1,114,456	.....	21	.....	33	
2,607,122	.....	12	.....	34	
621,678	.....	8	.....	35	
811,501	.....	10	.....	36	
172,199	.....	26	.....	37	
3,120,031	.....	7 $\frac{1}{2}$	.....	38	
583,614	.....	.....	.....	39	
551,280	.....	11	.....	40	
2,143,000	.....	.....	.....	41	
81,290,847	.....	.....	.....	42	
774,366	.....	9	.....	43	
2,708,782	.....	20	15	44	
20,224,239	.....	10	.....	45	
397,937	.....	15	.....	46	
206,794	.....	8	.....	47	
273,999,404	479,731				

Number.	Name of Electric Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			\$	cts.	\$	cts.	\$	cts.
1	Berlin and Waterloo	3 12	31,127	07				911 43
	Leased—Berlin and Bridgeport	2 40	1,807	44				
2	Brantford Street	7 00	26,191	16				
3	British Columbia	59 13	845,834	25	61,680	46		1,455 52
4	Cape Breton	12 73	86,195	57	604	47		211 27
5	Cornwall Street	6 00	16,815	75	7,245	33		
6	Egerton Tramway Co.	8 10	41,686	82	1,926	33		
7	Galt, Preston and Hespeler	9 00	49,864	40	51,843	53		4,159 16
	Leased—Preston to Berlin	10 75						
8	Grand Valley	21 00	38,195	75	1,189	45		
9	Guelph Radial	6 00	25,906	43	1,513	33		
10	Halifax Tramway Co.	12 13	168,091	37				
11	Hamilton and Dundas	7 25	35,845	07	2,568	36		108 91
12	Hamilton, Grimsby and Beamsville	23 00	57,942	37	18,190	71		7,692 97
13	Hamilton Radial	24 75	96,452	32	5,683	18		860 32
14	Hamilton Street	22 00	281,073	96				
15	Hull	14 50	58,771	72	7,448	83		1,203 11
16	International Transit Co.	3 30	43,441	68				
17	Kingston, Portsmouth and Cataraqui	8 00	28,746	87	588	76		
18	Lévis County	10 25	52,740	45	2,145	08		
19	London Street	26 46	214,219	47				1,256 25
20	Montreal, Park and Island	22 41	242,810	50	4,376	55		
21	Montreal Street	67 04	3,336,110	44				
22	Montreal Terminal	18 23	67,185	23	25,880	84		500 00
23	Nelson Tramway Co.	3 00	7,756	00				
24	Niagara Falls, Park and River	11 75	143,921	34	4,717	58		480 71
25	Niagara, St. Catharines and Toronto	26 50	93,336	90	56,301	59		1,101 16
26	Niagara Falls, Wesley Park and Clifton	4 50	34,055	09				
27	Oshawa	8 02	8,432	41	50,693	63		2,617 09
28	Ottawa	22 87	512,871	42				8,030 00
29	Peterborough Radial	6 00	32,587	18				
30	Port Arthur Street	9 00	66,296	80	414	00		
31	Port Dalhousie, St. Catharines and Thorold	8 17	19,602	70				
32	Quebec Railway, Light and Power Co. (Cita- del Division)	17 22	233,020	33				750 00
33	Quebec Railway, Light and Power Co. (Mont- morency Division)	25 00	115,903	42				1,233 04
34	Sandwich, Windsor and Amherstburg	34 63	126,372	38				2,793 34
35	Sarnia	7 00	26,669	65	3,915	26		890 00
36	Sherbrooke Street	7 00	30,431	31				
37	South-western Traction Co.	18 25	28,462	06				594 95
38	St. John, N. B.	12 50	139,830	22				
39	St. Stephen, N. B.	3 00	28,030	90				
40	St. Thomas Street	7 50	19,423	38				
41	Sydney and Glace Bay	18 80	103,961	32	7,293	70		1,559 25
42	Toronto Street	51 05	3,254,853	70				
43	Toronto Suburban	9 81	33,263	72				
44	Toronto and York Radial	50 44	209,647	82	28,146	99		2,000 00
45	Winnipeg Street	34 33	860,830	20				
46	Woodstock, Thames Valley and Ingersoll	11 50	25,025	03				1,368 40
47	Yarmouth Street	2 13	9,280	33				175 00
	Totals	814 52	12,010,921	70	344,367	96		41,951 88

