

# RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1908

*(From sworn Returns furnished by the several Railway Companies)*

M. J. BUTLER

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

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY W. McMAHON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1909



*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, 1908.

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, 1908.

This is the second report compiled from the new schedules which were put into force on July 1, 1906.

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, November 28, 1908.

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 June 30, 1908.

The accompanying tables are based upon the schedules and classifications which were first put into effect in 1907. With the introduction of these new forms perfect uniformity was secured in the method of preparing railway statistics in both the United States and Canada. That was the end aimed at. In preceding years the value of accurate comparisons had been lost, owing to different standards of accounting and reporting. The change was not made, however, without considerable trouble. Primarily, the work of reorganization fell on the Department; but success could only be achieved by the hearty co-operation of the railways. To them it was not a trifling matter to adopt an entirely new and elaborate system of bookkeeping; but I am pleased to report their prompt acquiescence in the demands made upon them. This was not done wholly in an unselfish spirit. They recognized the usefulness to themselves of improved and modern methods, as well as the advantages likely to accrue from a common statistical plan in operation over the continent.

During the year it was found necessary to widen some of the classifications, notably with respect to operating expenses, and these will be applied to the statistics for the twelve months now current. It is hoped further changes may not be called for in the near future. The elaborations were in the first instance made by the Interstate Commerce Commission at Washington, and considerations of policy demanded that Canada should adopt them. There are many American lines operating in the Dominion, and a number of Canadian railways are carrying on business in the United States. It would be unnecessarily confusing and troublesome for these roads to prepare reports founded upon different methods of accounting. This was a cogent reason for the action taken by the Department; but the chief influence had reference to the maintenance of uniformity. Moreover, the alterations and enlargements were distinctly on the side of betterment. They will supply valuable details which had been lacking in the past.

The returns for 1908 reveal a clearer understanding by the railways of the new statistical system. They are therefore better than those of 1907. It was perhaps inseparable from the wiping out of schedules which had been in use for 35 years, and the introduction of forms entirely new and different, that there should at the outset have been mistakes and deficiencies. To a large extent these imperfections have been eliminated from this report. For the cordial co-operation of the railways in this work I desire to record my personal gratitude.

While there was not a single delinquent this year, there was a great deal of unnecessary and disturbing delay in the transmission of returns. The time limit was fixed at August 31, which allowed two full months for the making up of accounts.

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Having regard to the volume of work involved, including the assembling of many details, it must be admitted that the situation called for special diligence. About 20 per cent of the railways reported within the limit, and among them were lines carrying on a large business. By 20th September 60 per cent of the returns had been received. The remaining forty were considerably delayed.

It is my duty to call attention to the serious hindrance which these delays have interposed against the comprehensive and somewhat extensive work of tabulation in this office. Unless under extraordinary conditions, Parliament will meet each year in November. It is imperative that not later than December 15 Railway Statistics should be laid on the Table of the House; but it is obvious that this cannot be done if the time limit of August 31 is generally disregarded. I would therefore respectfully suggest that in future the penalty provisions of the Railway Act be rigidly enforced against all delinquents after a date to be prescribed.

## MILEAGE.

Following is a table of railway mileage in Canada since 1835:—

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	1908	22,966

It will be seen that there was an addition of 514 miles during the year 1908, as compared with 1,099 for 1907. There were, however, 4,327 miles of line reported as being actually under construction on June 30, and it is now known that upwards of 750 miles were put in operation very shortly after that date.

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The distribution of completed mileage by provinces was as follows:—

		Increase.
Ontario.....	7,932.90	294.99
Quebec.....	3,573.65	69.51
Manitoba.....	3,110.91	36.45
Saskatchewan.....	2,081.30	56.44
British Columbia.....	1,732.83	64.78
New Brunswick.....	1,509.36	18.78
Nova Scotia.....	1,344.05	2.58
Alberta.....	1,323.02	.
Prince Edward Island.....	267.50	.
Yukon.....	90.91	0.31

The foregoing increases represent a total slightly larger than the 514 miles referred to in a preceding paragraph, the explanation being found in the fact that there were reductions in some of the provinces through the abandonment of tracks.

During the year there was an increase in second track of 144 miles, bringing the total up to 1,211. Equally encouraging was the manifest addition to transportation facilities involved in an increase of terminal, yard and siding tracks of 454 miles. The aggregate of all tracks in the Dominion was 28,600.

## HISTORY OF CANADIAN RAILWAYS.

It is with pleasure that I am able to present in an appendix a tabular analysis of railway construction in Canada from 1835 to 1906. For this exceedingly valuable contribution I am indebted to Mr. Collingwood Schreiber, C.M.G., whose long experience as Deputy Minister of Railways and Canals, and personal knowledge of railway history, fitted him in a high degree for the task. To prepare such a table involved an enormous amount of painstaking work and research. It was an act of voluntary zeal on the part of Mr. Schreiber, which cannot fail to command the sincere appreciation of his fellow Canadians.

## RAILWAY CAPITAL.

An analysis of the capital invested in Canadian railways will be found in Table 4. A summary of the facts there given is as follows:—

Stocks.....	\$ 607,425,349
Funded Debt.....	631,869,664
Total.....	<u>\$1,239,295,013</u>

These figures represent an increase for 1908 over 1907 of \$18,856,758 in stocks, and \$48,500,447 in funded debt—usually classified as bonds—showing a total increase for the year of \$67,357,205.

If, however, it is desired to ascertain the amount of money actually put into the railways of the Dominion, to the sum of \$1,239,295,013, representing the stock and bond liability, there should be added the cost of the Intercolonial and Prince Edward Island railways, owned and operated by the Dominion Government, the cost of the Temiskaming and Northern Ontario Railway, owned and operated by the Govern-

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ment of Ontario, the cost of the New Brunswick Coal and Railway, owned and operated by the Government of New Brunswick, as well as the expenditure up to June 30 last upon the Government section of the Transcontinental Railway between Moncton and Winnipeg. It is manifest that the cash subsidies granted by the federal and provincial governments, as well as municipalities throughout the Dominion should also be included. Joining all these sums, the final aggregate of capital cost would be as follows:—

Cost of Intercolonial. . . . .	\$ 87,575,952
“ Prince Edward Island Railway. . . . .	7,697,827
“ Temiskaming and Northern Ontario Ry.. . . .	12,208,950
“ New Brunswick Coal and Railway. . . . .	1,940,375
Expenditure on Transcontinental. . . . .	30,250,191
Subsidies. . . . .	185,671,736
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Total. . . . .	\$ 325,345,031
Stocks and bonds. . . . .	1,239,295,013
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Grand Total. . . . .	\$1,564,640,044

The problem is further complicated by the fact that many millions of acres of land, as will be pointed out on a succeeding page, have been granted in aid of railway construction. Their equivalent in cash cannot even be estimated.

To calculate the capital cost per mile of railways in Canada, two or three qualifying facts must be kept in view. In the first place, since the lines owned by governments have neither stock nor bond issues, the mileage relating thereto must be eliminated. The total railway mileage of the Dominion on June 30 last was 22,966. The combined mileage of government railways, federal and provincial, was 1,986, made up as follows:—

	Miles.
Intercolonial. . . . .	1,451.22
Prince Edward Island Railway. . . . .	267.50
Toronto and Northern Ontario Railway. . . . .	209.40
New Brunswick Coal and Railway. . . . .	58.00
<hr/>	
Total. . . . .	1,986.12

Deducting this latter sum of 1,986, a mileage of 20,980 remains. Using these latter figures as a divisor, and the stock and bond issues as dividends, the results are as follow:—

Cost per mile in stocks. . . . .	\$28,952
“ “ bonds. . . . .	30,117
“ “ stocks and bonds. . . . .	59,069

This calculation is practically sound as applied to railways having a stock and bond issue. If, however, the aggregate of \$1,564,640,044 be taken as the dividend (less \$49, 630, 445 credited to the Grand Trunk Pacific, for which no completed mile-

## SESSIONAL PAPER No. 20b

age was returned up to June 30), and the total mileage of 22,966 as the divisor, the result will be found to be \$65,963, and this, all things considered, should be regarded as the true average capital cost per mile of railways in Canada, apart from land subsidies.

With regard to lines owned and operated by governments, the cost per mile up to June 30 last was:

	Per Mile
Intercolonial. . . . .	\$60,355
Prince Edward Island Railway. . . . .	28,830
Temiskaming and Northern Ontario Railway. . . . .	58,411
New Brunswick Coal and Railway. . . . .	33,454

These figures include equipment. In making comparisons, however, it must be remembered that the stock and bond issues in the case of other railways do not necessarily represent the actual cost of construction and equipment. They merely indicate the capital liability.

A short explanation will make it clear that an exaggerated value may be given to statistics with respect to the capital liability of railways. Such figures must never, for example, be taken as representing the actual cost of lines, as has been said. The real cost is one thing, and the stock and bond issue is another. Stocks and bonds may be sold at a premium or at a discount. In either case the liability remains the same. A share of stock, the par value of which is \$100, may only realize \$50 toward paying the actual cost of construction and equipment; but it will stand as a liability of \$100 against the road until paid or wiped out by some other process.

The stock and bond issue given above at \$1,239,295,013 is not, moreover, an accurate statement of outstanding liability on June 30 last. It is rather a statement of the liability in that regard which has existed and still exists. Some of it is no longer a legal liability at all, and the time is near at hand when a revision of our statistics in this respect will be necessary. It will probably be undertaken during the current year. Yet the present situation from the statistical standpoint is quite unavoidable, as can readily be demonstrated. The fundamental cause of the difficulty is found in the changes of ownership which have taken place. In some instances railways have become insolvent, the property has been sold by foreclosure, the stock and bond issues have been cancelled, and the new owners have set up an entirely fresh capital liability. In other cases, roads have been absorbed by amalgamation or purchase into larger systems. On the parent company in any one of these instances there may have rested a capital liability of say \$1,000,000. As the result of the foreclosure, sale or amalgamation, this liability has disappeared altogether, or been reduced to some nominal sum. In any event it appears in another form. The commercial aspect of such cases presents no difficulty whatever; but from the statistical point of view the matter is most perplexing.

For statistical purposes it is important that an account should be preserved of all the money invested in railways. For practical purposes the outstanding liability having legal force is the only matter of real concern. Yet, how can the tangle of past and present obligations be dealt with so as to show the full extent of capital investments in the railways of Canada? The problem would call for very careful study even

if the facts were all available; but they are not. In some of its phases the railway situation would have a parallel in the case of a house which A buys at a sheriff's sale for \$5,000. The original owner, B, had built it for \$12,000. In determining the cost for purposes of record, which figure should be used? On the surface A has invested \$5,000 in the house and B \$12,000. If only the latter figure is set down, what becomes of A's \$5,000? If both are recorded, the cost is improperly exaggerated. Clearly, all interests would be served if the facts were stated with respect to the whole transaction, and that is precisely what should be done in connection with the statistics of capital liability attaching to Canadian railways.

During the current year an expert will be given the task of analyzing the capital statements of railways in the Dominion. The extinct stock and bond issues will be separated from those which are alive, and this will be done in such a way as to preserve for purely statistical and historical purposes the facts relating to the account as a whole.

### AID TO RAILWAYS.

Last year very considerable attention was given to the accounts with respect to aid to railways, and during the past twelve months further investigation has taken place. Nothing has transpired, however, to require the alteration of the revised figures which were published in 1907.

During the year the sum of \$4,374,323 was added to the account, divided as follows:—

Aid by the Dominion.. . . . .	\$4,221,727 30
“ provinces.. . . . .	68,284 00
“ municipalities.. . . . .	84,311 70

There were paid by the Dominion cash subsidies to the extent of \$1,719,997.30, in addition to \$2,501,730 in extinction of a long-standing liability to the province of Quebec. It appears that about the year 1883 the claim of the province of Quebec for a subsidy in connection with the construction of the North Shore Railway was recognized by the Dominion, and \$2,394,000 was set apart as the principal of that obligation. For a number of years five per cent per annum, on that sum, in half-yearly payments, was allowed to the province. Later, the interest charge was reduced to four and a half per cent. This year the entire liability was wiped out by the payment of the principal.

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The statement of cash subsidy payments in aid of railway construction in Canada since 1876 is as follows:—

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	<sup>a</sup> 16,676,266	29	7,494,944	63
1882.....	37,731,203	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.....	<sup>c</sup> 90,644,574	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	32,809,728	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	<sup>b</sup> 35,123,130	80	17,346,633	34
1908.....	133,049,376	07	35,191,414	80	17,430,945	04

\*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.

<sup>c</sup>Eastern Extension \$1,284,495.76 now included in I. C. Railway.

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

<sup>a</sup>Decrease of \$1,044,000 by N. B. Government to St. John and Maine Railway.

<sup>U</sup>This amount does not include the cost of the Temiskaming and Northern Ontario Railway (\$10,570,549) as formerly.

This does not, however, give the full account. [The Dominion, up to June 30 last, had expended \$30,250,190.83 in connection with the building of the government section of the Transcontinental Railway between Moncton and Winnipeg, and this amount added to the \$133,049,376.07 given in the above statement would bring the total contribution from the federal treasury up to \$163,299,566.90.

The Dominion has also made a capital outlay of \$95,273,778.69 on the Government Railway System, which could not, however, be properly classified as aid. In the same sense the province of Ontario has invested \$12,208,950 in the Temiskaming and Northern Ontario Railway, and the province of New Brunswick \$1,940,375 in the New Brunswick Coal and Railway, which they own and operate.

Hitherto no account has been taken of the guarantees given by the Dominion and the several provinces in aid of railway construction, and during the past year the matter was gone into with some care. The total was found to be \$58,920,551, made up by the following details:—

## THE DOMINION.

Canadian Northern, 50 year threes. . . . .	£ 1,923,287
Grand Trunk Pacific, 50 year threes. . . . .	3,200,000
	<hr/>
	£ 5,123,287
Equivalent at \$4.87. . . . .	\$24,950,408
Quebec Bridge and Railway. . . . .	3,773,224
	<hr/>
Total. . . . .	\$28,723,632

## ONTARIO.

Canadian Northern Ontario. . . . .	7,860,000
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## QUEBEC.

Montreal and Western. . . . .	840,000
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## NEW BRUNSWICK.

New Brunswick Coal and Railway. . . . .	700,000
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## MANITOBA.

Canadian Northern. . . . .	12,854,500
Canadian Northern Ontario. . . . .	5,745,587
	<hr/>
Total. . . . .	\$18,600,087

## BRITISH COLUMBIA.

Shuswap and Okanagan, 4 per cent, 25 years. . . . .	1,249,760
Victoria and Sidney, 2 per cent, 25 years. . . . .	300,000
Nakusp and Slocan. . . . .	647,072
	<hr/>
Total. . . . .	\$ 2,196,832
Grand total. . . . .	\$58,920,551

There still remain the land subsidies, which cannot, as has been said, be given a cash value. By the Dominion the following grants have been given:—

	Acres.
Alberta Railway and Irrigation Co. (formerly North West Coal and Navigation Co.) . . . . .	1,114,368
Calgary and Edmonton Ry. Co. . . . .	1,888,448
Canadian Northern Ry. Co. (from point on C.P.R. to Hudson Bay), Canadian Northern Ry. Co. (formerly L. Manitoba and Canal Co.) . . . . .	3,422,528
Canadian Pacific Ry. Co. (main line) . . . . .	18,206,986
C.P.R. Pipestone Extension, Souris Branch. . . . .	200,320
C.P.R. Souris Branch. . . . .	1,408,704
Great North West Central Ry. Co. (formerly North West Central Ry. Co.) . . . . .	320,000
Manitoba and North Western Ry. Co. . . . .	1,501,376
Manitoba South Western Colonization Ry. . . . .	1,396,800
Manitoba and Southeastern Ry. Co. . . . .	680,320
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co. . . . .	1,625,344
Saskatchewan and Western Ry. Co. . . . .	98,880
	<hr/>
Total. . . . .	31,864,074

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This land has been selected by the railway companies to whom it was given, and patents have been issued. Yet that is not all. The provinces have also granted land subsidies; so that a complete statement in this regard would be as follows:—

	Acres.
By the Dominion. . . . .	31,864,074
“ province of Quebec. . . . .	13,324,950
“ “ British Columbia. . . . .	5,287,387
“ “ New Brunswick. . . . .	1,647,772
“ “ Nova Scotia. . . . .	160,000
Total. . . . .	52,284,183

In all cases, with the exception of the province of Quebec, the land has been definitely alienated. The province of Quebec adopted the plan of converting the land grants into a cash subsidy at the option of the beneficiary, on the basis of 52½ cents per acre. This would yield \$6,995,598.75, of which \$4,557,728.02 had actually been paid up to last year.

## PUBLIC SERVICE OF RAILWAYS.

The returns show that the number of passengers carried during the year ended June 30, 1908, was 34,044,992—an increase of 1,907,673 over the year 1907. This increase was equal to 5.90 per cent.

The number of passengers carried one mile was 2,081,960,864, as compared with 2,049,549,813 for the preceding year, representing an increase of 32,411,051.

The number of passengers carried one mile per mile of road was 90,650, an actual decrease of 636 in the density of passenger traffic for the year.

The number of passengers carried per mile of railway was 1,482, showing a gain of 51 over the preceding year.

The average receipts per passenger per mile were 1.920, an increase of .009 over 1907.

The average passenger journey for the year was 61 miles; while the average number of passengers per train was 54.

The passenger train mileage was 31,950,349 for the year 1908, as against 30,220,461 in 1907. These figures point to a steady expansion in the passenger service of Canadian railways. The mixed train mileage was 6,210,807, as compared with 5,971,414 for the year 1907.

Summarizing the foregoing facts with respect to passenger traffic into a form convenient for the eye, the showing is as follows:—

— /	1907.	1908.	Increase or Decrease.
Passengers carried. . . . .	32,137,319	34,044,992	+ 1,907,673
“ mileage. . . . .	2,049,549,813	2,081,960,864	+ 32,411,051
“ carried one mile per mile of line. . . . .	91,268	90,654	— *614
Average journey—miles. . . . .	64	61	— *3
“ passengers per train. . . . .	56	54	— *2
Passenger train mileage. . . . .	30,220,461	31,950,349	+ †1,729,888
Mixed “ “ . . . . .	5,971,414	6,210,807	+ †239,393
Average receipts per passenger. . . . .	1.219	1.175	— *044
“ “ “ “ . . . . .	1.191	1.920	— *009

The number of tons of freight hauled during the year was 63,071,167, showing a decrease of 794,968 tons, or 1.24 per cent.

The average receipts per ton per mile were .723, as compared with .812 for 1907. The details with respect to each road will be found in Table 7.

The number of tons hauled one mile was 12,961,512,519, as compared with 11,687,711,830 during 1907. The increase in ton mileage was thus 1,273,800,689.

The density of freight traffic, as shown by the number of tons hauled one mile per mile of line, was 564,374. In 1907 this item was 520,564. This result would seem to be inconsistent with an increased railway mileage and a reduced volume of freight traffic; but the explanation is partly found in the fact that the average distance hauled was 206 miles as compared with 183 miles in 1907; while the average number of tons per train was 278 as against 260 in 1907.

The revenue freight train mileage was 40,476,370, as against 38,923,890 in 1907. The mixed train mileage in 1908 was 6,210,807; in 1907 it was 5,971,414.

The mileage of loaded freight cars was 748,924,820, of which 400,494,410 miles were north or east, while 348,430,410 miles were south or west. The mileage of empty freight cars was reported as having been 284,944,529. The total freight car mileage was 1,033,869,349.