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for the Year ended June 30, 1907.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Working Expenses to Gross Earnings.	Earnings per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	Cts.		
1,246 74	33,285 24	8,217 84	75 31	40 00	1	Three months in separate operation.
1,477 87	3,285 31	1,873 87	.....	42 65	2	
5,102 94	31,294 10	6,743 97	78 45	25 88	3	
5,186 88	914,137 11	380,633 46	58 36	29 71	4	
1,760 90	88,772 21	26,876 85	69 72	28	5	
1,752 84	25,813 92	5,211 65	79 81	.....	6	
2,059 51	45,672 66	10,724 07	56 65	332	7	
1,226 27	107,093 36	42,453 39	51 02	49 00		
1,679 07	41,064 27	9,367 75	77 18	23 60	8	
1,089 89	28,509 65	8,340 62	29 25	15 62	9	
690 04	163,781 41	55,139 89	67 33	22 10	10	
3,399 89	41,922 23	19,497 21	53 49	46 30	11	
1,430 70	85,256 75	24,094 99	71 73	.....	12	
3,369 12	106,364 94	38,916 25	63 41	28 21	13	
757 00	281,830 96	63,271 29	77 55	19 92	14	
34,480 94	101,904 60	15,304 30	84 98	.....	15	
302 06	43,743 74	10,439 55	76 13	15 26	16	
1,357 24	30,692 87	2,744 07	91 05	.....	17	
2,101 08	56,986 61	1,931 77	103 39	17 60	18	
3,378 24	218,853 96	45,757 33	79 09	15 29	19	
2,977 08	250,164 13	73,446 01	70 64	29 29	20	
65,479 37	3,401,589 81	1,332,464 58	60 83	22 84	21	
1,960 02	95,526 09	15,159 11	115 87	13 19	22	
210 00	7,966 00	6,257 11	178 67	19 00	23	
6,201 04	155,320 67	68,396 33	55 96	41 48	24	
5,149 85	155,889 50	50,478 32	66 97	30 78	25	
.....	34,055 09	17,165 36	50 37	.....	26	
1,288 37	63,031 50	15,261 13	75 78	1 21	27	
23,550 48	544,451 90	198,798 22	63 49	.....	28	
1,010 28	33,597 46	5,934 26	82 34	.....	29	
2,470 49	69,181 29	24,414 53	64 70	33 40	30	
.....	19,602 70	6,561 11	33 48	.....	31	
.....	233,770 33	67,626 50	71 07	18 25	32	
10,225 79	127,362 25	46,822 98	63 23	49 65	33	Includes Windsor and Tecumseh Electric
6,351 67	135,517 39	67,565 77	52 25	24 06	34	
5,444 63	36,919 54	5,739 88	54 21	.....	35	
2,467 94	32,899 25	.....	.....	.....	36	
132 00	29,189 01	642 30	.....	.....	37	
400 00	140,230 22	8,076 18	94 24	17 47	38	
435 10	28,466 00	3,922 17	113 78	15 48	39	
639 76	20,063 14	1,759 54	75 48	.....	40	
799 44	113,613 71	49,173 63	56 71	3 69	41	
16,339 27	3,271,192 97	1,576,160 23	51 81	.....	42	
2,993 31	36,257 03	8,407 14	76 81	.....	43	
1,590 96	241,385 77	80,412 92	66 63	24 66	44	
3,160 00	863,990 20	437,347 28	49 38	30 16	45	
373 00	26,766 43	12,376 38	53 76	14 23	46	
3,164 74	12,620 07	2,044 41	83 80	28 00	47	
238,663 81	12,635,905 35	4,898,653 58				

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	775	07	5,850	87	3,046	55
	Leased—Berlin and Bridgeport.....	2:40			395	25		
2	Brantford Street.....	7:00	1,362	50	11,126	10		
3	British Columbia.....	59:13	38,920	14			50,637	50
4	Cape Breton.....	12:73	7,742	23	17,227	07	6,238	61
5	Cornwall Street.....	6:00	3,301	02	1,645	48	3,293	29
6	Egerton Tramway Co.....	8:10	2,471	18	8,678	80	5,894	83
7	Galt, Preston and Hespeler.....	9:00	9,955	49	24,802	75		
	Leased—Preston and Berlin.....	10:75						
8	Grand Valley.....	21:00			13,463	05		
9	Guelph Radial.....	6:00	1,576	65	4,307	35	2,827	74
10	Halifax Tramway Co.....	12:13	18,868	22	20,963	43	17,763	58
11	Hamilton and Dundas.....	7:25	3,208	56	2,716	50	1,905	14
12	Hamilton, Grimsby and Beamsville.....	23:00	9,877	83	473	26	7,649	62
13	Hamilton Radial.....	24:75	7,701	89	14,407	21	7,367	55
14	Hamilton Street.....	22:00	15,856	91	37,885	72	24,133	49
15	Hull.....	14:50	19,784	20	17,977	59	13,712	67
16	International Transit Co.....	3:30	2,433	42	6,750	00	4,353	85
17	Kingston, Portsmouth and Cataract.....	8:00	2,495	88			3,629	70
18	Levis County.....	10:25	8,019	72	10,471	92	7,373	81
19	London Street.....	26:46	19,668	79	32,914	83	28,501	82
20	Montreal Park and Island.....	22:41	23,056	60	36,222	27	19,849	94
21	Montreal Street.....	67:04	207,303	99	384,952	81	257,243	97
22	Montreal Terminal.....	18:23	30,485	93	20,563	09	14,094	09
23	Nelson Tramway Co.....	3:00	359	18	2,321	00	2,777	20
24	Niagara Falls, Park and River.....	11:75	15,733	00	9,000	60	7,545	07
25	Niagara, St. Catharines and Toronto.....	26:50	12,620	34	19,591	50	9,505	03
26	Niagara Falls, Wesley Park and Clifton.....	4:50	1,905	14	255	13	2,652	74
27	Oshawa.....	8:02	9,512	18	16,862	99	3,658	19
28	Ottawa.....	22:87	38,091	03	34,178	31	41,580	87
29	Peterborough Radial.....	6:00	2,249	33	1,625	00	4,166	45
30	Port Arthur Street.....	9:00	11,229	16	4,106	66	9,862	23
31	Port Dalhousie, St. Catharines and Thorold.....	8:17	1,751	66	620	36	2,425	30
32	Quebec Railway, Light and Power Co. (Citadel Division).....	17:22	26,992	09	94,375	93	17,289	81
33	Quebec Railway, Light and Power Co. (Montmorcncy Division).....	25:00	14,791	18	16,566	29	6,401	87
34	Sandwich, Windsor and Amherstburg.....	34:63	10,294	50	21,004	39	4,189	47
35	Sarnia.....	7:00	1,112	38			3,042	11
36	Sherbrooke Street.....	7:00	3,962	72	922	35	4,688	25
37	Southwestern Traction Co.....	18:25						
38	St. John, N.B.....	12:50	8,852	97	19,257	75	86,068	40
39	St. Stephen, N.B.....	3:00	3,250	94	9,577	20	4,224	95
40	St. Thomas Street.....	7:50	1,038	82	3,159	50	12,953	28
41	Sydney and Glace Bay.....	18:80	6,728	06	19,980	56	10,832	47
42	Toronto Street.....	51:05	101,783	76	317,104	19	278,803	30
43	Toronto Suburban.....	9:81	2,751	44	9,297	77	2,500	30
44	Toronto and York Radial.....	50:44	23,221	66	35,454	07	17,728	51
45	Winnipeg Street.....	34:33	31,640	62	90,436	09	47,727	56
46	Woodstock, Thames Valley and Ingersoll.....	11:50	814	92	6,415	48		
47	Yarmouth Street.....	2:12	131	38	6,447	44	578	33
	Totals.....	814:52	765,684	68	1,412,358	91	1,060,783	44

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Expenses for the Year ended June 30, 1907.