A summary of the facts in relation to freight traffic gives the following:—

	1907.	1908.	Increase or Decrease.
Tons hauled.....	63,866,135	63,071,167	— 794,968
" " 1 mile.....	11,687,711,830	12,961,512,519	+1,273,800,689
" " 1 mile per mile of line.....	520,564	564,374	+ 43,810
Average haul—miles.....	183	206	+ 23
Freight train mileage.....	38,923,890	40,476,370	+ 1,552,480
Average tons per train.....	260	278	+ 18
" cars ".....	16,92	16,04	— .89
" tons " car.....	15,37	17,33	+ 1.96
" receipts per ton per mile.....	.812	.723	— .089

Further facts with regard to passenger and freight business will be found under the head of 'Earnings and Operating Expenses.' Following is a general statement of traffic covering the past thirty-four years:—

Year.	Passengers carried.	Tons of Freight, 2,000 lbs.	Year.	Passengers carried.	Tons of Freight, 2,000 lbs.
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.....	9,579,384	13,266,255	1900.....	21,500,175	35,916,183
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	1908.....	34,044,992	63,071,167

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The freight business of 1908, as compared with 1907, shows the following tonnage by commodities:—

	1907.	1908.
	Tons.	Tons.
Products of agriculture—		
Grain.....	5,776,731	5,270,935
Flour.....	1,402,386	1,565,008
Other mill products.....	654,179	836,877
Hay.....	803,918	643,695
Tobacco.....	10,042	23,235
Cotton.....	22,164	70,203
Fruit and vegetables.....	562,716	803,777
Other products of agriculture.....	289,525	183,237
Products of animals—		
Live stock.....	1,118,141	1,156,772
Dressed meats.....	400,900	455,580
Other packing house products.....	463,647	444,841
Poultry, game and fish.....	128,432	151,100
Wool.....	23,472	33,318
Hides and leather.....	154,157	141,341
Other products of animals.....	180,517	89,407
Products of mines—		
Anthracite coal.....	1,635,628	3,735,141
Bituminous coal.....	11,805,060	12,320,584
Coke.....	547,303	845,762
Ores.....	2,209,860	2,953,353
Stone, sand, &c.....	2,083,336	2,538,333
Other products of mines.....	178,985	243,054
Products of forests—		
Lumber.....	7,542,475	10,317,541
Other products of forests.....	2,687,160	2,594,685
Manufactures—		
Petroleum and other oils.....	270,810	390,331
Sugar.....	232,620	451,641
Naval stores.....	1,674	3,742
Iron, pig and bloom.....	304,136	583,948
Iron and steel rails.....	190,380	628,988
Castings and machinery.....	231,159	858,914
Bar and sheet metal.....	87,958	353,802
Cement, brick and lime.....	1,393,792	1,421,678
Agricultural implements.....	223,664	281,834
Wagons, carriages, tools, &c.....	42,129	96,197
Wines, liquors and beers.....	191,576	209,912
Household goods and furniture.....	256,208	269,299
Other manufactures.....	4,448,535	1,105,433
Merchandise.....	2,309,084	2,008,267
Miscellaneous.....	5,533,426	6,938,135

By classes, the above mentioned commodities gave the following totals:—

	1907.	1908.
	Tons.	Tons.
Products of Agriculture.....	9,521,661	9,396,967
"  Animals.....	2,469,266	2,472,359
"  Mines.....	18,460,172	22,636,227
"  Forests.....	10,229,635	12,912,226
Manufactures.....	7,974,641	6,655,719
Merchandise.....	2,309,084	2,008,267
Miscellaneous.....	5,533,426	6,938,135
Total.....	56,497,885	63,019,900

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The total freight tonnage for the year 1908 was 63,071,167; so that the figures in the above table account for all but 51,267 tons. There was a larger shortage in 1907, owing probably to the difficulties which the railways found in complying for the first time with the requirements of the new schedules.

Of the total tonnage relating to commodities, 38,821,418 tons were reported as originating on the line, and 24,198,482 as having been received from connecting roads.

## EARNINGS AND OPERATING EXPENSES.

The gross earnings of railways in Canada for the year ended June 30, 1908, were \$146,918,313.61, showing an increase of \$180,098.93 over 1907. This total was made up of the following items:—

	\$	cts.	Per Cent.
Passenger service .....	46,854,158	97	31.89
Freight service .....	93,746,655	45	63.81
Stock yards, elevators, &c. ....	407,866	60	.28
Car mileage, switching, &c. ....	279,408	25	.19
Telegraphs, rents and other sources .....	5,630,224	34	3.83
Total .....	146,918,313	61	

Comparing 1908 with 1907, the facts with respect to gross earnings are as follows:

	1907.		1908.		Increase or Decrease.	
	\$	cts.	\$	cts.	\$	cts.
Passenger service .....	45,730,652	29	46,854,158	97	+ 1,123,506	68
Freight service .....	94,995,087	81	93,746,655	45	- 1,248,432	36
Stock yards, elevators, &c. ....	742,991	40	407,866	60	- 335,124	80
Car mileage, switching, &c. ....	122,537	75	279,408	25	+ 156,870	50
Telegraphs, rents, &c. ....	5,146,945	43	5,630,224	34	+ 483,278	91
Total .....	146,738,214	68	146,918,313	61	+ 180,098	93

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An analysis of earnings from passenger train service for the year, and a comparison of the items with those for 1907, yields the following result:—

—	1907.		1908.		Increase.	
	\$	cts.	\$	cts.	\$	cts.
Passengers.....	39,184,437	64	39,992,503	11	808,065	47
Mails.....	1,626,704	64	1,670,120	90	43,416	26
Express.....	3,277,695	09	3,486,300	63	208,605	54
Other sources.....	1,641,814	92	1,705,234	33	63,419	41
Total.....	45,730,652	29	46,854,158	97	1,123,506	68

The gross earnings for 1908 represented an average of \$6,389.37 per mile of railway, as compared with \$6,535.64 for 1907—a decrease of \$146.30.

The operating expenses aggregated \$107,304,142.51, an increase over 1907 of \$3,555,470.24—equal to 3.42 per cent. This total was made up of the following items:

Way and structures.....	\$20,778,609	78	19.37	per cent.
Maintenance of equipment.....	20,273,625	95	18.89	"
Conducting transportation.....	62,486,270	59	58.23	"
General expenses.....	3,765,636	19	3.51	"

For the purposes of comparison, the figures for 1907 are set down side by side with those for 1908:—

—	1907.		1908.		Increase or Decrease.	
	\$	cts.	\$	cts.	\$	cts.
Way and structures.....	20,887,091	66	20,778,609	78	-	108,481 88
Maintenance of equipment.....	21,666,373	08	20,273,625	95	-	1,392,747 13
Conducting transportation.....	57,325,543	26	62,486,270	59	+	5,160,727 33
General expenses.....	3,869,664	27	3,765,636	19	-	104,028 08
Total.....	103,748,672	27	107,304,142	51	+	3,555,470 24

It will be observed that there were decreases in three out of four items; but that the added cost of conducting transportation was sufficient to create an increase in the operating expenses of \$3,555,470.24, as indicated. On referring to the items making up the total of operating charges it will be seen that the principal increases were in wages and cost of fuel.

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The following comparative analysis of operating expenses throws a strong light on the figures given above:—

	1907.		Per Cent.	1908.		Per Cent.
	\$	cts.		\$	cts.	
Maintenance of ways and structures—						
Repairs of roadway	11,160,086	67	11.79	10,640,542	68	9.93
Renewals of rails	1,295,088	24	1.27	1,604,594	76	1.49
"    ties	2,230,575	56	2.35	2,204,083	47	2.05
Repairs and renewals—bridges and culverts	1,408,552	02	1.48	1,465,753	45	1.37
"    "    fences, crossings, &c.	481,129	18	.50	519,671	89	.49
"    "    buildings, &c.	2,144,109	98	2.26	2,690,915	90	2.51
"    "    docks and wharfs	103,280	37	.10	167,017	45	.16
"    "    telegraph	265,183	58	.28	294,301	15	.27
Stationery and printing	30,599	20	.03	43,924	32	.04
Other expenses	78,663	70	.08	1,122,793	11	1.05
Maintenance of equipment—						
Superintendence	591,196	08	.62	621,032	61	.58
Repairs and renewals of locomotives	7,999,802	52	8.45	8,008,613	01	7.48
"    "    passenger cars	2,473,908	84	2.61	2,723,846	82	2.54
"    "    freight cars	6,933,574	61	7.32	6,855,843	98	6.40
"    "    work cars	146,148	39	.15	608,109	17	.57
"    "    marine equipment	33,221	35	.03	52,181	21	.05
"    "    shop machinery and tools	738,833	13	.78	779,160	38	.72
Stationery and printing	74,466	22	.07	77,384	68	.07
Other expenses	815,751	04	.86	523,535	96	.49
Conducting transportation—						
Superintendence	1,611,297	91	1.70	1,956,260	03	1.83
Engine and roundhouse men	7,814,573	02	8.25	9,471,240	67	8.84
Fuel for locomotives	15,137,504	48	15.99	17,718,468	24	16.54
Water supply for locomotives	656,730	03	.69	764,790	58	.71
Oil, tallow and waste for locomotives	409,397	18	.43	383,670	36	.36
Other supplies for locomotives	195,970	04	.20	313,146	02	.29
Train service	6,228,136	56	6.58	8,155,855	59	7.61
Train supplies and expenses	1,873,515	88	1.97	2,136,581	33	2.00
Switchmen, flagmen, &c.	2,013,294	16	2.12	1,690,242	28	1.58
Telegraph expenses	2,562,478	44	2.70	1,757,495	05	1.64
Station service	5,634,176	10	5.95	6,748,608	03	6.30
Station supplies	671,972	51	.71	765,240	87	.71
Switching charges—balance	114,516	96	.12	319,186	77	.30
Car mileage—balance	1,156,891	46	1.22	1,467,775	90	1.31
Hire of equipment—balance	106,008	61	.11	115,250	52	.10
Loss and damage	832,937	26	.94	1,232,518	70	1.15
Injuries to persons	642,248	43	.67	758,011	23	.70
Clearing wrecks	426,784	63	.45	372,627	40	.35
Operating marine equipment	918,769	17	.97	1,138,272	64	1.06
Advertising	451,673	54	.47	571,357	92	.53
Outside agencies	1,180,134	05	1.24	1,500,272	23	1.40
Commissions	77,509	43	.08	365,588	35	.34
Stock yards and elevators	185,304	78	.19	171,887	17	.16
Rents for tracks, terminals, &c.	542,199	81	.57	1,333,401	74	1.24
Rents for buildings, &c.	202,031	61	.21	135,834	45	.12
Stationery and printing	603,426	93	.63	740,851	59	.69
Other expenses	236,885	82	.25	295,729	67	.28
General expenses—						
Salaries of general officers	723,956	74	.76	775,732	94	.72
Salaries of clerks, &c.	918,157	19	.97	1,085,738	37	1.01
General office expenses and supplies	195,204	97	.26	237,571	05	.22
Insurance	509,547	71	.53	615,638	68	.58
Law expenses	396,383	18	.41	445,076	69	.41
Stationery and printing	163,863	19	.17	161,271	64	.15
Other expenses	265,972	77	.28	386,499	27	.36

A word of explanation is necessary with regard to the foregoing table. In 1907 the returns were not quite complete, and the percentages were calculated on the basis of the total actually reported. For 1908 the returns were practically complete, and the percentages may be accepted as accurate. The figures are based upon a uniform

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classification of accounts, and are therefore exceedingly valuable. The details with respect to each railway will be found in Table No. 9.

The operating expenses averaged \$4,672.30 per mile of line, showing an increase of \$51.40 per mile over 1907.

The operating expenses per train mile for all trains—which is another way of reckoning the average cost of running a train one mile—was \$1.364, a decrease as compared with 1907 of .017 cent.

Covering a period of ten years, the cost of running a train one mile—using the mileage of all trains and total operating expenses as the essential factors in the calculation—is shown to have been as follows:—

1899.. . . . .	\$0.779
1900.. . . . .	0.864
1901.. . . . .	0.944
1902.. . . . .	1.028
1903.. . . . .	1.117
1904.. . . . .	1.216
1905.. . . . .	1.213
1906.. . . . .	1.198
1907.. . . . .	1.381
1908.. . . . .	1.364

It will be observed that the cost has been on a steadily ascending scale.

On the other hand, assuming that the revenue of a railway is more or less the result of the running of trains—since in one way or another all railway operations come down to that—a comparison of the gross earnings per train mile for ten years gives the following instructive showing:—

1899.. . . . .	\$1.192
1900.. . . . .	1.282
1901.. . . . .	1.366
1902.. . . . .	1.501
1903.. . . . .	1.591
1904.. . . . .	1.634
1905.. . . . .	1.614
1906.. . . . .	1.723
1907.. . . . .	1.953
1908.. . . . .	1.869

The percentage of operating expenses to gross earnings was 73.04, showing an increase of 2.34 over 1907.

The net earnings for 1908 were \$39,614,171.10, as against \$42,989,537.41 for the preceding year. The decrease amounted to \$3,375,366.31.

Net earnings were equal to \$1,724.90 per mile of line, as compared with \$1,914.73 for 1907, a decrease of \$189.83. On a capitalization of \$1,239,295,013, representing the stock and bond issue of railways in Canada, the net earnings would yield a dividend of 3.19 per cent.

There were, however, 29 reporting railways out of 87 which showed an actual deficit on the year's operations. Table No. 6 will show the details in this regard.

The following items in tabular form afford further information:—

—	1907.	1908.
Gross earnings per mile of line. . . . .	\$ 6,535 64	\$ 6,389 37
Net " " . . . . .	1,914 73	1,724 90
Earnings per passenger . . . . .	1,219 00	1,175 00
" ton . . . . .	1,472 00	1,486 00
" passenger train mile . . . . .	1,263 00	1,228 00
" freight " . . . . .	2,069 00	2,008 00
" train mile—all trains. . . . .	1,875 00	1,791 00

In making the above calculations care was taken to eliminate all items of earnings which were not connected with the running of trains. For example, the average earnings per passenger were ascertained by dividing the number of passengers into the receipts from ticket sales; while the earnings per passenger train mile included the receipts from passenger fares, express, mails, excess baggage, and so on. The same rule was followed with respect to freight traffic. Mixed train mileage was necessarily included with passenger train mileage, and also with freight train mileage, in reckoning the earnings per train mile of these classes, respectively.

For the purposes of comparison, it is thought well to re-publish the table which has appeared for the past two years in railway statistics, showing the four chief sources of revenue and the percentage relationship which each bears to the whole. The figures for 1907 and 1908 are not included, for the reason that altered classifications were applied to those two years. They will be found, however, on a preceding page and also in Tables No. 6 and 7. Following is the table relating to earnings from 1875 to 1906:—

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Year.	Passengers.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	\$	\$		\$		\$		\$
1875.	6,410,934	12,073,570	32.92	693,250	62.00	292,784	1.52	19,470,539
1876.	6,254,866	12,211,158	32.25	703,994	63.08	188,064	0.96	19,358,084
1877.	6,458,493	11,321,264	31.46	744,741	60.40	217,554	1.16	18,742,053
1878.	6,386,325	13,124,191	31.12	735,797	63.98	208,763	1.01	20,520,078
1879.	6,459,338	12,509,693	32.41	789,926	63.92	166,448	0.83	19,925,066
1880.	7,076,339	15,066,935	35.81	851,288	65.81	102,075	0.43	23,561,447
1881.	8,223,254	18,046,482	29.34	946,159	66.69	145,332	0.51	27,987,508
1882.	10,018,477	17,729,945	34.51	1,037,460	61.97	235,857	0.81	29,027,789
1883.	10,538,119	21,320,208	31.69	1,108,208	64.13	261,423	0.78	33,344,586
1884.	11,204,036	20,763,243	33.70	1,155,044	62.12	299,880	0.89	33,321,705
1885.	10,559,796	19,962,058	32.76	1,283,307	61.94	422,306	1.31	32,227,469
1886.	10,261,691	21,183,967	30.73	1,432,360	63.44	511,362	1.53	33,889,381
1887.	11,867,597	24,581,047	30.55	1,575,157	63.28	771,992	1.98	38,841,609
1888.	12,744,636	26,410,084	30.22	1,627,731	62.61	1,876,639	3.26	42,159,152
1889.	13,242,708	26,671,049	31.41	1,681,162	63.27	554,694	1.29	42,149,615
1890.	13,731,768	29,921,788	29.31	1,757,977	63.87	1,423,592	3.25	46,843,826
1891.	14,286,408	30,548,645	29.61	1,904,961	63.38	1,452,083	3.01	48,192,099
1892.	14,788,465	33,280,121	28.61	1,995,059	63.85	1,672,121	3.23	51,085,768
1893.	15,087,299	32,085,028	29.12	2,151,769	63.28	1,868,298	3.59	52,042,896
1894.	15,452,420	32,982,482	31.18	2,184,942	60.50	1,934,682	3.94	49,562,528
1895.	13,311,440	29,545,490	28.42	2,198,460	63.15	1,730,096	3.68	46,785,486
1896.	13,747,773	32,368,082	27.19	2,306,082	64.03	2,033,069	4.02	50,545,569
1897.	13,929,346	33,522,102	26.48	2,624,573	62.88	2,278,106	4.35	52,353,276
1898.	15,622,311	38,508,175	26.16	2,732,004	61.48	2,852,613	4.77	59,715,105
1899.	15,929,883	40,101,086	25.59	2,842,681	61.42	3,370,632	5.41	62,743,784
1900.	18,581,452	45,643,699	26.26	3,012,486	64.52	3,502,632	4.96	70,740,270
1901.	19,396,302	46,665,103	26.60	3,105,457	64.01	3,731,885	5.12	73,898,749
1902.	22,600,090	53,986,672	27.01	3,273,302	64.52	3,806,437	4.54	83,666,503
1903.	24,862,100	63,089,448	25.88	3,396,145	65.67	4,716,823	4.91	96,064,526
1904.	26,901,831	64,673,919	26.84	4,031,622	64.53	4,612,022	4.61	100,219,436
1905.	28,359,649	63,203,329	27.20	3,961,769	64.13	5,342,459	5.01	106,467,198
1906.	33,332,188	81,433,115	26.64	4,510,649	64.97	5,986,912	4.77	125,322,865

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The following table shows the earnings and operating expenses of railways since 1875, together with the percentage relationship which one bears to the other:—

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.....	33,589,381	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
1908.....	146,918,314	107,304,143	73·0

It was thought desirable to ascertain the specific cost of snow clearing for at least one year, since that is an expense which railways in Canada find exceedingly burdensome. It is far from being a constant item, and in years marked by heavy snowfalls the indirect cost arising out of the stoppage of traffic probably equals the direct. The winter of 1907-8 was comparatively free from severe storms, and yet the direct expense of handling snow amounted to \$993,694.55.

### EQUIPMENT.

The returns with respect to equipment reveal a substantial increase in motive power and cars during the year. Following are the facts:—

	1907.	1908.	Increase,
Locomotives.....	3,504	3,872	368
Freight cars.....	107,407	115,709	8,302
Passenger cars.....	3,642	4,026	384

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The 3,872 locomotives were assigned to the following services :—

	1907.	1908.	Increase.
Passenger .....	964	1,122	158
Freight.....	2,206	2,392	186
Switching .....	334	358	24

This motive power was equivalent to 169 locomotives for every 1,000 miles of line as compared with 156 for the preceding year. In the passenger service there was one locomotive for every 30,343 passengers carried, as against 33,337 in 1907. In the freight service there was one locomotive to every 26,368 tons of freight hauled, as compared with 28,951 for the year previous. These figures show an encouraging increase in available motive power for passenger and freight service. The returns also make it clear that the tractive power of locomotives added during the year was considerably above the average which had previously obtained.

The number of passenger miles per passenger locomotive was 1,855,580, and the number of ton miles per freight locomotive, 5,418,692. As compared with 1907 these items show an increase of 270,509 in passenger miles, and 120,545 in ton miles per locomotive.

The number of passenger cars in service during the year 1908 was 4,026, an increase of 384 over 1907. The comparative statement in this regard is as follows:—

	1907.	1908.	Increase.
First class .....	1,300	1,493	193
Second class .....	472	487	15
Combination.....	405	422	17
Emigrant.....	272	303	31
Dining.....	105	114	9
Parlor.....	63	63	
Sleeping.....	212	236	24
Baggage, Express and Postal .....	782	873	91
Other.....	31	35	4
Total.....	3,642	4,026	384

The cars available for freight service showed a betterment of 8,302. Comparing 1908 with 1907, the following result is given:—

	1907.	1908.	Increase.
Box.....	68,149	72,863	4,714
Flat.....	20,477	21,759	1,282
Stock.....	4,817	5,047	230
Coal.....	10,358	11,616	1,258
Tank.....	132	197	65
Refrigerator.....	1,917	2,423	506
Other.....	1,557	1,804	247
Total.....	107,407	115,709	8,302

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In addition to the foregoing there were 7,180 cars in the service of railway companies, consisting of pay, gravel, derrick, caboose and other cars. Combining all classes of cars—passenger, freight and companies'—the grand aggregate was 126,915. The total number of 115,709 cars in freight service would represent an average of 5,039 per 1,000 miles of line. Last year companies' cars were erroneously included with the available equipment. Excluding them, the supply of freight cars for 1907 was equal to an average of \$4,783 per 1,000 miles of line; so that there was an increase in 1908 of 256 cars per 1,000 miles of road.

Having regard to the fact that the volume of freight business in 1908 was 794,968 tons below that of 1907, the increase in equipment above indicated may be viewed with satisfaction. The car situation in 1908 was reflected in the monthly bulletins of the American Railway Association, which had reference to Canadian lines controlling over 100,000 freight cars. On November 27, 1907, a shortage of 4,702 cars had been reported. From that date onward there was a steady accumulation of cars on sidings, until on April 29 last an actual surplus of 17,466 cars of all classes was returned. On June 24 the excess stood at 11,998 cars.

By a simple calculation it will be seen that the freight traffic of 1908 was equal to a service of 545 tons per car. This was 49 tons below the average for 1907.