General and Operating Charges.	Total.	Cost of Operating per Train Mile.	Number.	Remarks.
\$ cts.	\$ cts.	Cts.		
15,394 91	25,067 40	30	1	
1,016 19	1,411 44			
12,061 53	24,550 13	49	2	
443,906 01	533,523 65	17	3	
30,687 45	61,895 36	19	4	
12,362 48	20,602 27		5	
17,903 78	34,948 59	25	6	
29,881 73	64,639 97	25 10	7	
18,233 47	31,696 52		8	
11,457 29	20,169 03	11 05	9	
56,046 29	113,641 52	14 88	10	
14,594 82	22,425 02	24 76	11	
43,161 05	61,161 76	21 95	12	
37,972 04	67,448 69	17 89	13	
140,683 55	218,559 67	15 44	14	
35,123 84	86,600 30		15	
19,766 92	33,304 19	11 62	16	
21,823 22	27,948 80	13	17	
33,052 93	58,918 38	18 20	18	
92,011 19	173,096 63	12 36	19	
97,589 31	176,718 12	20 96	20	
1,219,624 46	2,069,125 23	14 17	21	
45,542 09	110,685 20	20 83	22	
8,765 73	14,223 11	34	23	
54,645 67	86,924 34	23 21	24	
63,687 31	105,411 18	20 81	25	
12,076 72	16,889 73		26	
17,737 01	47,770 37	92	27	
231,803 47	345,653 68		28	
19,622 42	27,663 20	10	29	
19,568 71	44,766 76		30	
8,244 27	13,041 59	10 52	31	
27,486 00	166,143 83	12 86	32	
42,779 93	80,539 27	31	33	
37,938 26	73,426 62		34	
27,025 17	31,179 66		35	
23,325 93	32,899 25		36	
29,831 31	29,831 31		37	
17,974 92	132,154 04	16 47	38	
15,335 08	32,388 17	14 66	39	
1,152 00	18,303 69		40	
26,898 99	64,440 08	20 90	41	
997,341 49	1,695,032 74		42	
13,300 38	27,849 89	13 22	43	
84,568 61	160,972 85	16 44	44	
256,838 65	426,642 92	14 89	45	
7,159 65	14,390 05		46	
3,418 31	10,575 66	23 40	47	
4,498,424 74	7,737,251 77			

No. 8.—SUMMARY of Accidents for

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees, or Others.	Fell from Cars in motion.		Jumping on or off Cars.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Berlin and Waterloo	3.12	Others						
2	Brantford Street	7.00	Passengers						
3	British Columbia	59.13	Passengers		8		16		
			Others		1		1		
4	Cape Breton	12.73	Employees						
			Others				1		
5	Egerton Tramway Co., N.S.	8.10	Others						
6	Galt, Preston and Hespeler	19.75	Employees						
			Others						
7	Grand Valley	21.00	Employees						
			Others						
8	Halifax Tramway	12.13	Passengers				4		
			Employees						
9	Hamilton and Dundas	7.25	Passengers						
10	Hamilton, Grimsby and Beamsville	23.00	Passengers						
			Employees					1	1
11	Hamilton Radial	24.75	Passengers	1					
12	Hamilton Street	22.00	Passengers		9		17		
			Others						
13	Hull	14.50	Passengers				5		
			Employees						
14	Lévis County	10.25	Others						
			Passengers		2		60		
15	London Street	33.25	Employees						
			Others						
16	Montreal Park and Island	22.41	Passengers				8		
			Employees				1		
17	Montreal Street	67.04	Others				7		
			Passengers				28		
18	Montreal Terminal	18.23	Employees						
			Others						
19	Niagara Falls Park and River	11.75	Passengers		3		3		
			Employees						
20	Niagara, St. Catharines and Toronto	26.50	Others		2				
			Employees						
21	Oshawa	8.02	Passengers						
			Employees		2	1	21		2
22	Ottawa	22.86	Others						
			Passengers						
23	Peterborough Radial	6.00	Employees				1		
			Others						
24	Port Arthur	9.00	Passengers				2		
25	Quebec Railway, Light and Power Co. (Citadel Division)	17.22	Passengers		3		29		
			Employees				1		
26	Sandwich, Windsor and Amherstburg	34.63	Passengers						
			Employees		2				
27	Sarnia	7.00	Others						
			Passengers		1				
28	Sherbrooke Street	7.00	Others						
29	Sydney and Glace Bay	18.80	Others						
			Passengers	1	9	8	32		
30	Toronto Railway Co.	51.05	Employees		25				
			Others						
31	Toronto Suburban	9.81	Passengers		2				
			Employees						
32	Toronto and York Radial	50.44	Passengers						
			Employees		1				
33	Winnipeg	34.33	Passengers		1	4	11		
			Employees						
Totals				3	70	13	791	1	3

FATAL ACCIDENTS:—Passengers, 27; Employees, 7; Other Persons, 37. Total, 71.