It is most important, however, to take account of the capacity of cars as well as their number. The returns in 1907 were incomplete. Nevertheless, 105,540 cars gave a total carrying capacity of 2,908,903 tons, representing an average of 27.56 tons per car. For 1908 the capacity of 115,867 cars was reported at 3,277,394 tons. These figures give an average of 28.28 tons per car; or a betterment of .72 for the year.

Comparing the returns of 1907 and 1908 with respect to capacity, the following result is given:—

	1907.		1908.	
	Number.	Capacity in tons.	Number.	Capacity in tons.
Box .....	66,934	1,848,980	72,862	2,048,227
Flat .....	20,118	535,167	21,781	592,496
Stock .....	4,731	122,550	5,047	133,578
Coal .....	10,060	291,638	11,616	362,233
Tank .....	132	2,632	197	4,000
Refrigerator .....	1,745	48,745	2,423	69,000
Other .....	1,820	59,200	1,941	67,410
Total .....	105,540	2,908,903	115,867	3,277,394

In measuring the available car supply, it must always be remembered that the normal number of cars undergoing repairs is about 5.02 per cent. This, on a total of 115,709 freight cars, would mean that at least 5,808 cars may be assumed to be in the shops at all times. The percentage of shop cars reached 9.5 per cent at one time in 1908.

Tables 13 and 14 will afford considerable information in detail with regard to the car supply of the various reporting lines.

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## TRAIN, CAR AND LOCOMOTIVE MILEAGE.

The total train mileage for 1908 was 78,637,526, an increase of 3,521,761 over 1907. Comparing the two years, the result is as follows:—

	1907.	1908.	Increase.
Passenger trains.....	30,220,461	31,950,349	1,729,888
Freight ".....	39,923,890	40,476,370	552,480
Mixed ".....	5,971,414	6,210,807	239,393
Total.....	75,115,765	78,637,526	3,521,761

Detailed information with regard to the above summary will be found in Table 11.

Following is a summary 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	24,991,600
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	34,205,003
1882.....	15,074,891	15,638,013	2,375,393	27,846,411	33,374,847
1883.....	9,651,427	16,123,357	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	33,633,748	43,276,468
1888.....	11,859,684	20,651,834	4,763,318	37,391,206	46,489,229
1889.....	12,900,483	20,739,391	5,179,506	38,819,380	47,708,138
1890.....	14,362,870	22,428,249	5,058,210	41,849,329	49,512,630
1891.....	14,987,647	23,592,370	4,819,161	43,399,178	50,950,343
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	51,339,855
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.....	19,305,633	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	94,150,788
1907.....	30,220,461	39,923,890	5,971,414	75,115,765	100,154,966
1908.....	31,950,349	40,476,370	6,210,807	78,637,526	100,622,241

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The following table shows the earnings per freight train mile and per ton since 1875:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Train Mile.	Average Earnings per Ton Carried.
	\$	Mileage.	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	33,233,922	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
1908.....	93,746,655	46,687,177	63,071,167	2·008	1·486

The mileage of loaded freight cars in 1908 was 748,924,820 miles. This mileage was divided as follows:—North or East, 400, 494, 410; South or West, 348, 430, 410.

The mileage of empty freight cars was 284,944,529 miles, of which 157,823,627 were North or East, and 127,120,902 South or West.

The combined mileage of loaded and empty freight cars reached the total of 1,033,869,349 miles. Statistics with respect to car mileage were not available until 1908; so that comparisons with previous years cannot be made.

It will be observed, however, that the heavier movement of loaded cars was easterly. Singularly, too, the mileage of empty cars was reported as being larger in that direction. This, to say the least, is obviously inconsistent, and points to an indifferent treatment of the car mileage schedule by the railways as a whole.

The locomotive mileage for 1908 amounted to 100,622,241 miles, as compared with 100,154,966 in 1907. That the engine mileage was largely in excess of the total train mileage shows the extent to which—as also in the hauling of empty cars—railways are required to use motive power for purposes which do not yield a direct revenue.

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## FUEL CONSUMED BY LOCOMOTIVES.

The cost of fuel for locomotives ranks next to salaries and wages in the operating expenses of railways. It reached the total of \$17,718,468.24 in 1908.

In volume the aggregate consumption of fuel in 1908 amounted to 5,970,791 tons, as compared with 5,608,954 tons in 1907. Following are the details:—

Class of Locomotive.	COAL.		WOOD.		Total Tons of Fuel.	Miles run.	Fuel consumed per 100 Miles.
	Anthracite.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.			
Freight.....		3,306,499	176	23,391	3,318,283	42,291,082	7.84
Passenger.....	1,404	1,440,057	216	10,699	1,446,919	30,504,171	4.74
Mixed.....	2,684	346,463	282	3,267	350,921	7,410,971	4.73
Switching.....	334	595,318	2	4,879	598,092	14,941,179	4.00
Construction.....	415	255,185	1	1,831	256,576	5,474,838	4.69
Total.....	4,837	5,943,522	677	44,067	5,970,791	100,622,241	

Two cords of wood calculated as one ton of fuel.

The average cost of fuel in 1908 was \$3.19 per ton. The consumption per 100 miles is shown to have been slightly larger for all classes of locomotives than in 1907, the comparison being as follows:—

Locomotives.	1907.			1908.		
	Total Tons of Fuel.	Miles run.	Fuel consumed per 100 Miles.	Total Tons of Fuel.	Miles run.	Fuel consumed per 100 Miles.
	Tons.	Miles.	Tons.	Tons.	Miles.	Tons.
Freight.....	3,194,510	43,824,909	7.29	3,318,283	42,291,082	7.84
Passenger.....	1,331,178	29,110,258	4.57	1,446,919	30,504,171	4.74
Mixed.....	303,549	7,492,278	4.05	350,921	7,410,971	4.73
Switching.....	557,576	14,816,272	3.76	598,092	14,941,179	4.00
Construction ..	223,141	4,911,249	4.54	256,576	5,474,838	4.69
Total.....	5,608,954	100,154,966	.....	5,970,791	100,622,241	

## ACCIDENTS.

The returns of accidents for 1908 show that 449 persons were killed and 2,347 injured. As compared with 1907 the fatalities were 149 less, while the number of persons injured was greater by 195. Divided into classes, the result is as follows:—

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	Killed.		Injured.	
	1907.	1908.	1907.	1908.
	No.	No.	No.	No.
Passengers.....	70	28	352	345
Employees.....	249	224	1,126	1,793
Trespassers.....	195	156	125	120
Non-trespassers.....	70	22	88	59
Postal clerks, expressmen, &c.....	3	16	7	3
Other persons.....	11	3	454	27
Total.....	598	449	2,152	2,347

These figures indicate that during 1908 one passenger in every 1,215,893 was killed, and one in every 98,681 was injured. In the preceding year there was one in every 459,104 killed, and one in every 91,299 injured.

In 1907 one passenger was killed for every 431,721 miles run by passenger trains, and one was injured for every 85,853 miles run. In 1908 one passenger was killed for every 1,141,084 miles run, and one injured for every 92,609 miles run; so that an encouraging betterment took place in this regard during the past year.

Comparing 1907 and 1908 the causes of accidents to passengers are summarized as follows:—

	Killed.		Injured.	
	1907.	1908.	1907.	1908.
Collisions.....	26	2	93	88
Deraillments.....	21	8	127	131
Parting of trains.....	.....	.....	3	1
Falling from trains, &c.....	2	6	36	20
Jumping on or off.....	10	6	38	50
Struck at highways.....	4	.....	7	.....
"    stations.....	4	3	3	5
"    other points.....	.....	2	1	1
Other causes.....	3	1	44	49

There were 224 employees killed in 1908, and 1,793 injured—a decrease of 25 in those killed and an increase of 195 in those injured, as against 1907. Among those included in the above figures were 16 postal clerks, expressmen and Pullman car employees killed and 3 injured, who, while not employed by the railways, were employed on the railways.

These facts point, among other things, to the exceedingly hazardous nature of employment in connection with railway operations. In 1908 there were 100,739 persons employed on the railways of Canada, apart from those in the offices; so that one in every 449 was killed, and one in every 56 injured. The toll was, of course, much heavier in the case of trainmen—those who were directly concerned with the running of trains, such as enginemen, firemen, conductors and brakemen. Of these there were 18,300 in the railway service in 1908, and one in every 168 was killed, and one in every 23 injured.

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By classes of employees the accidents during 1907 and 1908 were divided as follow:—

	Killed.		Injured.	
	1907.	1908.	1907.	1908.
Trainmen.....	149	109	781	780
Trackmen.....	53	36	104	307
Switch tenders, watchmen, &c.....	7	11	47	40
Station men.....	3	4	3	66
Shopmen.....	9	11	16	284
Telegraph employees.....	.....	2	3	4
Other employees.....	28	51	167	312
Total.....	249	224	1,126	1,793

Of the total number of fatal accidents to employees, 22 were from causes other than those resulting from the movement of trains, locomotives and cars, and affected 4 trackmen, 1 station man, 6 shopmen and 11 other employees. There were 682 injured in the same way, of whom 196 were trackmen, 45 station men, 251 shopmen, and 190 other employees.

With respect to the causes of accidents to employees resulting from the movement of trains, locomotives or cars, and comparing 1908 with the preceding year, the facts are as follows:—

	Killed.		Injured.	
	1907.	1908.	1907.	1908.
Coupling or uncoupling.....	34	20	141	183
Collisions.....	46	25	135	80
Derailments.....	12	15	56	60
Parting of trains.....	2	1	16	11
Locomotives or cars breaking down.....	1	1	6	16
Falling from trains, &c.....	32	32	186	185
Jumping on or off.....	7	8	66	108
Struck by trains, &c.....	85	81	130	116
Overhead obstructions.....	2	3	13	14
Other causes.....	28	16	377	340

Measuring the hazard of those who are in the employ of railways by train mileage, it may be said that in 1908 one employee was killed for every 351,060 miles run by trains of all classes, and one injured for every 43,858 miles. Applying this test to trainmen, of whom 109 were killed and 780 injured during the year, the result is one killed for every 721,455 miles run, and one injured for every 100,817.

The running of railway trains, however, brings death and injuries to other than railway employees and passengers. In 1908 there were 156 trespassers killed and 120 injured. Of non-trespassers 22 were killed and 59 injured. Of the trespassers who were killed 107 came to their death at various points along the track, while 16 lost their lives in attempting to get on or off trains or cars. These were for the most part tramps and wayfarers, who passed down into nameless graves. It is most significant

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that 10 trespassers were killed and 7 injured at public crossings. Last year 21 lost their lives in the same way and 67 were injured. They are the imprudent people who attempt to cross tracks, or pass under or over cars, when the guard gates are down.

Of the 22 non-trespassers who were killed and 59 injured during the past year, 15 lost their lives and 40 were injured at highway crossings. These figures show a decrease of 6 in the killed and 27 in the injured as compared with 1907.

At this point there is a conflict of testimony. A special schedule was submitted to the railways in 1908, with the end in view of specifically ascertaining what proportion of the accidents happened at rural and at urban crossings. An urban crossing was defined to be in cities and towns, while those in villages were included with the rural. The answers to this special schedule do not agree with those given in the ordinary schedule. They give the following result:—

	Urban Crossings.	Rural Crossings.	Total.
Killed.....	30	21	51
Injured.....	35	33	68

It would appear that the danger bears a more or less fixed relationship to the use made of crossings, since the accidents in 1908 at urban intersections were in excess of those which happened at rural points. This form of inquiry will be continued, in order that the facts for a series of years may be got together.

Another special schedule was issued during the year in relation to level crossings, the direct purpose of which was to learn definitely the number of such crossings in the Dominion and their character. The facts are as follow:—

Level crossings—guarded.....	3,115
“ “ —unguarded.....	11,884
Total.....	14,999

Applying the test of averages to these figures, and bearing in mind that during the year 10 persons were killed and 7 injured at protected crossings, it would appear that one person was killed for every 311.5 and one injured for every 445 protected crossings; while one person was killed for every 289.8 and one injured for every 194.8 unprotected crossings. In 1907 there were 21 persons killed at protected crossings.

The whole question of safety in railway travel is attracting more and more attention as the facts in relation to accidents accumulate. Last year the question of broken rails was dealt with in this report at some length, and, since the situation in that regard was not materially altered during 1908, it is not considered necessary to go over the ground again. Another phase of the problem has been treated, namely, the general installation of improved signal methods as a preventive measure. Mr. John Murphy, Electrical Engineer of the Department of Railways and Canals and also of the Railway Commission, was asked to make certain definite investigations and to report the result thereof. He has done so, and his statement of facts will be found as Appendix B to this report. It is given without comment at this stage of the inquiry.

As to whether or not absolute immunity from accidents can be secured, must

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always be a matter of speculation. If every individual identified with the running of trains did his duty—if there were neither carelessness nor blundering—and if the roadbed, rails and equipment were perfect, it would seem that casualties could not occur. The deplorable loss of life and limb which goes on every year appears inseparable from the business of railroading. Since, however, the failure of the human factor is in some way responsible for practically all accidents, it becomes a question of the first importance to determine, if possible, to what extent automatic devices may be made to place a check on the forgetfulness or mistakes of individuals upon whose actions safety depends. That casualties may, under favourable conditions, be prevented is clearly demonstrated by the experience of the Government railway system in New South Wales. From the report of the Chief Commissioner for the year ended June 30, 1908, the following is taken:—

‘Additional safety appliances and improvements have been made at various places, and every reasonable precaution has been taken to insure safe working, but much requires to be done in the interlocking of points and signals at many of the larger stations, and provision is being made to proceed with these improvements within the current financial year. In this connection, it may be stated that during the past seven years, 258,620,836 passengers have been carried, and only one member of the travelling public was fatally injured owing to accidents to passenger trains.’

When a statement like that is contrasted with the fact that during the same period of seven years 246 passengers were killed by the railways of Canada, out of 185,890,297 carried, the inference is unavoidable that there may have been some connection between the facts set forth in the first sentence of the quotation and those in the second. In other words, that safety appliances in New South Wales were effective, while the absence of them in Canada in a measure led to melancholy results.

The following table will afford further information with regard to accidents:—

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	3,071,45	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
1908.....	28	345	224	1,793	197	209	449	2,347	1,215,893	98,681

Details by railways will be found in Table No. 16.

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## RAILWAY EMPLOYEES.

On June 30, 1908, there were 106,402 persons employed by the railways of Canada, as compared with 124,012 in 1907. Of these 708 were not classified. These figures show a reduction of 17,600 in the staff during the year, which is all the more surprising when set over against the fact that the wages bill was larger by \$1,657,114 than for 1907. The returns do not in themselves explain the causes which operated to bring about this reduction of 14.2 per cent in the number of employees; but several facts disclosed by the statistics for the past year throw a strong light on the situation.

On June 30, 1907, the railway business in Canada was active beyond precedent. The volume of traffic was growing rapidly. In the autumn, however, there came evidences of slackness. When the movement of grain had been minimized by winter conditions, cars began to accumulate in the yards and sidings; so that by April, 1908, there was an unparalleled surplus. The facts in this regard are dealt with under the head of 'Equipment.'

Meanwhile, a steady advance in wages had taken place, as the details of operating expenses show. Then commenced a cutting down of the working staff. It is a fair deduction from the data at hand, however, that this did not take place until near the close of the railway year. The total number of hours worked, and the aggregate of wages paid, strongly support this view. In fact, no other conclusion can be deduced from the facts at hand.

The number of employees by classes, in 1907 and 1908, was as follows:—

	1907.	1908.	Increase or Decrease.
General Officers.....	336	318	- 18
Other ".....	461	526	+ 65
General clerks.....	4,214	4,795	+ 581
Station agents.....	2,586	2,522	- 14
Other station men.....	11,829	8,908	- 2,921
Enginemen.....	4,351	3,868	- 483
Firemen.....	4,760	4,206	- 554
Conductors.....	2,911	2,719	- 192
Other trainmen.....	8,261	7,507	- 754
Machinists.....	2,486	2,759	+ 273
Carpenters.....	3,215	3,190	- 25
Other shopmen.....	12,579	11,873	- 706
Section foremen.....	3,903	4,017	+ 114
Other trackmen.....	30,614	20,068	- 10,546
Switch tenders, &c.....	2,364	1,849	- 515
Telegraph operators.....	2,987	2,686	- 301
Employees, floating equipment.....	5,426	7,273	+ 1,847
All other employees.....	20,779	17,318	- 3,461
Total.....	124,012	106,404	- 17,608

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The distribution of the total wages bill for the year, compared at the same time with the figures for 1907, gives the following result:—

	1907.		1908.	
	No.	Amount.	No.	Amount.
		\$		\$
General administration.....	5,126	3,760,138	5,665	4,173,835
Maintenance of way and structures.....	48,516	15,398,885	34,271	14,715,572
"    equipment.....	21,495	12,161,917	21,617	13,008,104
Conducting transportation.....	48,875	27,598,553	44,143	28,479,096
Undistributed.....			708	
Total.....	124,012	58,719,493	106,404	60,376,607

## TAXATION OF RAILWAYS.

The railways of Canada paid \$1,309,399.70 in taxes during the year 1908. This sum was divided as follows:—

Ad valorem tax.....	\$ 387,465 48
Specific tax.....	921,934 22
Total.....	\$1,309,399 70

The ad valorem tax was levied by municipalities, and the specific by the provinces. Special inquiries were made during the year to ascertain the basis of taxation adopted by the various provinces, and the facts are as follow:—

*Ontario.*—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented to on April 14 last, provides:

'Every company owning, operating or using a railway shall pay a tax of \$60 per mile for one track, and, where the line consists of two or more tracks, of \$20 per mile for each additional track, owned, operated or used in any organized county; and of \$40 per mile for one track, and, where the line consists of two or more tracks, of \$10 per mile for each additional track, in territory without county organization; provided that a company owning, operating or using a railway which, either by itself or in conjunction with any other railway leased by it or to which it is leased or with which it is amalgamated or together with which it forms one system does not exceed 150 miles in length from terminus to terminus, shall in lieu of the said tax pay a tax of \$15 per mile for one track and, where the line consists of two or more tracks, of \$5 per mile for each additional track, and where the railway or system does not exceed 30 miles in length from terminus to terminus a tax of \$10 per mile for one track and \$5 per mile for each additional track.

'Every company owning, operating or using a street railway or part thereof in a city for carrying passengers shall pay for each mile of track within the city a tax of: (a) \$20 when such mileage does not exceed 20 miles; (b) \$35 when such mileage exceeds 20 miles but does not exceed 30 miles; (c) \$45 when such mileage exceeds 30 miles but does not exceed 50 miles, and (d) \$60 when such mileage exceeds 50 miles. The mileage shall be computed on the single track, each mile of double track being

counted as two miles of single track; but in calculating the mileage switches or sidings, tracks into car stables or car sheds, Y's and curves laid at street corners and portions of track not in general use for passenger traffic shall not be counted.'

The municipalities also impose taxes on railways in Ontario.

*Quebec.*—Section 8 of 'The Act to Impose Taxes on Commercial Corporations, &c.' reads:

'Every railway company owning, operating or using in whole or in part in this province, a steam or electric railway, shall pay upon each main line thirty dollars per mile for one track, and, where the line consists of two or more tracks, fifteen dollars per mile for each additional track owned, operated or used as aforesaid; upon each branch line twenty dollars per mile for one track, and where the line consists of two or more tracks, ten dollars per mile for each additional track.'

A municipal tax also exists in the province of Quebec.

*Nova Scotia and New Brunswick.*—In neither of these provinces are railways subject to any form of taxation.

*Manitoba.*—Section 5 of the Act relating to Railway Taxation enacts:

'In order to supplement the Revenue of the Crown in the province of Manitoba every railroad company at present owning or operating, or which may hereafter own or operate, any line or lines of railroad within the said province shall annually pay to the Crown in the province a part or portion of the gross earnings of such railway companies in the province of Manitoba as follows:—In and for the year 1900, 1901 and 1902, two per cent of the gross earnings of such companies. In each and every year after the year 1902 such sums as may be determined by the Lieutenant-Governor-in-Council, not exceeding, however, three per cent of the gross earnings of the companies.'

*Saskatchewan.*—Section 3 of the 'Act respecting the Taxation of the Earnings of Railway Companies' provides as follows:—

'Every railway company at present owning or operating or which may hereafter own or operate any line or lines of railway situated or partly situated within Saskatchewan shall during the year one thousand nine hundred and eight and annually thereafter pay to the Crown in this province such part or portion of its gross earnings derived from the said line or lines of railway or such portions thereof as are within Saskatchewan as may be determined by the Lieutenant-Governor in Council not to exceed the following:—(a) In respect of that part of the railway or branch of railway in operation for seven years or more three per cent of the gross earnings derived from the operation of the same; (b) In respect of that part of the railway or branch of railway in operation for five years or more and less than seven years one and one-half per cent of such gross earnings; Provided that no tax shall be payable hereunder on the gross earnings of any railway or branch thereof until such railway or branch has been in operation for five years.'

*Alberta.*—Although the specific terms of legislation on the subject are not available, it is apparent that a specific tax of about \$120 per mile is imposed. For the past year a mileage of 571.45 paid to the province \$68,490.51 in taxes. For the purposes of this measure the valuation of railways within the province of Alberta was fixed at \$11,985.34 per mile.

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## ELECTRIC RAILWAYS.

The mileage of electric railways in the Dominion was increased during the year 1908 from 814.52 to 992.03—a gain of 177.51 miles. Four reporting lines were added since 1907, bringing the number up to 53.

On June 30, 1908, the total paid-up capital was shown to be \$87,903,231, as against \$75,195,475 in 1907—an increase of \$12,707,756. A comparison with 1907 of the items making up the aggregate of capital gives the following result:—

	1907.	1908.
	\$	\$
Ordinary shares.....	39,251,746	45,425,558
Preference ".....	4,240,000	4,869,708
Bonds.....	28,459,537	33,852,651
Other sources.....	2,707,439	3,234,968
Subsidies.....	636,744	493,346
Total.....	75,195,475	87,903,231

Of the aid alluded to above \$118,400 came from the Dominion, \$306,945.50 from the provinces and \$151,000 from municipalities. The difference in the item of subsidies, as between 1907 and 1908, is accounted for by the unpaid sums excluded from the latter year.

The floating debt on June 30, 1908, amounted to \$5,363,319.70, as against \$7,567,024.90 in 1907.

	1907.	1908.
	\$	\$
Passenger.....	12,013,421	13,233,724
Freight.....	344,367	346,021
Mails and express.....	41,951	54,883
Other sources.....	233,190	372,421
Total.....	12,630,430	14,007,049

The operating expenses amounted to \$8,695,879.91—an increase of \$958,623.14 over 1907. The items making up this total, compared with the preceding year, were as follow:—

	1907.	1908.
	\$	\$
Way and buildings.....	765,685	912,929
Motive power.....	1,412,359	1,803,723
Maintenance of cars.....	1,060,783	1,118,925
General.....	4,458,424	4,860,303
Total.....	7,737,251	8,695,880

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The proportion of operating expenses to gross earnings was 62.08, an increase of .83 over the result for the preceding year.

The net earnings of \$5,311,169.57 showed a betterment of \$412,515.99, as compared with 1907. This result was equal to 6.04 per cent on the total capital.

The public service of electric railways in 1908 was shown in 299,099,309 passengers and 732,475 tons of freight carried. As compared with 1907 these figures show an increase of 26,099,905 passengers and 252,744 tons of freight. The car mileage totalled 56,964,881 miles, of which 56,412,035 were made by passenger cars and 552,846 by freight cars. There were also 303,391 miles made by locomotives.

The equipment of lines was bettered during the year by the addition of 237 cars, of which 178 were of Canadian and 59 of foreign manufacture.

A comparison of the number of employees in 1907 and 1908 shows the following result:—

	1907.	1908.
Staff officers .....	190	172
Clerks.....	483	570
Conductors.....	2,394	2,592
Motormen .....	2,252	2,459
Other employees .....	3,712	4,161
Total employees.....	9,031	9,954
Total pay list.....	\$5,291,585	\$5,757,578

It will be seen that the number of employees was increased by 923, and the total pay-list by \$465,993. The aggregate of salaries and wages was equal to 66.21 of the operating expenses.

The returns of accidents for the year show 67 persons killed and 1,883 injured—a decrease of 4 in the number killed and an increase of 147 in the number injured as compared with 1907. Of the killed, 18 were passengers, 6 employees and 43 classified as ‘others.’ Of the injured, there were 1,156 passengers, 188 employees and 539 others. Comparing 1907 and 1908, the result is as follows:—

	1907.		1908.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	27	988	18	1,156
Employees.....	7	216	6	188
Others.....	37	532	42	539

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The causes assigned for the accidents during 1908 were:—

	Killed.	Injured.
Fell from cars.....	5	65
Jumping on or off cars.....	6	911
Working near track.....	0	1
Arms or heads out of windows.....	1	10
Coupling cars.....	0	5
Collisions or derailments.....	3	164
Struck at highway crossings.....	30	114
On track .....	15	136
Striking bridges.....	0	3
Other causes.....	7	474
Total.....	67	1,883

The following is a digest of facts relating to electric railways in the Dominion during the years since 1901:—

	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
Total mileage.....	*674.58	557.59	759.36	766.50	793.12	813.74	814.52	992.03
Paid up Capital.....	\$39,076,018	41,593,063	47,096,453	50,399,188	61,033,321	63,857,967	73,567,795	87,903,231
Gross earnings.....	\$6,708,283	6,486,438	7,223,677	8,453,699	9,357,125	10,966,871	12,630,430	14,007,049
Net earnings.....	\$2,333,120	2,653,583	2,723,810	3,127,092	3,438,931	4,291,834	4,971,624	5,311,170
Earnings—passenger traffic	\$5,529,087	6,195,915	6,838,300	8,052,373	8,932,913	10,438,000	12,013,421	13,233,724
freight.....	\$95,082	127,917	174,188	182,143	216,022	288,105	344,367	346,021
mails and express.....	\$33,135	43,952	29,276	30,738	31,753	35,041	41,951	54,883
other sources.....	\$110,377	13,952	20,503	158,353	176,435	205,724	233,190	372,421
Total operating expenses.....	\$3,435,162	3,802,555	4,472,858	5,326,516	5,918,194	6,675,037	7,737,251	8,695,880
Maintenance of way and buildings.....	\$310,892	445,837	482,226	608,146	629,656	608,767	7,765,684	9,129,929
Cost of motive power.....	\$62,101	54,987	777,201	1,377,199	1,240,001	1,242,075	1,412,358	1,803,723
Maintenance of cars.....	\$2,299,408	2,462,338	3,007,692	3,659,213	3,301,462	3,929,733	4,040,783	4,860,303
General and operating charges.....	\$1,750,754	\$3,835,841	38,028,599	42,068,124	45,959,120	50,618,836	4,498,424	4,860,303
Total car mileage.....	120,934,636	137,631,492	155,062,812	181,689,998	203,467,317	237,655,074	273,999,404	299,999,309
Passengers carried.....	287,926	266,182	371,286	400,161	510,350	506,024	479,731	732,475
Tons of freight carried.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Improperly included, double track and sidings.

ACCIDENTS.

Année.	KILLED.			INJURED.			PASSENGERS.				
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed one in every	Injured one in every
1901.....	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902.....	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903.....	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904.....	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905.....	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906.....	11	2	34	47	1,085	127	411	1,653	237,655,074	21,605,006	219,037
1907.....	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908.....	18	6	43	67	1,156	188	539	1,883	299,999,309	16,616,628	258,736

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For the year 1909 new statistical schedules and classifications have been adopted, which will secure two desirable results: First, a uniform method of accounting, and second, uniformity of electric railway statistics as between Canada and the United States.

I have the honour to be, Sir,

Your obedient servant,

J. L. PAYNE,

*Comptroller of Railway Statistics.*

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TABLE I.—Showing Location of Steam Railways of the Dominion of Canada, June 30, 1908.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Irrigation Co.....	From Lethbridge, in District of Alberta, N.W.T., to Coutts, on International boundary, 4 ft. 8½ in. gauge. Also third rail for 20 miles, making a gauge of 5 ft. Stirling to Cardston.....	64·61 47·21	111·82
Albert Southern.....	Harvey Branch Junction to Alma, N.B..... Harvey Branch, Albert, to Harvey Bank, N.B.....	16·00 3·00	19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to Chippewa—Main line..... Branch—Michipicoten to Helen Mines..... Josephine Junction to Josephine Mine.....	69·35 10·29 10·00	89·64 20·00
Atlantic, Quebec and Western... Baie des Chaleurs in Atlantic and Lake Superior System.....	82 miles under construction..... Metapedia Station on I.C.R. to Paspebiac, 100 miles.....		100·00
Bay of Quinté Railway.....	Deseronto to Bannockburn..... " west of Deseronto..... Yarker to Sydenham.....	76·00 2·00 11·37	89·37
Bedlington and Nelson.....	International boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Jct. with C. P. R. at Sirdar to Kuscomok..... Leased—Wilks to Sirdar Junction.....		23·97 8·67
Beersville Coal and Railway Co..	From Adamsville to Mount Carlyle.....		8·63
Brandon, Saskatchewan and Hud- son Bay.....	International boundary at Bannerman to Brandon, Man.....		69·45 5·00
Bessemer and Barry's Bay.....	White Pass to White Horse Spur, B.C., and Branch to White Horse.....		90·32
British Yukon.....	Moncton, on Intercolonial Railway, to Buctouche, N.B.....		32·00
Buctouche and Moncton.....	Brockville to Westport, Ont.....		45·00
Brockville, Westport and North Western.....	Town of Bruce Mines to Rock Lake Mine.....		17·28
Bruce Mines and Algoma..			
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System.....	City of Ottawa to Junction with Grand Trunk at Lacolle and U. S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron, near Parry Sound.....		396·41
Central Counties.....	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.....	22·24	
Leased to Canada Atlantic.....	South Indian, on Canada Atlantic, to Rockland.....	16·25	38·49
Canadian Northern.....	Port Arthur to Rainy River..... International boundary to Winnipeg..... Beaver to Edmonton..... Branches—Stanley Junction to Gunflint Lake..... " Carman Junction to Somerset..... " Neepawa Junction to McCreary Junction..... " Gilbert Plains Junction to Prince Albert..... " Sifton Junction to Winnipegosis..... " Emerson to South Junction..... " Winnipeg Transfer Track..... " Rossburn Junction to Rossburn..... " Greenway to Adelpa..... " Arizona Junction to Brandon Junction..... " Brandon Junction to Carberry..... " Oak Point Junction to Oak Point..... " Hartney to Virden..... " Battleford to Battleford Junction.....	286·90 108·00 751·36 66·90 78·60 70·40 360·60 21·20 72·70 9·96 79·00 52·10 77·00 22·80 60·40 37·40 8·00	

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

Name of Railway.	Description.	Distance.		
		Miles.	Total.	
Canadian Northern— <i>Con.</i> . . . . .	Branches—Edmonton Junction to Mornville . . . . .	22 90	2,245 02	
	" Edmonton to Stony Plains . . . . .	21 40		
	" Oakland to Tobogan . . . . .	17 30		
	" Thunderhill Junction to Provincial boundary . . . . .	20 10		
Canada Coals and Railway Co., formerly Joggins . . . . .	Maccan Station, I.C.R., to Joggins Coal Mine . . . . .		12 00	
Canada Southern . . . . .	Main Line—Windsor, Ont., to Suspension Bridge . . . . .	226 18	382 19	
	Amherstburg Branch—Essex Centre to Amherstburg . . . . .	16 83		
	St. Clair Branch—St. Clair Junction to Courtright . . . . .	62 63		
	Fort Erie Branch—Fort Erie to Welland Junction . . . . .	17 50		
	Erie and Niagara Branch—Old Fort Erie to Niagara . . . . .	30 60		
	Oil Springs Branch—Oil Springs to Oil City . . . . .	5 50		
	Sarnia, Chatham and Erie—Oil City to Petrolia . . . . .	7 00		
Leased . . . . .	Leamington and St. Clair—Comber to Leamington . . . . .	15 95		
" . . . . .				
Canada Eastern, now included in Intercolonial Railway . . . . .	Late Northern and Western of New Brunswick . . . . . Fredericton to Loggieville . . . . .	125 00		
Canadian Pacific : Owned . . . . .	Main Line—Quebec to St. Martin's Junction . . . . .	159 80	3,668 20	
	" Montreal to Ottawa . . . . .	120 30		
	" Ottawa to Bonfield . . . . .	223 60		
	" Bonfield to Vancouver . . . . .	2,564 50		
	Branches—Dunmore to Crows Nest . . . . .	213 90		
	" Piles Junction to Grand Piles . . . . .	26 90		
	" Berthier Junction to Berthier . . . . .	2 10		
	" Joliette Junction to St. Félix . . . . .	16 60		
	" Ste. Thérèse Junction to St. Jérôme . . . . .	13 30		
	" " to St. Eustache . . . . .	6 00		
Montreal and Western . . . . .	" St. Jerome to Labelle . . . . .	66 90		
	" St. Lin Junction to St. Lin . . . . .	15 10		
	" Buckingham Stn. to Buckingham Village . . . . .	3 20		
Brockville and Ottawa Railway . . . . .	" Carleton Junction to Brockville . . . . .	44 90		
	" Sudbury to Sault St. Marie . . . . .	179 20		
	" Sudbury to Copper Mines . . . . .	5 60		
	" Dymont to Ottawine . . . . .	6 90		
	" Molson to Lac du Bonnet . . . . .	22 00		
	" McGregor to Varcoe . . . . .	54 90		
	" Whittier Junction to Emerson . . . . .	63 80		
	" Rugby Junction to Manitou . . . . .	99 60		
	" Rugby Junction to Winnipeg Beach . . . . .	56 10		
	" Rosenfeldt to Gretna . . . . .	13 70		
	" Rugby Junction to Komario . . . . .	45 80		
	" Rudyard to Kaleida . . . . .	8 00		
		" Kenmay to Estevan . . . . .	156 20	
		" Souris Branch (Glenboro' to Souris . . . . .)	46 00	
	" (Deloraine to Napinka . . . . .)	18 60		
	Branches—Schwitzer Junction to Regina . . . . .	207 89		
	" North Portal to Pasque . . . . .	160 30		
	" New Westminster Jct. to New Westminster . . . . .	8 20		
Lake Temiscamingue Colonization	" Mattawa to Kippewa . . . . .	47 90		
	" Mission Junction to Sumas . . . . .	10 00		
	" Revelstoke to Arrow Head . . . . .	27 40		
	" Vancouver to Coal Harbour . . . . .	1 20		
	" Three Forks to Sandon . . . . .	4 30		
	" Wood Bay to Mowbray . . . . .	25 70		
	" North Star Junction to Kimberly . . . . .	19 10		
	" Deloraine to Lyleton . . . . .	37 40		
	" Fernie to Fernie Mines . . . . .	5 00		
	" Kirkella to Nokomis . . . . .	231 60		
	" Marysville Junction to Marysville . . . . .	0 90		
	" Crows Nest to Kootenay Landing . . . . .	180 90		

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued. Lake Témiscamingue Colonization	Branches—Selkirk Junction to Selkirk	0 90	
	" Wolseley to Reston	121 90	
	" Lauder to Jackson Creek	29 10	
	" Bolton Junction to Romford	226 00	
	Total mileage owned		2,531 00
Leased lines	Atlantic and North-west (in Canada)— South end Lachine Bridge to Maine boundary, Que.	182 60	
	Renfrew Jct. to Eganville, Ont.	18 80	201 40
	St. Lawrence and Ottawa— Ottawa to Prescott, Ont.	51 70	
	Chaudière Junction to Sussex St., Ottawa	6 60	58 30
	Ontario and Quebec— Montreal (Windsor Sta.) to Toronto Jct.	338 90	
	Mile End to Adirondack Jct.	10 00	
	St. Luc Jct. to Western Jct.	1 70	
	Toronto Jct. to Toronto (Union Station)	4 70	
	Leaside Jct. " "	5 30	
	London to Windsor	112 60	473 20
	Credit Valley— Toronto Junction to St. Thomas	116 80	
	Streetsville Junction to Melville Jct.	31 60	
	Cataract to Elora	27 30	175 70
	West Ontario Pacific—Woodstock to London		26 60
	Toronto, Grey and Bruce— Toronto Junction to Owen Sound	116 60	
	Orangeville Junction to Teeswater	67 90	
	Wingham Junction to Wingham	4 60	
	Mount Forest Tank to Mount Forest	1 20	190 30
	Guelph Junction— Guelph Junction on Credit Valley Ry. to Guelph		15 00
	Montreal and Lake Maskinongé— St. Félix to St. Gabriel de Brandon		11 00
	Montreal and Ottawa— Vaudreuil to Jct. with the Canada Atlantic	86 70	
	Rigaud to Pt. Fortune	6 80	93 50
	Lindsay, Bobcaygeon and Pontypool— Burketon Junction to Bobcaygeon		38 70
	Toronto, Hamilton and Buffalo— Hamilton Junction to Hamilton		2 70
	Cap de la Madeleine— From Main Line C.P.R., at Junction with Piles branch to Cap de la Madeleine		2 30
	New Brunswick— Woodstock to Maine boundary	59 50	
	Newburg Junction to Fredericton	58 00	
Aroostook Junction to Edmondston	57 10	174 60	
St. John and Maine— Vanceboro to St. John	90 30		
Fairville to West St. John	3 50	93 80	
Fredericton— Fredericton Junction to Fredericton		22 10	

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific— <i>Continued.</i>			
Leased Lines	New Brunswick and Canada—		
	McAdam Junction to St. Stephen.....	33·90	
	Watt Junction to St. Andrews.....	27·50	
	McAdam Junction to Woodstock.....	51·10	
	Debec Junction to Maine boundary.....	5·10	
			117·60
	St. Stephen and Milltown Ry.—		
	St. Stephen to Milltown.....		4·60
	Tobique Valley—		
	Perth Centre to Plaster Rock.....		27·50
	Manitoba and Northwestern—		
	Portage la Prairie to Yorkton.....	222·90	
	Binscarth to Russell.....	12·30	
	Yorktown to Shebo.....	12·20	
	Saskatchewan and Western—Minnedosa to Rapid City.....	18·20	
			235·60
	Manitoba Southwestern Colonization—		
	Manitou to Deloraine.....	100·30	
	La Riviere to Glenboro.....	102·70	
	Elm Creek to Carman.....	12·10	
			215·10
	Great Northwest Central—		
	Chater to Miniota.....	71·60	
	Forrest to Lenore.....	40·70	
			111·70
	British Columbia Southern—		
	Nelson to Proctor.....	20·40	
	Curzon to Kingsgate.....	8·50	
			28·90
	Northern Colonization—		
	Labelle to Nominique.....		23·50
	Shuswap and Okanagan—		
	From Jct. with C.P.R. at Sicamous to Lake Okanagan.....		50·80
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpen- ter's Creek, B.C.....		36·40
	Columbia and Western—		
	Castlegar Junction to Midway.....	103·20	
	Castlegar Junction to Rossland.....	29·30	
	Trail to Smelter Junction.....	2·00	
	Mining Spurs, including Rossland to Le Roi	24·80	
			159·30
	Kootenay and Arrowhead—		
	Lardo to Gerrard.....		33·20
	Columbia and Kootenay—		
	Nelson to Robson.....	27·40	
	Spur to mouth of Kootenay River.....	80	
	Slocan Junction to Slocan.....	31·30	
			59·50
	Vancouver and Lulu Island, Vancouver, to Steveston..		16·90
	Calgary and Edmonton—		
	Calgary Junction to Strathcona.....	190·60	
	" to MacLeod Junction.....	105·20	
	Wetaskiwin to Hardesty.....	95·00	
	Lacombe to Stettler.....	49·60	
			440·40
	Ottawa Northern and Western—		
	Hull to Waltham.....	77·50	
	Hull Junction to Maniwaki.....	80·90	
			158·40
	Tilsonburg, Lake Erie and Pacific—		
	Ingersoll to Port Burwell.....		33·40

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific— <i>Con.</i> Leased lines.....	Guelph and Goderich— Guelph to Goderich.....	79.90	
	Nicola, Kamloops, and Similkameen— Nicola to Spence's Bridge.....	47.00	
	Walkerton and Lucknow— Walkerton to Saugeen Junction.....	37.70	
	Total mileage leased.....		3,556.60
	" owned.....		5,599.20
	" in Can. Pac. system.....		9,155.80
Canadian Government Railways.	Intercolonial—		
	Halifax to St. Rosalie Junction.....	796.43	
	Dartmouth Branch.....	12.38	
	Truro to Sydney.....	214.55	
	Pt. du Chene to St. John.....	100.74	
	Indian Town Branch.....	13.51	
	St. Leonard Junction to Nicolet.....	14.61	
	River Ouelle Branch.....	6.25	
	St. Charles Junction to Chaudière Junction	16.98	
	Dalhousie Branch.....	7.00	
	Pictou to Oxford Junction.....	69.10	
	Brown's Point to Stellarton.....	12.23	
	New Glasgow Junction to Pictou Landing.	7.76	
	Pugwash Junction to Pugwash.....	4.70	
	Fredericton to Loggieville.....	125.00	
	Sydney Mines Branch.....	7.08	
	Freight Branches.....	42.90	
			1,451.22
	Windsor Branch (32 miles) of I. C. Ry. is oper- ated by Dominion Atlantic Ry.		
	Prince Edward Island—		
	Main Line—Tignish to Georgetown..	158.60	
	Charlottetown to Murray Harbour.....	52.30	
	Branch—Mount Stewart to Souris.....	38.40	
	" Montague Junction to Montague.	6.20	
	" Emerald to Cape Traverse.....	12.00	
			267.50
			1,718.72
Canadian Northern, Ontario.....	Toronto to Parry Sound.....		146.80
Canadian Northern, Quebec.....	Hawkesbury to River à Pierre.....	169.00	
	Montfort Junction to Huberdeau.....	33.00	
	St. Jerome to Montfort Junction.....	15.20	
	Montreal to Joliette.....	36.20	
	Branches.....	13.40	
			266.80
Cape Breton Railway.....	Point Tupper to St. Peters.....	30.00	
	Terminal at St. Peters.....	1.00	
			31.00
Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Har- bour, N.-B.....		68.00
Carillon and Grenville.....	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).....		13.00