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the Year ended June 30, 1907.

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.	
							2								2	1
					1	23									1	2
					8								7		54	3
					1		1	2	23				4		15	
													3	2	27	
													1		2	4
									1						1	5
			1										3		4	6
							1						1		2	
					1										1	7
								1							1	8
					1		1		2						6	
							1	1							1	9
					1										1	10
							1	1							1	
					1	8	1	3							3	11
						1									1	12
							1	6					1		30	
									2						6	13
									1						6	
									2						3	14
									1						2	
									2						2	15
	12				2								5		7	
					12								10		86	16
							5	1	10				7		19	
													79	1	94	17
							1								8	
															1	18
							1								7	
						3	13								281	19
															13	
							18		179						3	20
															18	
													1		1	21
													2		10	
													1		1	22
													2		3	
													1		3	23
													1		3	
													1		3	24
													1		2	
															2	25
					11										43	
															1	26
															2	
								2		1					3	27
													1	1	1	
							1								1	28
															1	
															2	29
															2	
							58	2	2				2	9	392	30
					6	1	14	2	2				7	1	134	
								2	54	8	71		42	10	170	31
							1	2							3	
							2								2	32
															1	
													2	9	8	33
													1		1	
12			8	6	167	27	84	18	298		3	3	300	71	1,736	

SUMMARY.

(Steam Railways.)

Miles of railway	22,452
Population to each mile of railway.....	289
Square miles to each mile of railway.....	161.8
Aid to railways.....	\$181,298,412.91
Land granted by Dominion.....	31,762,945 acres
" " Provinces	20,420,109 "
Total capital.....	\$1,171,937,808
Capitalization per mile.....	\$56,995
Passengers carried.....	32,137,319
Tons of freight hauled.....	63,866,135
Earnings, gross.....	\$146,738,214.68
" net.....	\$42,989,537.41
" from freight service.....	\$95,738,079.21
" " passenger service.....	\$45,730,652.29
" average per ton.....	\$1.472
" " passenger.....	\$1.219
" per freight train mile.....	\$2.116
" " passenger train mile.....	\$1.513
" " train mile, all trains.....	\$1.953
" " mile of railway.....	\$6,535.64
Operating expenses.....	\$103,748,672.27
" " per mile of railway.....	\$4,620.90
" " " train mile.....	\$1.381
Proportion of operating expenses to earnings	70.70
Average revenue per passenger per mile	2.083 cents
" " ton per mile	2.328 "
" for 75 per cent of freight hauled.....	.702 "
" cost of running a train 1 mile, all trains	\$1.249
" freight haul.....	183 miles
" journey per passenger	64 "
Passengers carried one mile.....	2,049,549,813
" " " per mile of road.....	91,286
" " per mile of road.....	1,431
" " per train.....	56
Tons hauled one mile.....	11,687,711,830
" " " per mile of railway.....	320,564
Train mileage, total.....	75,115,765
" " freight	33,923,890
" " passenger.....	30,226,461
" " mixed.....	5,971,414
Locomotive mileage.....	100,154,966
Locomotives, number of.....	3,504
Freight cars, number of.....	113,514
Passenger cars, number of.....	3,642
Freight cars per 1,000 miles of railway.....	5,218
Locomotives " " ".....	156
Employees, number of	124,012
" compensation to.....	\$58,719,493
Fuel consumed by locomotives.....	5,608,954 tons.
Accidents—Passengers killed.....	70
" Employees ".....	249
" Trespassers ".....	195
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" Postal clerks ".....	3
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Injured.....	352
" ".....	1,126
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