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Central Ontario.....	Picton to Trenton Junction..... 32·17 Trenton Junction to Coe Hill..... 72·60 Ormsby Junction to Maynooth..... 35·36		140·13
Central Railway of New Brunswick, now New Brunswick Coal and Railway Company.....	From Noton Station, on the Intercolonial Railway, to Chipman..... Extension, Chipman to Minto.....	44·66 13·34	58·00
Campbellford, Lake Ontario and Western.....	From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction.		74·18
Crows Nest Southern.....	International Boundary to Michel, B.C.....		32·00
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro').....	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy..... Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R., not in operation.		169·68
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia.....	Windsor to Yarmouth..... Branches— Wilmot to Torbrook..... From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)..... Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased..... Windsor to Truro.....	5·26 14·00 32·00 57·44	278·38 4·50
Edmonton, Yukon and Pacific.....	Strathcona to Edmonton, N.W.T.....		27·00 1·00
Elgin and Havelock.....	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of King's, N.B..... Havelock to Keith's Mills.....		28·00 78·00
Esquimalt and Nanaimo.....	Victoria to Wellington, Island of Vancouver.....		
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry.	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's...		
Grand Trunk (owned)— Eastern Division.....			736·36
Northern Division.....			884·64
Middle Division.....			1,326·14
Leased and partly owned.....	Buffalo and Lake Huron Ry..... Fort Erie to Goderich.....	161·36	161·30
	Total mileage owned and leased.....		3,108·44

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
St. Clair Tunnel and approaches.	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan. (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches).		2 25
Grand Trunk Pacific	Under construction, 698 miles track laid		
Gulf Shore	Junction with Caraquet Railway at Pokemouche to Tracadie operated by Caraquet Ry.		16 78
Halifax and South-western, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach.	Halifax to Yarmouth Mahone Junction to Lunenburg Bridgewater Junction to Middleton Junction New Germany Junction to Caledonia Middleton Junction to Victoria Beach	246 80 7 60 53 20 22 21 40 00	
Hampton and St. Martin, formerly St. Martin and Upham	From Hampton on Intercolonial Ry. to St. Martin, County of St. John, N.B., on Bay of Fundy		369 81 30 00
Hereford	From International Boundary to Lime Ridge, Quebec, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52 85
Hillcrest Ry. and Coal Co.	Hillcrest Jct. to Hillcrest		1 50
Interprovincial Railway, Bridge and approaches, now included in Ottawa, Northern & Western	Across the Ottawa River at City of Ottawa	1 40	
Irondale, Bancroft and Ottawa	From Junction with Grand Trunk Railway near Kinmount Station, to Bancroft Station		48 00
Inverness and Richmond, now Inverness Ry. and Coal Co.	Inverness to Point Tupper Junction		65 50
Kaslo and Slocan	From Kaslo to Sandon, B.C. From Junction to Cody	28 33 3 40	
Kent Northern and leased line	Richibucto, N.B., to Kent Jct. Intercolonial Railway		31 73
St. Louis and Richibucto	Richibucto, to St. Louis		27 00 7 00
Kettle River Valley	Grand Forks to International boundary		3 86
Kingston and Pembroke	Main Line Kingston to Renfrew Glendower Branch—Bedford to Zanesville Mine Robertsville Branch—To Robertsville Mines Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay (Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)	103 40 4 10 90 1 40	
Klondike Mines Railway	Dawson City to Sulphur Springs	31 81	109 80
Lenora Mount Sicker	Lenora Mines to Crofton, B.C.		12 00
Lotbinière and Mégantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30 00
Lake Erie and Detroit River	Walkerville, Ont., to St. Thomas	126 78	
Erie and Huron	Rondeau to Sarnia	72 03	198 81
London and Port Stanley	London to Port Stanley on Lake Erie		23 66
Liverpool and Milton	From Liverpool, N.S., to Milton		5 53
Manitoulin and North Shore	Sudbury to Gertrude Mines		13 69
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River		1 91
Middleton and Victoria Beach, now included in Halifax and Southwestern system	Middleton to Victoria Beach		



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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Philipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co.		6 00
Pontiac and Renfrew.....	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que		4 25
Princeton Branch of Washington Co., Ry., (U.S.).....	International Boundary near Waring to International boundary near Woodland.....		5 10
Qu'Appelle, Long Lake and Saskatchewan (in Can. Northern System).....	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert.....		255 50
Quebec Bridge and approaches to connect adjacent railways.....	(Across St. Lawrence River at Quebec, under construction 10 miles).		
Quebec and Lake St. John.....	Quebec to Chambord Junction.....	176 00	
	Chambord Junction to Chicoutimi.....	51 00	
	Valcartier to Gosford.....	5 50	
	Chambord Junction to Roberval.....	14 00	
			246 50
Quebec Central.....	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Lévis, Que.....	138 00	
	Beauce Junction to St. George.....	24 00	
	Tring Megantic—Tring Junction to Megantic.....	60 00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke).		222 00
Quebec and New Brunswick.....	From Chaudiere Junction to Connors, N.B., 135 miles, 3 miles under construction).		
Quebec, Montmorency and Charlevoix.....	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente.....		26 00
Quebec Southern, comprising East Richelieu Valley Railway and United Counties—	Noyan Junction to St. Robert Junction.....	82 00	
And South Shore Railway.....	From Pierreville to Junction with Grand Trunk at St. Lambert.....	61 75	
			143 75
Red Mountain.....	From International boundary Line, B.C., to Rossland.....		9 59
Restigouche and Western, now International of New Brunswick	Campbellton, N.B., to St. Leonard's, 110 miles (67 miles under construction).....		43 00
Rutland and Noyan.....	International Boundary to Noyan Jet.....		3 39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.....		43 00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry.....	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 00 miles.		
St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built.....		
Salisbury and Harvey (formerly Albert Railway).....	Salisbury to Albert, N.B.....		50 00
Schomberg and Aurora.....	Bond Lake, Ont., to Schomberg.....		14 40
St. Lawrence and Adirondack.....	From Jct. with Canada Atlantic near Valleyfield to International boundary.....	19 92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction.....	12 90	
	Leased—Valleyfield to Beauharnois.....	13 30	
			46 12
Sydney and Louisburg (Dominion Coal Co.).....	Sydney Harbour to Louisburg Harbour.....	39.31	
	Branches to coal mines.....	13.44	
	Sydney Junction to Sydney.....	1 25	
			54 30

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

Name of Railway.	Distribution.	Distance.	
		Miles.	Total.
St. Mary's River, now Alberta Railway and Irrigation Co. ....			
Temiscamingue and Northern Ontario .....	North Bay to Matheson.		209.40
Thousand Islands .....	Gananoque on St. Lawrence River to Thousand Island Junction .....		6.33
Témiscouata .....	Rivière du Loup, Que., on International, to Edmun- ston, N. B., on the New Brunswick Railway .....	81.00	
	Branch—Edmundston to Connors, on St. John River.	32.00	
			113.00
Tilsonburg, Lake Erie and Pacific Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie .....	Port Burwell to Ingersoll, now in Can. Pac. Ry. ....		
	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton .....	79.88	
	Hamilton to Grand Trunk Junction .....	.27	
	Belt Line, Hamilton .....	3.52	
			83.67
Trans-Canada .....	From Roberval to Port Simpson across the continent, 60 miles from Roberval, westward under construc- tion.		
Victoria and Sidney .....	Victoria to Sidney, B.C. ....		16.26
Victoria Terminal Railway and Ferry .....	City of Victoria .....		1.14
Vancouver, Victoria and Eastern	Laurier to Grand Forks .....	16.47	
	Grand Forks Junction to Phoenix .....	25.82	
	Grand Forks to Granby Smelter .....	4.74	
	Midway to International Boundary .....	28.89	
	Chopaka to Keremoes .....	18.20	
	New Westminster to Vancouver .....	14.79	
	Cloverdale to Port Guichon .....	17.31	
			126.22
Wellington Colliery .....	Union Bay to Cumberland .....		10.75
	Wellington Extension to Ladysmith .....		9.94
York and Carleton .....	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B. ....		10.50
	Total mileage .....		22,968.43

8-9 EDWARD VII., A. 1909

TABLE 2.—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 &c.	Line operated under trackage rights.	
		Main line.	Branches and spurs.					
1	Alberta Ry. & 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 & Lake Superior .....	100·00						100·00
5	Atlantic, Quebec & Western (under construction) .....	20·00						20·00
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 & Ry. Co., (now North Shore Ry) .....	6·13	2·50					8·63
9	Bessemer & Barry's Bay .....	5·00						5·00
10	Brandon, Saskatchewan & Hud- son Bay .....	69·45						69·45
11	British Yukon .....	85·80	4·52					90·32
12	Brockville, Westport & North- western .....	45·00						45·00
13	Bruce Mines and Algoma .....	17·28						17·28
14	Buctouche and Moncton .....	32·00						32·00
15	Canada Coals & Ry. Co. (now Maritime Ry. & Power Co.) ..	12·00						12·00
16	Canada Southern .....	226·18	156·01					382·19
	Canadian Govt. Rys.—							
17	Intercolonial .....	1,408·32	42·90				40·30	1,491·52
18	Prince Edward Island .....	150·90	116·60					267·50
19	Canadian Northern .....	1,146·26	1,100·06		349·44	255·50		2,851·20
20	Canadian Northern, Ontario .....	144·80	2·00				4·00	150·80
21	Canadian Northern, Quebec .....	169·00	97·80					266·80
22	Canadian Pacific .....	2,564·50	2,110·46	3,018·00	1,294·50	168·40	93·90	9,249·70
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 .....	140·13						140·13
27	Crow's Nest Southern .....	74·18						74·18
28	Cumberland Ry. & Coal Co. ....	32·00						32·00
29	Dominion Atlantic .....	241·12	5·26		32·00		14·51	292·89
29½	Edmonton, Yukon & Pacific .....	4·50						4·50
30	Elgin & Havelock .....	27·00	1·00					28·00
31	Esquimalt & Nanaimo .....	78·00						78·00
32	*Grand Trunk Pacific .....							
33	Grand Trunk (in Canada) .....	2,947·14			161·30		9·87	3,118·31
34	Grand Trunk (Canada Atlantic) ..	396·41			59·85			456·26
35	Halifax & Southwestern .....	246·80	123·01				2·30	372·11
36	Hampton and St. Martins .....	30·00						30·00
37	Hereford .....	52·85						52·85
38	Hillcrest Ry. Coal & Coke Co. ....	1·50						1·50
39	International of New Brunswick ..	43·00						43·00
40	Inverness Ry. & Coal Co. ....	65·50						65·50
41	Irondale, Bancroft & Ottawa .....	48·00						48·00
42	Kaslo and Slocan, B. C. ....	28·33	3·40					31·73
43	Kent Northern .....	27·00						27·00
44	Kettle River Valley .....	3·86						3·86
45	Kingston & Pembroke .....	103·40	6·40					109·80
46	Klondyke Mines .....	31·81						31·81
47	Lake Erie & Detroit River (Pere Marquette System) .....	198·81					142·13	340·94
48	Liverpool & Milton .....	5·28	·25					5·53
49	Lotbinière & Megantic .....	30·00						30·00
50	London & Port Stanley .....	23·66					·42	24·08
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

\*Under construction; 698 miles track laid to June 30, 1908.



8-9 EDWARD VII., A. 1909

TABLE 2.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	SINGLE TRACK.						
		Line represented by Capital Stock.		Lines of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	Total mileage operated.
		Main line.	Branches and spurs.					
54	Midland of Manitoba	92.26					92.26	
55	Montreal and Atlantic	102.90			60.50		163.40	
56	Montreal and Province Line	50.00	8.60				58.60	
57	Montreal and Vermont Junction	23.60					23.60	
58	Morrissey, Fernie and Michel	5.82			5.03		10.85	
59	Marmora Ry. and Mining Co.	9.60					9.60	
60	Napierville Junction	27.11					27.11	
61	Nelson and Fort Sheppard	55.42			4.70		60.12	
62	New Brunswick Coal and Ry. Co.	58.00					58.00	
63	New Brunswick and Prince Edward Island	36.00					36.00	
64	New Brunswick Southern	82.19	0.16				82.35	
65	New Westminster Southern	24.10				1.48	25.58	
66	Nosbonsing and Nipissing	5.50					5.50	
67	Nova Scotia Steel and Coal Co.	12.50					12.50	
68	Orford Mountain	28.60	26.50				55.10	
69	Ottawa and New York	56.90				1.90	58.80	
70	Philipsburg Ry. and Quarry Co.	6.00					6.00	
71	Pontiac and Renfrew	4.25					4.25	
72	Princeton Branch of Washington Co. Ry.	5.10					5.10	
73	Quebec Bri lge and Ry. Co. (under construction)							
74	Quebec Central	138.00	84.00				222.00	
75	Quebec and Lake St. John	227.00	19.50				246.50	
76	Quebec Ry. Light and Power Co.	24.00				2.00	26.00	
77	Quebec, Montreal and Southern	143.75					143.75	
78	Red Mountain	9.59					9.59	
79	Rutland and Noyan	3.39					3.39	
80	Salisbury and Harvey	45.00	5.00				50.00	
81	Schomberg and Aurora	14.40					14.40	
82	Stanstead, Shefford and Chambly	43.00					43.00	
83	St. Clair Tunnel	2.25					2.25	
84	St. Lawrence and Adirondack	32.82			13.30	8.92	55.04	
85	Sydney and Louisburg	39.51	14.79				54.30	
86	St. Louis and Richibucto	7.00					7.00	
87	Temiscouata	113.00					113.00	
88	Temiskaming & Northern Ontario	205.00	4.40				209.40	
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)	12.00					12.00	
92	Vancouver, Victoria and Eastern	126.22					126.22	
93	Victoria and Sydney, B.C.	16.26					16.26	
94	" Terminal Ry. & Ferry Co.	1.14					1.14	
95	Wellington Colliery Co.	10.75					10.75	
96	" Ladysmith Extension	9.94					9.94	
97	York and Carleton	10.50					10.50	
	Final Totals	13,560.47	3,955.99	3,018.00	2,006.07	425.90	344.69	23,311.12

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the Year ending June 30, 1908.—All Tracks.

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.	Number.
15.25		92.26								54	
		163.40	6.40				6.40		6.40	55	
		58.60								56	
		23.60								57	
		10.85								58	
		9.60								59	
		27.11								60	
		60.12								61	
		58.00								62	
		36.00								63	
		82.35								64	
		24.10								65	
		5.50								66	
		12.50								67	
		55.10								68	
		56.90								69	
		6.00								70	
		4.25								71	
		5.10								72	
		222.00								73	
		246.50								74	
		26.00	6.00				6.00		6.00	75	
		143.75								76	
		9.59								77	
		3.39								78	
	30.00	20.00								79	
		14.40								80	
		43.00								81	
		2.25								82	
		46.12								83	
		54.30								84	
		7.00								85	
		113.00								86	
		209.40								87	
		6.33								88	
		83.67	2.04				2.04		2.04	89	
		12.60								90	
		126.22								91	
		16.26								92	
		1.14								93	
		10.75								94	
		9.94								95	
		10.50								96	
										97	
	37.70	22,928.73	1,118.44	16.80	47.50	28.18	1,210.92		1,182.74		

8-9 EDWARD VII., A. 1909

TABLE 2.—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'bs and spurs.					Iron.	Steel.
1	Alberta Ry. and Irrigation Co.	11·59				11·59		11·59	
2	Albert Southern								
3	Algoma Central & Hudson Bay	22·00	9·93			31·93		31·93	
4	Atlantic & Lake Superior								
5	Atlantic, Quebec & Western, (under construction)								
6	Bay of Quinté	11·30	4·00			15·30		15·30	
7	Bedlington & Nelson	1·28				1·28		1·28	
8	Beersville Coal & Ry. Co., now the North Shore Ry.	1·37				1·37		1·37	
9	British Yukon								
10	Brockville, Westport & North-western	2·00				2·00		2·00	
11	Bruce Mines & Algoma								
12	Buctouche & Moncton								
13	Brandon, Saskatchewan & Hudson Bay	7·16				7·16		7·16	
14	Bessemer & Barry's Bay								
15	Canada Coals & Ry. Co	2·50				2·50		2·50	
16	Canada Southern	143·64	44·96			188·60	2·58	188·60	
17	Canadian Government Rys.— Intercolonial	381·66				381·66		381·66	
18	Prince Edward Island	10·90	9·10			20·00	11·70	8·30	
19	Canadian Northern	136·93	72·03	43·58		252·54		252·54	
20	Canadian Northern Ontario								
21	Canadian Northern Quebec	14·20	12·80			27·00		27·00	
22	Canadian Pacific	1,896·80				1,896·80	8·60	1,888·20	
23	Cape Breton								
24	Caraquet	3·50				3·50		3·50	
25	Carillon & Grenville								
26	Central Ontario	15·36				15·36		15·36	
27	Crows Nest Southern	12·97				12·97	5·18	12·97	
28	Cumberland Ry. & Coal Co.	16·00				16·00		16·00	
29	Dominion Atlantic	17·39	8·80	6·18		32·37	8·78	23·59	
30	Edmonton, Yukon & Pacific								
31	Elgin & Havelock								
32	Esquimalt & Nanaimo								
33	Grand Trunk (in Canada)	1,076·97				1,076·97		1,076·97	
34	Grand Trunk (Canada Atlantic)	94·20		5·29		99·49		99·49	
35	Halifax & South Western	12·42	5·91			18·33		18·33	
36	Hampton & St. Martin's								
37	Hereford	8·83				8·83		8·83	
38	Hillcrest Ry., Coal & Coke Co.								
39	International of New Brunswick								
40	Inverness Ry. & Coal Co.								
41	Irondale, Bancroft & Ottawa	1·00				1·00		1·00	
42	Kaslo & Slocan, B.C.								
43	Kent Northern								
44	Kettle River Valley								
45	Kingston & Pembroke	23·00	1·00			24·00		24·00	
46	Klondyke Mines	2·00				2·00		2·00	
47	Lake Erie & Detroit River (Père Marquette System)	60·13				60·13		60·13	
48	Liverpool & Milton								
49	Lotbinière & Megantic	3·00				3·00		3·00	
50	London & Port Stanley	10·12				10·12		10·12	
51	Marmora Ry. & Mining Co.								
52	Magnetawan River								
53	Manitoulin & North Shore	3·98				3·98		3·98	
54	Massawippi Valley								
54	Midland of Manitoba	8·88				8·88	2·33	8·55	

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the year ending June 30, 1903.—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 &c.	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	.53				1.60	125.01		123.41	1	
19.00						19.00		19.00	2	
111.64	9.93					121.57		121.57	3	
100.00						100.00		100.00	4	
20.00						20.00		20.00	5	
89.30	15.37				19.00	123.67		104.67	6	
16.58			8.67			25.25		25.25	7	
7.50	2.50					10.00		10.00	8	
85.80	4.52					90.32		90.32	11	
47.00						47.00		47.00	10	
17.28						17.28		17.28	11	
32.00						32.00		32.00	12	
76.61						76.61		76.61	10	
5.00						5.00		5.00	9	
14.50						14.50		14.50	15	
596.00	217.77					813.77	2.58	813.77	16	
1,805.98	42.90				68.48	1,917.36		1,848.88	17	
161.80	125.70					287.50	13.00	274.50	18	
1,283.19	1,172.03		393.02	255.50		3,103.74		3,103.74	19	
144.80	2.00				4.00	150.80		146.80	20	
183.20	110.60					293.80		293.80	21	
4,623.70	2,110.40	3,018.00	1,342.00	168.40	93.90	11,356.40	8.60	11,253.90	22	
31.00						31.00		31.00	23	
71.50			16.78			88.28		88.28	24	
13.00						13.00		13.00	25	
155.49						155.49		155.49	26	
87.15						87.15	26.16	87.15	27	
48.00						48.00		48.00	28	
258.51	14.06		38.18		14.51	325.26	8.78	301.97	29	
4.50						4.50		4.50	30	
27.00	1.00					28.00		28.00	31	
78.00						78.00		78.00	32	
4,721.27			161.30		9.87	4,892.44		4,882.57	33	
491.49			65.14			556.63		556.63	34	
259.22	128.92				2.30	390.44		388.14	35	
30.00						30.00		30.00	36	
61.68						61.68		61.68	37	
1.50						1.50		1.50	38	
43.00						43.00		43.00	39	
65.50						65.50		65.50	40	
49.00						49.00		49.00	41	
28.33	3.40					31.73		31.73	42	
27.00						27.00		27.00	43	
3.86						3.86		3.86	44	
126.40	7.40					133.80	6.40	127.40	45	
33.81						33.81		33.81	46	
258.94					142.13	401.07		258.94	47	
5.28	.25					5.53		5.53	48	
33.00						33.00		33.00	49	
33.78					42	34.20		33.78	50	
9.60						9.60		9.60	50	
1.91						1.91		1.91	51	
17.51	1.54					19.05		19.05	52	
31.95	3.51					35.46		35.46	53	
101.14						101.14	17.58	101.14	54	

8-9 EDWARD VII., A. 1909

TABLE 2.—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, etc.	Total mileage operated.	New line constructed during year.	Rails.	
		Main line.	B'ches and spurs.					Iron.	Steel.
55	Montreal & Atlantic.....	34·90				34·90		34·90	
56	Montreal & Province Line.....	2·50				2·50		2·50	
57	Montreal & Vermont Junction..	2·00				2·00		2·00	
58	Morrissey, Fernie & Michel, B.C.								
59	Napierville Junction.....	3·20				3·20		3·20	
60	Nelson & Fort Sheppard.....	3·50				3·50		3·50	
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.....	2·76				2·76		2·76	
64	New Westminster Southern.....	1·54				1·54		1·54	
65	Nosbonsing & Nipissing.....	1·25				1·25		1·25	
66	Nova Scotia Steel & Coal Co.....								
67	Orford Mountain.....	1·00	1·30			2·30		2·30	
68	Ottawa & New York.....	5·67				5·67	1·07	5·67	
69	Phillipsburg Ry. & Quarry Co.								
70	Pontiac & Renfrew.....								
71	Princeton Branch of Washington Co. Ry.	14				14		14	
72	Quebec Central.....								
73	Quebec & Lake St. John.....	33·12	09			33·21		33·21	
74	Quebec Ry., Light & Power Co.	5·00				5·00		5·00	
75	Quebec, Montreal & Southern.....	22·90				22·90		22·90	
76	Red Mountain.....	3·99				3·99		3·99	
77	Rutland & Noyan.....	·77				·77		·77	
78	Salisbury & Harvey.....								
79	Schomberg & Aurora.....	·70				·70		·70	
80	Stanstead, Shefford & Chambly.....	3·23				3·23		3·23	
81	St. Clair Tunnel.....								
82	St. Lawrence & Adirondack.....	4·55		2·54		7·09		7·09	
83	Sydney & Louisburg (Dom. Coal Co.).....	27·71				27·71	27·71		
84	St. Louis & Richibucto.....								
85	Temiscouata.....	5·86	2·74			8·60		8·60	
86	Temiscaming & Northern Ontario.....	60·40	·50			60·90		60·90	
87	Thousand Islands.....	1·00				1·00		1·00	
88	Toronto, Hamilton & Buffalo.....	29·91	2·33			32·24		32·24	
89	Vancouver Copper Co.'s Ry.....								
90	Vancouver, Victoria & Eastern.....	24·20				24·20		24·20	
91	Victoria & Sydney, B.C.....	1·20				1·20		1·20	
92	Victoria Terminal Ry. & Ferry Co.....								
93	Wellington Colliery Co.....								
94	" Ladysmith Extension.....	7·94				7·94		7·94	
95	York & Carleton.....								
	Total.....	4,312·52	175·49	57·59		4,545·60	56·79	4,488·81	

SESSIONAL PAPER No. 20b

the Year ending June 30, 1908.—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 etc.	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and spurs.							Iron.	Steel.	
144 20			60 50			204 70			204 70	55
52 50	8 60					61 10			61 10	56
25 60						25 60			25 60	57
5 82			5 08			10 85			10 85	58
30 31						30 31			30 31	59
58 92			4 70			63 62			63 62	60
65 00						65 00			65 00	61
37 50						37 50			37 50	62
84 95	16					85 11			85 11	63
25 64				1 48		27 12			25 64	64
6 75						6 75			6 75	65
12 50						12 50			12 50	66
29 60	27 80					57 40			57 40	67
62 57				1 90		64 47	1 07		62 57	68
6 00						6 00			6 00	69
4 25						4 25			4 25	70
5 24						5 24			5 24	71
138 00	84 00					222 00			222 00	72
260 12	19 59					279 71			279 71	73
35 00				2 00		37 00			37 00	75
166 65						166 65			166 65	76
13 58						13 58			13 58	74
4 16						4 16			4 16	77
45 00	5 00					50 00	30 00		20 00	78
15 10						15 10			15 10	79
46 23						46 23			46 23	80
2 25						2 25			2 25	81
37 37			15 84		8 92	62 13			53 21	82
67 22	14 79					82 01	27 71		54 30	83
7 00						7 00			7 00	84
118 86	2 74					121 60			121 60	85
265 40	4 90					270 30			270 30	86
7 08	25					7 33			7 33	87
111 83	6 12				4 36	122 31			117 95	88
12 00						12 00			12 00	89
150 42						150 42			150 42	90
17 46						17 46			17 46	91
1 14						1 14			1 14	92
10 75						10 75			10 75	93
17 88						17 88			17 88	94
10 50						10 50			10 50	95
18,991 43	4,148 28	3,018 00	2,111 16	425 90	372 87	29,067 64	...	94 49	28,600 28	

8-9 EDWARD VII., A. 1909

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.

## NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in <b>Nova Scotia</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Government Railways—Intercolonial.....	483·03	483·03		
2	Cape Breton.....	31·00	31·00		
3	Cumberland Railway and Coal Co. ....	32·00	32·00		
4	Canada Coal and Railway Co .....	12·00	12·00		
5	Dominion Atlantic, and.....	246·38	245·96	}	·42
6	Windsor Branch of I. C. R. ....	32·00	32·00		
7	Halifax and Southwestern. ....	369·81	369·21	}	·60
8	Inverness Railway and Coal Co. ....	65·50	65·50		
9	Liverpool and Milton .....	5·53	5·53		
10	Nova Scotia Steel and Coal Co.'s Railway .....	12·50	12·50		
11	Sydney and Louisburg (Dominion Coal Co.).....	54·30	52·74	1·56	
	Total .....	1,344·05	1,341·47	2·58	

## PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in <b>Prince Edward Isl'd</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Government Railway—Prince Edward Island .....	267·50	267·50		

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—Continued.

## NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in New Brunswick on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Albert Southern and Harvey Branch.....	19·00	19·00		
2	Beersville Coal and Railway Co., now North Shore Railway.....	8·63	8·63		
3	Buctouche and Moncton.....	32·00	32·00		
4	Canadian Government Railway—Intercolonial.....	503·80	503·77	·03	
5	Canadian Pacific.....	440·20	440·20		
6	Caraget and.....	68·00	68·00		
7	Gulf Shore.....	16·78	16·78		
8	Elgin and Havelock.....	28·00	28·00		
9	Hampton and St. Martin's.....	30·00	30·00		
10	International of New Brunswick.....	43·00	29·00	14·00	
11	Kent Northern and.....	27·00	27·00		
12	St. Louis and Richibucto.....	7·00	7·00		
13	New Brunswick Coal and Railway Co.....	58·00	58·00		
14	New Brunswick and Prince Edward Island.....	36·00	36·00		
15	New Brunswick Southern.....	82·35	82·50		·15
16	Princeton Branch of Washington Co. Ry. Co. (U.S.)	5·10	5·10		
17	Salisbury and Harvey.....	50·00	50·00		
18	Temiscouata.....	44·00	44·00		
19	York and Carleton.....	10·50	5·75	4·75	
	Total.....	1,509·36	1,490·73	18·78	·15

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—Continued.

## QUEBEC.

Number.	Name of Railway.	Mileage owned in <b>Quebec</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Atlantic and Lake Superior. ....	100 00	100 00		
2	Atlantic, Quebec and Western (under construction).	20 00		20 00	
3	Canadian Government Railways—Intercolonial. ....	464 39	464 39		
4	Canadian Pacific Railway and leased lines. ....	939 80	939 80		
5	Carillon and Grenville. ....	13 00	13 00		
6	Canadian Northern, Quebec. ....	266 80	251 60	15 20	
7	Grand Trunk System. ....	451 40	451 40		
8	" " (Canada Atlantic Division). ....	66 38	66 38		
9	Hereford. ....	52 85	52 85		
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. ....	58 60	61 13		2 53
14	Montreal and Vermont Junction. ....	23 60	23 60		
15	Napierville Junction. ....	27 11		27 11	
16	Orford Mountain. ....	55 10	48 00	7 10	
17	Phillipsburg Railway and Quarry Co. ....	6 00	6 00		
18	Quebec Bridge and Railway Co. (under construction)				
19	Quebec Central. ....	222 00	222 00		
20	Quebec and Lake St. John. ....	246 50	246 40	10	
21	Quebec Railway, Light and Power Co. ....	26 00	26 00		
22	Quebec, Montreal and Southern. ....	143 75	143 75		
23	Rutland and Noyan. ....	3 39	3 39		
24	Stanstead, Shefford and Chambly. ....	43 00	46 23		3 23
25	St. Lawrence and Adirondack. ....	46 12	46 12		
26	Temisconata. ....	69 00	69 00		
	Total. ....	3,573 65	3,509 90	69 51	5 76

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—Continued.

## ONTARIO.

Number.	Name of Railway.	Mileage owned in <b>Ontario</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Algoma Central and Hudson Bay .....	89·64	89·64		
2	Bay of Quinté.....	89·37	89·37		
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	Canada Southern .....	382·19	382·19		
7	Canadian Northern, Ontario.....	146·80	146·80		
8	Canadian Northern.....	353·70	353·70		
9	Canadian Pacific and leased lines.....	2,828·70	2,623·30	205·40	
10	Central Ontario.....	140·13	126·89	13·24	
11	Grand Trunk (in Canada).....	2,657·04	2,655·63	1·41	
12	Grand Trunk (Canada Atlantic Division).....	389·88	385·44	4·44	
13	Irondale, Bancroft and Ottawa.....	48·00	48·00		
14	Kingston and Pembroke.....	109·80	109·80		
15	Lake Erie and Detroit River.....	198·81	198·81		
16	London and Port Stanley.....	23·66	23·66		
17	Maganetawan River.....	1·91	1·91		
18	Manitoulin and North Shore.....	13·69	13·69		
19	Marmora Railway and Mining Co.....	9·60	9·60		
20	Nosbousing and Nipissing.....	5·50	5·50		
21	Ottawa and New York.....	56·90	56·90		
22	Pontiac and Renfrew.....	4·25	4·25		
23	Schomberg and Aurora.....	14·40	14·40		
24	St. Clair Tunnel and approaches.....	2·25	2·25		
25	Temiskaming and Northern Ontario.....	209·40	138·90	70·50	
26	Thousand Islands.....	6·33	6·33		
27	Toronto, Hamilton and Buffalo .....	83·67	83·67		
	Total.....	7,932·90	7,637·91	294·99	

8-9 EDWARD VII., A. 1909

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—Continued.

## MANITOBA.

Number.	Name of Railway.	Mileage owned in <b>Manitoba</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Northern.....	1,427·20	1,416·00	11·20	
2	Canadian Pacific.....	1,522·00	1,512·00	10·00	
3	Brandon, Saskatchewan and Hudson Bay.....	69·45	69·45		
4	Midland of Manitoba.....	92·26	77·01	15·25	
	Total.....	3,110·91	3,074·46	36·45	

## SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in <b>Saskatchewan</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Northern.....	856·10	600·60	255·50	
2	Canadian Pacific.....	1,225·20	1,170·30	54·90	
3	Qu'Appelle, Long Lake and Saskatchewan (now in Canadian Northern Railway).....		253·96		253·96
	Total.....	2,081·30	2,024·86	310·40	253·96

## ALBERTA.

Number.	Name of Railway.	Mileage owned in <b>Alberta</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Alberta Railway and Irrigation Co.....	111·82	111·82		
2	Canadian Northern.....	214·20	214·20		
3	Canadian Pacific.....	991·00	991·00		
4	Hillcrest Railway, Coal and Coke Co.....	1·50	1·50		
5	Edmonton, Yukon and Pacific (now Canadian Northern).....	4·50	4·50		
	Total.....	1,323·02	1,323·02		

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—Continued.

## BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in <b>British Columbia</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Bedlington and Nelson.....	23·97	23·97		
2	British Yukon.....	31·22	31·22		
3	Canadian Pacific.....	1,208·90	1,206·70	2·20	
4	Crow's Nest Southern.....	74·18	53·20	20·98	
5	Esquimalt and Nanaimo.....	78·00	78·00		
6	Kaslo and Slocan.....	31·73	31·73		
7	Kettle River Valley.....	3·86	3·86		
8	Lenora, Mount Sicker (now Vancouver Copper Co.)..	12·00	11·75	·25	
9	Morrissey, Fernie and Michel.....	10·85	10·85		
10	Nelson and Fort Sheppard.....	60·12	55·42	4·70	
11	New Westminster Southern.....	24·10	24·10		
12	Red Mountain.....	9·59	9·59		
13	Vancouver, Victoria and Eastern, and the Van- couver, Westminster and Yukon.....	126·22	74·76	36·65	
14	Victoria Terminal Railway and Ferry Co.....	1·14	14·81		*17·24
15	Victoria and Sidney.....	16·26	16·26		
16	Wellington Colliery Co.'s Railway.....	10·75	10·75		
17	" Ladysmith extension.....	9·94	9·94		
18	Total.....	1,732·83	1,685·29	64·78	17·24

\* This mileage is now included in the Vancouver, Victoria and Eastern Railway.

## YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in <b>Yukon Territory</b> on June 30.		Increase.	Decrease.
		1908.	1907.		
1	British Yukon.....	59·10	59·10		
2	Klondyke Mines.....	31·81	31·50	·31	
	Total.....	90·91	90·60	·31	

TABLE 4.—AMOUNT of Railway Capital at the

No.	NAME OF RAILWAY.	STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.
				Col. 12.	8+9+10+11	
	\$	\$	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	44·13	4,150,130	37,063
4	Algoma Central and Hudson Bay..	10,000,000	82,257	56·49	7,703,763	63,369
5	Atlantic and Lake Superior.....				1,941,313	19,413
6	*Atlantic, Quebec and Western.....	600,000			1,281,370	
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. (now the North Shore Ry).....	98,000	11,355	73·70	35,000	4,056
10	Bessemer and Barry's Bay.....	500,000	100,000	100·00		
11	Brandon, Saskatchewan and Hud- son Bay.....	45,000	648	100·00		
12	*Brandon Transfer.....	12,600		100·00		
13	British Yukon.....	2,934,119	32,485	63·46	1,719,810	19,041
14	Brockville, Westport and North- western.....	900,000	20,000	66·66	450,000	10,000
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.....	12,500		100·00		
18	Canada Atlantic (now in Grand Trunk System)—Including Otta- wa, Arnprior and Parry Sound..	7,200,000	18,163	33·35	14,384,628	36,287
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
	Canadian Govt. Rys.:—					
23	Intercolonial.....					
24	Prince Edward Island.....					
25	Canadian Northern.....	30,750,000	13,435	33·00	62,331,237	27,230
26	Canadian Northern Ontario.....	250,000	1,700	4·45	5,360,000	36,462
27	Canadian Northern Quebec.....	7,550,000	27,494	45·69	8,725,511	32,680
28	Canadian Pacific.....	170,483,332	18,267	52·00	157,192,032	16,843
29	Owned—Canada Central.....				973,333	3,625
30	Montreal and Western.....	5,000	75	1·40	353,708	5,287
31	North Shore.....					
32	Leased—Atlantic and Northwest. British Columbia Southern.....	3,416,000	9,877	33·52	6,775,066	19,586
33	British Columbia Southern.....	172,200	821	12·78	1,175,000	5,600
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	Fredericton.....	319,280	14,447	76·17	100,000	4,525
39	Great Northwest Central.....	500,000	4,475	26·66	1,375,000	12,309
40	Guelph and Goderich.....	125,000	1,564	4·92	2,415,000	30,225
41	Guelph Junction.....	21,000	1,354	10·82	173,000	11,161
42	Kootenay and Arrowhead.....				780,000	23,494
43	Lindsay, Bobcaygeon and Pon- typool.....	200,000	5,168	28·56	500,000	12,919
44	Manitoba and Northwestern... Manitoba and Southwestern Colonization.....	6,562,500	19,730	58·51	4,655,940	13,990
45	Manitoba and Southwestern Colonization.....	700,000	3,256	21·04	2,616,000	12,167
46	Montreal and Lake Maskinonge	25,000	2,272	19·99	100,000	9,090

\* Under construction.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1908.

7	8	9	10	11	12	13	No.
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.	
p. c.	\$	\$	\$	\$	\$	\$	
					Cols. 2 + 5	Cols. 3 + 6	
					125,920	7,870	1
					32,500	10,833	2
55·87	4,150,130				7,400,130	66,342	3
43·51	6,750,000	953,763			17,703,763	145,626	4
100·00	1,941,313				1,941,313	19,413	5
	1,281,370				1,881,370		6
38·66	889,000				2,275,000	25,466	7
					1,000,000	65,359	8
26·30	35,000				133,000	15,411	9
					500,000	100,000	10
					45,000	648	11
					12,600		12
36·54	1,719,810				4,653,929	51,526	13
33·34	450,000				1,350,000	30,900	14
66·21	194,000				293,000	16,955	15
19·35	60,000				31,000	9,687	16
					12,500		17
66·65	14,384,628				21,584,628	54,450	18
43·19	380,000				880,000	22,863	19
45·73	150,000				328,000	15,356	20
					466,000	38,833	21
57·31	20,130,000				35,130,000	91,917	22
							23
67·00	50,702,447	2,000,000		9,628,790	93,081,237	40,665	25
95·55	5,360,000				5,610,000	38,162	26
54·31	8,725,511				16,275,511	60,174	27
48·00	155,279,045			1,912,987	327,675,364	35,110	28
100·00	973,333				973,333	3,625	29
98·60	353,708				358,708	5,362	30
							31
66·48	6,775,066				10,191,066	29,463	32
87·22	1,175,000				1,347,200	6,421	33
88·74	7,458,894				8,458,894	19,207	34
					20,060	8,571	35
98·00	1,277,500				1,302,500	21,890	36
85·06	5,691,000				6,691,000	42,590	37
23·83	100,000				419,280	18,972	38
73·34	1,375,000				1,875,000	16,784	39
95·08	2,415,000				2,540,000	31,789	40
89·18	173,000				194,000	12,515	41
100·00	780,000				780,000	23,494	42
71·44	500,000				700,000	18,087	43
41·49	4,655,940				11,218,440	33,720	44
78·96	2,616,000				3,316,000	15,423	45
80·01	100,000				125,000	11,362	46

8-9 EDWARD VII., A. 1909

TABLE 4.—AMOUNT 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 FUNDED	
					Amount Out- standing.	Amount per Mile of Line.
	Canadian Pacific— <i>Con.</i>	\$	\$	p. c.	\$	\$
47	Montreal and Ottawa.....	22,500	240	1.35	1,636,250	17,500
48	Naksp and Slocan.....	300,000	8,219	31.67	647,074	17,728
49	New Brunswick.....	4,780,800	10,858	37.93	7,821,127	17,763
50	New Brunswick and Canada...	2,179,867	18,318	92.77	170,000	1,429
51	Nicola, Kamloops and Similk- ameen.....	250,000	5,319	17.54	1,175,900	25,000
52	Northern Colonisation.....	300,000	12,765	41.78	418,000	17,787
53	Ontario and Quebec.....	2,000,000	2,946	9.26	19,502,591	28,871
54	Ottawa, Northern and Western	1,300,000	8,207	30.00	3,075,000	19,413
55	Shuswap and Okanagan.....	750,000	14,763	40.00	1,139,253	22,426
56	St. John Bridge and Railway Extension.....	200,000	100,000	61.54	125,000	62,500
57	St. John and Maine.....	2,654,153	28,296	92.43	216,664	2,310
58	St. Lawrence and Ottawa.....	789,909	13,549	44.79	973,334	16,695
59	St. Mary's and Western On- tario.....	25,000	1,666	11.20	198,250	13,216
60	St. Stephen and Milltown.....	50,000	10,870	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	280,000	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	Walkerton & Lucknow.....	19,000	504	2.50	740,000	19,628
66	West Ontario Pacific.....	21,000	789	100.00		
67	*Central Railway of Canada.....	526,000		100.00		
68	Cape Breton.....	1,000,000	32,258	100.00		
69	Caraquet.....	950,000	13,970	64.46	523,994	7,705
70	Carillon and Grenville.....	200,000	15,385	100.00		
71	Central Ontario.....	3,340,000	23,857	73.56	1,200,000	8,571
72	Leased:—Marmora Railway and Mining Co.....	115,421	11,542	53.11	100,000	10,000
73	Crow's Nest Southern.....	120,000	1,618	100.00		
74	Cumberland Railway and Coal Co.	1,000,000	31,250	100.00		
75	Dominion Atlantic.....	2,433,333	9,892		5,522,206	20,000
76	Elgin and Havelock.....	44,900	1,603	47.30	50,000	1,786
77	Esquimalt and Nanaimo.....	2,500,000	32,051	100.00		
77½	Eastern British Columbia.....	420,000		100.00		
78	Grand Trunk (in Canada).....	221,092,269	73,019	63.20	133,469,778	45,288
79	Including Beauharnois Junction, Brantford, Norfolk and Port Burwell.....					
80	Buffalo and Lake Huron.....	2,605,657	14,967	39.48	4,279,455	22,942
81	Cobourg, Blairton and Marmora Grand Trunk, Georgian Bay and Lake Erie.....					
82	Grand Junction, Belleville and North Hastings.....					
83	Great Western.....					
84	Hamilton and Northwestern.....					
85	London, Huron and Bruce.....					
86	Midland, Ontario.....					
87	Montreal and Champlain Junc- tion.....					
88	Northern.....					

\*Under construction.



8-9 EDWARD VII., A. 1909

TABLE 4.—AMOUNT of Railway Capital at the

No.	1 NAME OF RAILWAY.	2 3 4			5 6	
		STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital. 100 × Col. 2 Col. 12	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
	Grand Trunk—Continued.					
89	North Simcoe .....					
90	Northern and Pacific Junction .....					
91	Owen Sound Branch .....					
92	South Norfolk .....					
93	Toronto Belt Line .....	50,000	3,862	9.76	462,500	35,692
94	Toronto and Nipissing .....					
95	Lake Simcoe Junction .....					
96	Victoria .....					
97	Waterloo Junction .....					
98	Wellington, Grey and Bruce .....					
99	Whitby, Port Perry & Lindsay .....					
100	Grand Trunk Pacific (under construction) .....	24,940,000			49,630,445	
101	Gulf Shore .....	6,250	390	100.00		
102	Halifax and Southwestern .....	1,000,000	2,707	18.50	4,341,954	11,741
103	Hampton and St. Martins .....	99,000	3,390	52.38	90,000	3,000
104	Hereford .....	800,000	15,137	50.00	800,000	15,137
105	*Huron and Ontario .....	3,000,000		95.24	150,000	
106	*Indian River .....	15,000		100.00		
107	Inverness Railway and Coal Co. .....	7,500,000	114,504	78.00	2,115,000	32,290
108	Irondale, Bancroft and Ottawa .....	53,500	1,114	10.60	450,000	9,375
109	*International of New Brunswick .....	1,320,000		59.56	896,000	
110	Kaslo and Slocan .....	1,000,000	31,516	57.15	750,000	23,637
111	Kent Northern, and .....	75,000	2,777	60.00	50,000	1,851
112	St. Louis and Richibucto .....	20,000	2,857	100.00		
113	Kettle River Valley .....	375,000	91,243	72.81	140,000	34,063
114	Kingston and Pembroke .....	3,393,550	30,907	85.57	572,000	5,209
115	Klondyke Mines .....	1,375,000	43,000	55.77	1,091,250	34,100
116	Lake Erie and Detroit River and .....	1,400,000	7,042	45.69	3,048,000	15,331
117	London and Port Stanley .....	1,332,854	56,409	100.00		
118	Lenora Mount Sicker (now the Vancouver Copper Co. Railway) .....				92,466	7,705
119	Liverpool and Milton .....	30,306	5,501	85.84	5,000	91
120	Lotbiniere and Megantic .....	50,000	1,666	100.00		
121	Magalloway River .....	30,000	15,706	100.00		
122	Manitoba (C. N. R.) .....	1,432,200	4,086	20.43	5,576,800	15,911
123	Manitoulin and North Shore .....	200,000	13,271	32.92	408,842	27,129
124	Massawippi Valley .....	800,000	22,560	100.00		
125	Midland of Manitoba .....	10,000	108	100.00		
126	Montreal and Atlantic and Lake .....	3,200,000	31,098	71.34	1,065,000	12,500
127	Champlain & St. Laurence Jct. .....	600,000	9,917	61.35	378,000	6,248
130	Montreal and Province Line .....	1,000,000	17,064	83.33	200,000	4,926
131	Montreal and Vermont Junction .....	1,000,000	42,372	100.00		
132	Morrissey, Fernie and Michel .....	1,163,000	199,828	94.90	62,500	19,739
133	Napierville Junction .....	600,000	22,132	100.00		
134	Nelson and Fort Sheppard .....	1,500,000	27,066	53.71	1,293,000	23,331
135	New Brunswick and Prince Ed. I. .....	214,850	5,968		71,000	1,972
136	New Brunswick Southern .....	49,000	581	9.00	500,000	5,931
137	†New Brunswick Coal & Ry. Co. .....	+				
138	New Westminster Southern .....	600,000	24,896	100.00		
139	Nosbonsing and Nipissing .....	250,000	45,454	160.00		
140	†Nova Scotia Steel & Coal Co.'s Ry .....	+				
141	Orford Mountain .....	50,000	1,042	7.00	702,000	14,625

\* Under construction only.

† Operated by New Brunswick Government Commission.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1908—Continued.

	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
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.	
p. c.	\$	\$	\$	\$	\$	\$	
					Cols. 2 + 5	Cols. 3+6	
.....							89
.....							90
.....							91
.....							92
90·24	462,500				512,500	39,554	93
.....							94
.....							95
.....							96
.....							97
.....							98
.....							99
.....	49,630,445				74,570,445		100
.....					6,250	390	101
81·50	4,341,954				5,341,954	14,448	102
47·62	90,000				189,000	6,300	103
50·00	800,000				1,600,000	30,274	104
4·76	150,000				3,150,000		105
.....					15,000		106
22·00	2,115,000				9,615,000	146,794	107
89·40	450,000				503,500	10,489	108
40·44	896,000				2,216,000		109
42·85	750,000				1,750,000	55,153	110
40·00	50,000				125,000	4,628	111
.....					20,000	2,857	112
27·19	140,000				515,000	125,306	113
14·43	572,000				3,965,550	36,116	114
44·23	935,040				2,466,250	77,100	115
54·31	3,000,000			48,000	4,448,000	22,373	116
.....					1,332,854	56,409	117
100·00	92,466				92,466	7,705	118
14·16	5,000				35,300	5,592	119
.....					50,000	1,666	120
.....					30,000	15,706	121
79·57	5,576,800				7,009,000	19,997	122
67·08	405,000	3,842			608,842	40,400	123
.....					800,000	22,560	124
.....					10,000	108	125
28·66	1,065,000				4,265,000	43,598	126
38·65	378,000				978,000	16,165	127
16·67	200,000				1,200,000	21,990	130
.....					1,000,000	42,372	131
5·10	62,500				1,225,500	210,567	132
.....					606,000	22,132	133
46·29	1,293,000				2,793,000	50,397	134
.....	71,000				285,850	7,940	135
91·00	500,000				549,000	6,512	136
.....					†		137
.....					600,000	24,896	138
.....					250,000	45,454	139
.....					†		140
93·00	702,000				752,000	15,667	141

† General capital of the N. S. Coal Company.

8-9 EDWARD VII., A. 1909<sup>1</sup>

TABLE 4.—AMOUNT of Railway Capital at the

No.	1 NAME OF RAILWAY.	2 Amount Out- standing.	3 Amount per Mile of Line.	4		5		6			
				STOCKS.				FUNDED			
				Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital.	Amount Out- standing.		Amount per Mile of Line.		
							100 × col. 2 Col. 12.	Cols. 8+9+10+11	Cols. 8+9+10+11	Cols. 8+9+10+11	
\$	\$	p. c.	\$	\$	\$	\$					
142	Ottawa and New York.....	1,000,000	17,575	38.46	1,600,000	28,119					
143	*Pacific Northern and Omenca.....	60,000		100.00							
144	Phillipsburg Ry. and Quarry Co....	124,500	20,750	98.43	2,000	333					
145	Pontiac and Renfrew.....	20,000	4,706	100.00							
146	Père Marquette (in Canada).....				5,870,000	29,500					
147	Princeton Branch of the Washing- ton Co. Railway (U.S.).....	86,950	17,049	50.00	86,950	17,049					
148	Qu'Appelle, Long Lake and Saskat- chewan (C.N.R.).....	201,000	791	4.25	4,520,690	17,800					
149	*Quebec Bridge and Railway Co....	265,585		5.00	5,016,453						
150	Quebec Central.....	3,381,603	15,233	37.00	5,746,740	25,886					
151	Quebec and Lake St. John (C.N.R.)..	4,524,000	18,353	36.99	7,702,960	31,249					
152	Quebec Ry. Light and Power Co....	3,000,000	90,909	55.42	2,512,762	76,144					
153	*Quebec and New Brunswick.....	387,900		100.00							
154	Quebec, Montreal and Southern.....	1,000,000	*7,000	100.00							
155	Red Mountain.....	190,600	19,874	47.80	217,000	22,628					
156	Rutland and Noyan.....	100,060	29,448	50.00	100,000	29,448					
157	Salisbury and Harvey.....	150,000	3,333	100.00							
158	Schomberg and Aurora.....	250,000	17,611	45.90	300,000	20,833					
159	Stanstead, Shefford and Chambly..	608,750	14,156	46.60	697,461	16,220					
160	St. Clair Tunnel.....	350,000	155,556	12.28	2,500,000	1,111,111					
161	*St. John Valley and River du Loup	34,932		100.00							
162	St. Lawrence and Adirondack.....	1,230,655	37,497	57.37	914,418	27,862					
163	Sydney and Louisburg (Dominion Coal Co.).....	\$**									
164	Temiskaming & Northern Ontario.....										
165	Temiscouata.....	1,000,000	8,849	24.41	3,096,262	27,401					
166	Thousand Islands.....	60,000	8,185	51.85	58,000	7,913					
167	Toronto, Hamilton and Buffalo ..	2,500,000	28,399	36.90	4,280,000	48,619					
168	*Trans-Canada.....	37,700		100.00							
169	Vancouver, Victoria and Eastern..	50,000	668	100.00							
170	Vancouver, Westminster and Yukon	3,522,000	234,800	100.00							
171	Victoria and Sidney, B.C.....	223,000	13,714	42.60	300,000	18,450					
172	Victoria Terminal Railway and Ferry Co.....	10,200	56	100.00							
173	Wellington Colliery Co.'s Railway..	2,000,000	186,046	100.00							
174	York and Carleton.....	34,320	5,968	100.00							
	Final Total.....	607,425,349			631,869,664						

\* Under construction.

\*\* General capital of the Dominion Coal Company.

\*\*\* Constructed and operated by the Ontario Government Commission.

## SESSIONAL PAPER No. 20b

close of the Year ending June 30, 1908—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital. $\frac{100 \times \text{col. 5}}{\text{Col. 12.}}$	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5	Amount per Mile of Line. Cols. 3+6	
p. c.	\$	\$	\$	\$	\$	\$	
61.54	1,325,000		275,000		2,600,000	45,694	142
					60,000		143
1.57	2,000				126,500	21,083	144
					20,000	4,706	145
100.00	5,870,000				5,870,000	29,500	146
50.00	86,950				173,900	34,098	147
95.75	4,520,690				4,721,690	18,591	148
95.00	5,016,453				5,282,038		149
63.00	4,101,807		1,614,933		9,128,343	41,119	150
63.01	4,586,347		3,116,613		12,226,960	49,602	151
45.58	2,500,000			12,762	5,512,762	167,053	152
					387,900		153
					1,000,000	7,000	154
52.20	217,000				407,600	42,502	155
50.00	100,000				200,000	58,996	156
					150,000	3,333	157
54.10	300,000				550,000	38,444	158
53.40	697,461				1,306,211	30,376	159
87.72	2,500,000				2,850,000	1,266,667	160
					34,932		161
42.63	914,418				2,145,072	65,359	162
					\$		163
					**		164
75.59	239,926		2,856,336		4,096,262	36,250	165
48.15	50,000	8,000			118,000	16,098	166
63.10	4,280,000				6,780,000	77,018	167
					37,700		168
					50,000	668	169
					3,522,000	234,800	170
57.40	300,000				523,000	32,164	171
					10,200	56	172
					2,000,000	186,046	173
					34,320	5,968	174
	608,631,923	3,586,105	8,049,092	11,602,539	1,239,295,013		

TABLE 5.—Statement of Aid granted and paid to Railways

Number.	Name of Railway.	By DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
		§ cts.	§ cts.	§ cts.		
1	Albert Southern and Har- vey Branch.....	50,460 00	50,460 00	.....	New Brunswick..	48,680 00
2	Albert Ry. & Irrigation Co	5,553 57	5,553 57	.....	"	9,000 00
3	Algonia Central & Hudson Bay.....	148,094 00	148,094 00	.....	.....	.....
4	Atlantic & Lake Superior, including:	1,440,000 00	924,976 00	.....	.....	.....
5	Baie des Chaleurs.....	766,490 84	766,490 84	.....	Quebec.....	1,415,090 00
6	Great Eastern.....	40,345 00	40,345 00	.....	"	156,000 00
7	Ottawa Valley.....	21,600 00	21,600 00	.....	"	25,390 00
8	Atlantic, Quebec & Western (under construction).....	64,000 00	64,000 00	.....	.....	.....
9	Bay of Quinté, including	141,722 45	141,722 45	.....	Ontario.....	84,000 00
10	Kingston, Napanee and Western.....	208,732 80	208,732 80	.....	"	.....
11	Bedlington & Nelson.....(Nil)	.....	.....	.....	.....	.....
12	Beersville Coal & Ry. Co. (now North Shore Ry. Co.)	20,736 00	20,736 00	.....	New Brunswick..	16,200 00
13	Brandon, Saskatchewan & Hudson Bay.....	.....	.....	.....	.....	.....
14	British Yukon.....(Nil)	.....	.....	.....	.....	.....
15	Krockville, Westport & Northwestern.....	140,800 00	140,800 00	.....	Ontario.....	.....
16	Bruce Mines & Algonia.....	53,920 00	53,920 00	.....	"	50,918 00
17	Buctouche & Moncton.....	102,400 00	101,600 00	.....	New Brunswick	96,000 00
18	Campbellford, Lake Ontario & Western (under constr.)	.....	.....	.....	.....	.....
19	Can. Atlantic (now Grand Trunk) including:	282,355 20	282,355 20	.....	Ontario.....	270,000 00
20	Ottawa, Arnprior & Parry Sound & Parry Sound Col'n Central Counties.....	932,512 00	932,512 00	.....	Quebec.....	200,000 00
21	Central Counties.....	.....	.....	.....	Ontario.....	577,326 06
22	Pembroke Southern.....	64,000 00	64,000 00	.....	"	55,500 00
23	Canada Coals & Ry. Co. (now Maritime Ry. & Power Co	37,500 00	37,500 00	.....	Nova Scotia.....	35,200 00
24	Canada Southern, including Sarnia, Chatham & Erie.	.....	.....	.....	Ontario	.....
25	Leamington & St. Clair.....	51,200 00	51,200 00	.....	"	147,859 00
26	Canadian Gov't. Railways: Intercolonial, including	.....	.....	.....	.....	.....
27	Fredericton & St. Mary's Bridge Co.....	30,000 00	30,000 00	.....	.....	.....
28	Canada Eastern.....	374,839 84	374,839 84	.....	.....	.....
29	Drummond County.....	423,936 00	423,936 00	.....	.....	.....
30	Prince Edward Island.....	.....	.....	.....	.....	.....
31	Canadian North'n, including	374,606 00	374,606 00	.....	.....	.....
32	Winnipeg Great Northern Port Arthur, Duluth & Western.....	271,200 00	271,200 00	.....	Ontario.....	255,571 00
33	Manitoba & South East'n Lake Manitoba Ry. & Canal Co.....	.....	.....	.....	.....	.....
34	Ontario & Rainy River.....	1,534,526 00	1,534,526 00	.....	Ontario.....	1,072,800 00
35	Canadian Northern Ontario.....	1,636,000 00	1,316,096 00	.....	"	§
36	Canadian Northern Quebec.....	1,522,983 31	1,569,918 46	.....	Quebec.....	1,194,129 46
37	Canadian Pacific—owned, {	*10,189,521 00	*10,189,521 00	.....	Manitoba.....	{ 375,377 50
38	Canada Central.....	29,416,346 00	29,416,346 00	.....	British Columbia	{ 37,500 00
39	Lake Temiscaming Col'n.....	1,525,250 00	1,525,250 00	.....	Ontario.....	1,479,000 00
40	North Shore (Montreal to Quebec).....	310,335 95	310,335 95	.....	Quebec.....	350,076 82
41	Montreal & Western.....	†1,500,000 00	†1,500,000 00	.....	.....	.....
42	Montreal & Western.....	361,270 00	361,270 00	.....	Quebec.....	472,500 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 \$934,000 additional.



8-9 EDWARD VII., A. 1909

TABLE 5.—STATEMENT of Aid granted and paid to Railways,

Number.	Name of Railway.	By DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
46	Quebec, Montreal, Ottawa & Occidental (Montreal to Ottawa).....	\$ cts.	\$ cts.	\$ cts.		\$ cts.
	Canadian Pacific—Leased:	†			"	727,000 00
47	Atlantic and North-West	3,702,200 00	3,702,200 00		Quebec	711,122 02
48	British Columbia Southern					
49	Calgary & Edmonton					
50	Cap de la Madeleine.....	7,424 00	7,424 00			
51	Columbia & Kootenay.....	88,800 00	88,800 00			
52	Columbia & Western.....					
53	Credit Valley.....				Ontario	531,000 00
54	Fredericton.....				New Brunswick	230,000 00
55	Great North-West Central					
56	Guelph & Goderich.....				Ontario	
57	Guelph Junction.....	51,200 00	46,000 00		"	
58	Lindsay, Bobcaygeon & Pontypool.....	185,173 06	185,173 06		"	52,500 00
59	Manitoba & Northwestern				Manitoba	
60	Manitoba Southwestern Colonization				"	
61	Montreal & Lake Maskinongé.....	41,280 00	41,280 00		Quebec	87,750 00
62	Montreal & Ottawa.....	192,000 00	192,000 00		Ontario	100,000 00
63	Nakusp & Slocan.....	121,600 00	117,760 00		Quebec	182,210 00
64	New Brunswick.....				British Columbia	
65	New Brunswick and Canada.....				New Brunswick	76,000 00
66	Nicola, Kamloops & Similkameen.....	300,800 00	300,800 00		"	575,000 00
67	Northern Colonization.....	133,760 00	133,760 00		Quebec	96,900 00
68	Ontario & Quebec.....	196,000 00	196,000 00		Ontario	
69	Ottawa, Northern & Western.....	950,000 00	821,099 20		Ontario	50,000 00
70	Saskatchewan & Western				Quebec	1,316,289 15
71	Shuswap & Okanagan.....	163,200 00	163,200 00		Manitoba	
72	St. John Bridge & Ry. Extension.....			433,900 00	New Brunswick	5,181 81
73	St. John & Maine.....				"	880,000 00
74	St. Lawrence & Ottawa.....				Ontario	
75	St. Stephen & Milltown.....	*14,848 00	14,848 00		New Brunswick	13,920 00
76	Tillsonburg, Lake Erie & Pacific.....	158,871 48	117,431 48		Ontario	38,564 00
77	Tobique Valley.....	134,016 00	134,016 00		New Brunswick	70,000 00
78	Toronto, Grey & Bruce.....	14,656 00	14,656 00		Ontario	375,282 00
79	Vancouver & Lulu Island					
80	West Ontario Pacific.....	60,000 00	60,000 00		Ontario	
81	Cape Breton.....	192,000 00	182,400 00		Nova Scotia	96,000 00
82	Caraquet.....	224,000 00	224,000 00		New Brunswick	189,000 00
83	Carillon & Grenville.....(nil)					
84	Central Ontario.....	144,061 36	144,061 36		Ontario	233,000 00
85	Colchester Coal & Ry. Co.....	12,800 00	12,800 00			
86	Crow's Nest Southern (nil)					
87	Cumberland Ry. & Coal Co.....	44,850 00	39,850 00		Nova Scotia	184,450 00
88	Dominion Atlantic, including—					
89	Windsor and Annapolis.....	1,193,369 00	1,193,369 00		Nova Scotia	
90	Cornwallis Valley.....	44,800 00	44,800 00		"	44,800 00
91	Western Counties.....	509,000 00	500,000 00		"	679,197 45
92	Midland of Nova Scotia.....	399,060 40	399,060 40		"	185,600 00
93	Edmonton, Yukon & Pacific (C.N.R.).....	160,000 00	91,200 00			
94	Elgin & Havelock.....	*82,652 82	*82,652 82		New Brunswick	107,500 00

† Dominion Government pays to Quebec Government 6 p.c. on \$1,410,000.

\* Includes \$9,635.89 used iron rails.

SESSIONAL PAPER No. 20b

by Governments and Municipalities to June 30, 1908.

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.
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
280,000 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		
	647,974 00					
76,000 00			23,000 00	23,000 00		
575,000 00			47,500 00	47,500 00		
96,000 00						
			52,500 00	52,500 00		
50,000 00			150,000 00	150,000 00		
1,192,672 58			101,000 00	100,000 00		
			10,000 00	10,000 00		
5,181 81						
880,000 00		300,000 00				60,000 00
					300,000 00	90,000 00
13,920 60						
38,564 00			75,000 00	75,000 00		
70,000 00						
375,282 00			988,000 00	969,561 44		
			25,000 00	25,000 00		
91,400 00			10,000 00	10,000 00		
180,000 00						
233,000 00			93,500 00	93,500 00		
173,650 00						
44,800 00			27,685 00	27,685 00		
679,197 45			150,000 00	150,000 00		
183,510 40			36,000 00	36,000 00		
107,500 00			13,000 00	13,000 00		

\*Used iron rails.

8-9 EDWARD VII., A. 1909

TABLE 5.—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.		
95	Esquimalt & Nanaimo....	750,000 00	750,000 00			
96	Grand Trunk (in Canada), including			15,142,633 33		
97	Beauharnois Junction....	62,400 00	62,400 00		Quebec..... 179,973 00	
98	Brantford, Norfolk & Port Burwell.....				Ontario..... 68,000 00	
99	Buffalo & Lake Huron...				"..... 18,740 00	
100	Cobourg, Blairton & Marmora.....					
101	Grand Trunk, Victoria Jubilee Bridge.....	500,000 00	500,000 00			
102	Grand Trunk, Georgian Bay & Lake Erie.....				Ontario..... 336,000 00	
103	Grand Junction, Belleville & North Hastings.	21,888 00	21,888 00		"..... 224,660 00	
104	Owen Sound Branch....	39,744 00	39,744 00		".....	
105	Great Western.....					
106	Hanilton & North-Western.....				Ontario..... 565,020 00	
107	London, Huron & Bruce.				"..... 178,630 00	
108	Midland, Ontario.....				"..... 168,350 00	
109	Montreal & Champlain Junction.....	103,600 00	103,600 00		Quebec..... 150,000 00	
110	Northern.....				Ontario..... 196,188 00	
111	North Simcoe.....				"..... 83,300 00	
112	Northern Pacific Junction	1,320,000 00	1,320,000 00			
113	South Norfolk.....	54,400 00	54,400 00		Ontario.....	
114	Toronto Belt Line.....					
115	Toronto & Nipissing.....				Ontario..... 105,212 00	
116	Lake Simcoe Junction....				"..... 53,000 00	
117	Victoria.....				"..... 312,990 00	
118	Waterloo Junction.....	32,800 00	32,800 00		".....	
119	Wellington, Grey & Bruce				"..... 241,276 00	
120	Whitby, Port Perry & Lindsay.....				"..... 94,957 59	
121	Grand Trunk Pacific.					
122	Gulf Shore.....	53,699 20	53,699 20		New Brunswick.. 41,950 00	
123	Halifax & South-Western, including	819,874 93	819,874 93		Nova Scotia.....	
124	Central of Nova Scotia & Nova Scotia Southern.	653,776 00	653,776 00		".....	
125	Halifax & Yarmouth....	160,000 00	160,000 00		"..... 156,499 33	
126	Middleton & Victoria Beach.....	125,760 00	125,760 00		"..... 96,000 00	
127	Hampton & St. Martins...	†83,612 54	†83,612 54		New Brunswick.. 145,600 00	
128	Hereford, including Dominion Line Co's line.	170,560 00	170,560 00		Quebec..... 103,000 00	
129	Inverness R'y. & Coal Co..	627,000 00	368,545 97		Nova Scotia..... 272,000 00	
130	Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario..... 315,900 00	
131	International of New Brunswick.....	178,408 07	178,408 07		New Brunswick.. 75,000 00	
132	Kaslo & Slocan, B. C. (mil)					
133	Kent Northern and	*58,334 27	*58,334 27		New Brunswick.. 135,000 00	
134	St. Louis & Richibucto..	22,400 00	22,400 00		"..... 21,000 00	
135	Kettle River Valley.....	97,771 52	97,771 52			
136	Kingston & Pembroke.....	48,000 00	48,000 00		Ontario..... 456,493 00	
137	Klondyke Mines.....	197,184 00	197,184 00			
138	L'Assomption (road abandoned).....	11,200 00	11,200 00			
139	Lake Erie & Detroit River,	571,851 00	571,851 00		Ontario..... 83,000 00	
140	London & Port Stanley (leased).....				".....	

†Including loan of used iron rails.

SESSIONAL PAPER No. 20b

by Governments and Municipalities to June 30, 1908.

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.
179,073 00						
68,000 00			966,000 00	966,000 00		
18,740 00	26,000 00		113,500 00	113,500 00		
336,000 00			929,000 00	929,000 00		
224,660 00			213,000 00	213,000 00		50,000 00
			85,500 00	85,500 00		
565,020 00			599,805 00	599,805 00		
178,630 00			311,500 00	311,500 00		
168,350 00			144,870 85	144,870 85		
150,000 00			21,774 00	21,774 00		
196,188 00			241,980 00	241,980 00		390,000 00
83,300 00						
			65,000 00	65,000 00		
105,212 00			376,702 59	376,702 59		
53,000 00			100,000 00	100,000 00		
312,000 00			186,000 00	186,000 00		
			47,000 00	47,000 00		
241,276 00			682,000 00	682,000 00		
94,957 59			222,094 93	222,094 93		
41,950 00						
	3,831,939 00					
156,499 33			15,338 93	15,338 93		
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			509,320 00	509,320 00		
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00

TABLE 5.—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.		
111 Lenora Mt. Sicker (Vancouver Copper Co. (nil).					
142 Liverpool & Milton. (nil)					
143 Lotbinière & Megantic. . . . .	96,000 00	96,000 00		Quebec. . . . .	126,994 00
144 Marmora Ry. & Mining Co. . . . .	30,720 00	30,720 00		Ontario. . . . .	19,149 39
145 Maganetawan River. . . . .	3,552 00	3,552 00		" . . . . .	10,000 00
146 Manitoba (Canadian Northern system). . . . .				Manitoba . . . . .	641,575 25
147 Manitoulin & North Shore. . . . .	32,000 00	32,000 00			
148 Mississippi Valley. . . . .	5,376 00	5,376 00		Quebec. . . . .	
149 Minudie Coal & R'y. Co. . . . .	18,544 00	18,544 00			
150 Montreal & Atlantic, including Lake Champlain & St. Lawrence Junction. . . . .				" . . . . .	444,000 00
151 Montreal & Province line. . . . .	58,560 00	58,560 00		" . . . . .	250,280 00
152 Montreal & Vermont Junction. . . . . (nil)					231,122 00
153 Morrissey, Fernie & Michel B.C. . . . . (nil)					
154 Napierville Junction. . . . .	173,440 00	173,440 00		Quebec. . . . .	
156 Nelson & Fort Sheppard. . . . .					
157 New Brunswick & P. E. I. . . . .	113,440 00	113,440 00		New Brunswick. . . . .	99,708 90
158 New Brunswick Southern. . . . .				New Brunswick. . . . .	413,000 00
159 New Brunswick Coal & R'y. Co. . . . .	190,400 00	190,400 00		New Brunswick. . . . .	224,000 00
160 Nosbonsing & Nipissing (Nil)					
161 Nova Scotia Steel & Coal Co's. R'y. . . . .	40,000 00	39,840 00		Nova Scotia. . . . .	40,000 00
162 Orford Mountain. . . . .	192,942 50	192,942 50		Quebec. . . . .	138,881 92
163 Ottawa & New York. . . . .	262,384 00	262,384 00		Ontario. . . . .	35,000 00
164 Phillipsburg R'y. & Quarry Co. . . . .	23,712 00	23,712 00		Quebec. . . . .	25,667 00
165 Pontiac & Renfrew. . . . .	13,600 00	13,600 00		" . . . . .	17,433 60
166 Princeton Branch of Wash. Co. R'y. . . . .					
167 Qu'Appelle, Long Lake & Saskatchewan. . . . .					
168 Quebec Bridge & R'y. Co. . . . .	374,353 33	374,353 33		Quebec. . . . .	250,000 00
169 Quebec Central. . . . .	403,980 69	403,980 69		" . . . . .	1,076,123 14
170 Quebec & Lake St. John. . . . .	1,454,695 00	1,233,943 56		" . . . . .	2,533,000 00
171 Quebec R'y., Light & Power Co., formerly, Quebec, Montmorécy & Charlevoix. . . . .	96,000 00	96,000 00		" . . . . .	306,945 50
172 *Quebec & New Brunswick. . . . .	201,600 00			New Brunswick. . . . .	45,000 00
173 Quebec, Montreal & Southern, including. . . . .	188,816 00	188,816 00		Quebec. . . . .	210,000 00
174 United Counties, East Richelieu Valley. . . . .	69,952 00	69,952 00		" . . . . .	115,215 00
175 South Shore. . . . .	296,998 38	296,998 38		" . . . . .	276,645 00
176 Red Mountain. . . . . (Nil)					
177 Rutland & Noyan. . . . . (Nil)					
178 Salisbury & Harvey. . . . .	29,665 45	**29,391 01		New Brunswick. . . . .	455,000 00
179 Schomberg & Aurora. . . . .	48,000 00	46,144 00			
180 Shediac & Coast. . . . . (Nil)					
181 Stanstead, Shefford & Chambly. . . . . (Nil)					
182 St. Clair Tunnel. . . . .	375,000 00	375,000 00			
183 *St. John Valley & River du Loup. . . . . (Nil)					
184 St. Lawrence & Adirondack. . . . .	149,481 60	149,481 60		Quebec. . . . .	70,400 00

\*Under construction.

## 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.
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
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	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	10,000 00	10,000 00	.....	.....
.....	.....	.....	.....	.....	.....	.....
99,708 90	.....	.....	.....	.....	.....	.....
413,000 00	.....	.....	3,000 00	3,000 00	.....	.....
.....	.....	.....	.....	.....	.....	.....
224,000 00	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
40,000 00	.....	.....	4,000 00	4,000 00	.....	.....
138,884 92	.....	.....	.....	.....	.....	.....
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	.....	.....	.....	.....	.....	.....

\*\*Includes \$14,663.45 loan, used iron rails.

8-9 EDWARD VII., A. 1909

TABLE 5.—STATEMENT of Aid Granted and Paid to Railways,

Number.	Name of Railways.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
185	St. Mary's & Western Ont.				Ontario	
186	Sydney & Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
187	Temiskaming & Northern Ontario					
188	Temiscouata	645,950 00	645,950 00		{ Quebec	362,250 00
189	Thousand Islands	61,200 00	29,840 00		{ New Brunswick	66,000 00
190	Toronto, Hamilton & Buffalo	57,600 00	57,600 00		Ontario	
191	*Trans-Canada				"	
192	Vancouver, Victoria & Eastern (Nil)					
193	Vancouver, Westminster & Yukon (Nil)					
194	Victoria & Sidney, B.C.				British Columbia	95,635 00
195	Victoria Terminal R'ly. & Ferry Co. (Nil)					
196	Wellington Colliery Co., B.C.					
197	York & Carleton	32,896 00	32,896 00		New Brunswick	25,247 00
	Grand totals	76,355,380 56	74,527,468 94	15,576,533 33		29,819,526 89

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by Governments and Municipalities, to 30th June, 1908.—*Concluded.*

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.
			86,000 00	50,000 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		
95,635 00			143,452 50	143,452 50		
25,247 00						
28,309,445 80	6,581,969 00	300,000 00	12,473,806 23	12,186,946 42	2,404,498 62	2,839,500 00

TABLE 6.—INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, 1908, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS.

Number.	Name of Railway.	Passenger.			Freight.			Other Earnings from Operation.		Total Gross, including Other Earnings from Operation.		Operating Expenses.	Net Earnings.
		\$	cts.		\$	cts.		\$	cts.	\$	cts.		
1	Alberta Railway and Irrigation Co.	59,424	41	134,622	97	10,046	69	204,094	07	178,066	20	26,027	87
2	Algoma Central and Hudson Bay	23,751	61	137,717	17	199,253	49	360,722	27	253,146	71	107,575	56
3	Atlantic and Lake Superior	28,791	62	43,949	72	578	40	73,319	74	73,507	33	-187	59
4	Atlantic, Quebec and Western	3,638	50	5,114	57			8,813	07	22,182	57	-13,369	47
5	Bay of Quinte	47,073	41	182,489	87	4,259	16	233,822	44	160,788	15	73,034	29
6	Bedford and Nelson	251	90	553	71	1	50	807	11	14,968	75	-14,161	64
7	Berensville Coal and Railway Co. (now North Shore Railway Co.)	648	10	4,432	78			5,080	88	4,791	22	289	66
8	Bessmer and Barry's Bay	19,176	84	19,533	05	266	50	38,976	39	102,915	32	-63,938	93
9	Brandon, Saskatchewan and Hudson Bay	75,165	16	237,089	11	4,260	57	316,514	84	143,848	88	172,665	96
10	British Yukon	33,345	98	30,183	15	9	00	63,537	73	30,161	38	33,376	35
11	Brookville, Westport and Northwestern	10,520	36	16,783	14			27,259	50	23,125	55	4,133	95
12	Buconche and Moncton	6,815	61	27,937	59	1,886	81	36,640	01	23,843	97	12,796	04
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.)	2,204,016	14	5,496,012	50	184,136	62	7,884,165	26	5,486,128	34	2,398,036	92
14	Canada Southern	3,027,710	31	5,820,857	34	87,366	49	8,953,934	14	9,349,072	78	-413,138	64
15	Canadian Government Railways—Intercolonial	161,897	59	142,411	79	8,674	02	312,983	40	408,460	31	-95,476	91
16	" " Prince Edward Island	2,026,272	48	6,824,782	98	858,407	25	5,703,462	71	6,527,768	73	3,181,693	98
17	Canadian Northern, Ontario	122,821	31	116,117	07	6,663	36	245,601	74	245,197	82	403	92
18	Canadian Northern, Quebec	208,739	10	448,860	78	22,601	15	680,201	63	709,411	11	-29,210	08
19	Canadian Pacific	23,245,345	24	43,733,429	25	3,410,390	83	70,383,165	32	47,980,269	05	22,402,896	27
20	Cape Breton	5,350	09	2,510	38	137	44	7,997	91	17,126	21	-9,128	30
21	Carleton	15,389	30	36,030	27			51,419	57	52,672	85	-1,253	28
22	Carillon and Grenville	1,547	75	119	84	894	00	2,561	59	5,423	86	2,862	27
23	Central Ontario	84,431	21	170,760	00	14,230	85	269,422	06	153,927	53	115,494	53
24	Crows Nest Southern	27,433	66	157,888	13	1,400	15	186,731	94	137,950	33	48,781	61
25	Cumbehead Railway and Coal Co.	18,251	75	77,480	92			93,732	67	45,875	15	49,857	52

Col. 5-6.

Cols. 3+4+A.

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27	Dominion Atlantic.....	409,033 38	582 77	801,288 21	510,127 07	291,161 14
28	Elgin and Havelock.....	8,445 57		12,410 49	10,870 14	1,540 35
29	Esquimaux and Nanaimo.....	19,011,649 93	728,655 23	30,280,701 76	21,000,569 09	9,280,132 67
30	Grand Trunk in Canada.....	1,445,066 39	108,675 65	2,035,417 26	1,968,652 58	66,764 68
31	Grand Trunk (Canada Atlantic).....	173,505 57	2,470 62	387,185 06	384,981 15	2,203 91
32	Halifax and Southwestern.....	7,265 67		11,751 25	6,946 33	4,804 92
33	Hampton and St. Martin's.....	56,156 26	95 00	74,182 83	100,856 90	26,674 07
34	Hereford.....	187,410 18	946 98	210,112 94	114,565 96	95,546 98
35	Inverness Railway and Coal Co.....	18,000 80		25,177 96	28,507 44	3,329 48
36	Irondale, Baneroff and Ottawa.....	9,915 50	220 81	17,689 44	50,196 15	32,506 71
37	Kaslo and Slocan.....	10,698 72		18,916 66	10,725 00	8,191 66
38	Kent Northern.....	2,714 50		2,990 35	3,553 30	562 95
39	Kettle River Valley.....	139,142 07	17,345 63	217,423 23	174,361 50	43,061 73
40	Kingston and Pembroke.....	35,281 23	491 00	46,990 98	92,332 14	45,341 16
41	Klondyke Mines.....	8,539 53		9,379 53	5,828 96	3,550 57
42	Liverpool and Milton.....	26,391 39	201 06	31,567 39	26,390 93	5,176 46
43	Lochmere and Megantic.....	66,102 42	8,256 21	124,054 45	143,658 04	19,603 59
44	London and Port Stanley.....	43,297 18	2,173 00	46,653 78	34,653 09	12,000 69
45	Manitoulin and North Shore.....	122,737 10	540 00	198,687 70	177,685 10	21,002 60
46	Massawippi Valley.....	25,289 13	211 00	33,748 48	91,457 19	57,708 71
47	Midland Railway Co. of Manitoba.....	537,648 29	21,412 07	757,412 02	72,020 15	37,203 87
48	Montreal and Atlantic.....	39,768 80	2,917 25	90,075 92	18,795 50	18,795 50
49	Montreal and Province Line.....	107,664 62	6,261 30	167,494 04	90,147 90	77,346 14
50	Montreal and Vermont Junction.....	91,959 75	6,290 12	106,522 72	80,876 81	25,645 91
51	Morrissey, Fenie and Michel.....	15,100 42	12 00	19,681 10	32,847 00	13,166 50
52	Napierville Junction.....	58,645 00	1,107 18	95,824 45	124,766 68	28,942 23
53	Nelson and Fort Sheppard.....	33,645 67	7,857 76	54,030 71	56,096 96	2,066 25
54	New Brunswick Coal and Railway Co.....	18,890 29	29,260 60	45,264 42	23,572 61	5,687 99
55	New Brunswick Coal and Railway Co.....	18,890 29	29,264 75	45,264 42	47,560 37	2,485 95
56	New Brunswick Southern.....	32,633 28	340 51	124,073 82	91,811 74	32,262 08
57	New Westminster Southern.....	24,564 96		24,564 96	24,564 96	
58	Nosbonsing and Nipissing.....	2,856 24		5,033 69	11,541 90	6,808 21
59	Nova Scotia Steel and Coal Co.....	19,353 49		27,008 23	38,468 27	10,860 04
60	Orford Mountain.....	48,481 24	1,634 94	118,062 86	124,679 04	6,616 18
61	Ottawa and New York.....	1,639 55		1,639 55	6,289 25	4,599 70
62	Phillipsburg Railway and Quarry Co.....	16,139 41		25,086 16	11,764 70	13,321 46
63	Princeton Branch of Washington Co.....	1,806,664 32	28,880 78	2,008,352 49	1,712,949 76	296,002 73
64	Pere Marquette.....	6,420 29		1,110,724 38	787,293 15	323,431 23
65	Quebec Central.....	406,100 43	24,053 72	656,514 88	489,308 81	167,206 07
66	Quebec and Lake St. John.....	44,046 47	5,369 55	202,345 54	149,478 32	52,867 22
67	Quebec Railway, Light and Power Co.....	176,128 98	29,405 76	317,519 51	293,898 76	23,620 75
68	Quebec, Montreal and Southern.....	26,270 22	2,738 13	34,329 14	33,924 41	404 73
69	Red Mountain.....	11,693 78		19,144 70	10,359 54	8,785 16
70	Rutland and Noyan.....	20,800 84		32,787 12	47,788 16	15,001 04
71	Salisbury and Harvey.....	4,628 49	178 88	8,937 72	13,722 62	4,784 90
72	Schomberg and Aurora.....	43,311 55	756 88	75,696 79	75,944 23	247 44
73	Stanstead, Shefford and Chambly.....	289,377 90	16 67	304,824 17	140,492 41	164,331 76
74	St. Clair Tunnel.....	235,421 61	470 24	413,357 56	268,461 60	144,896 46
75	St. Lawrence and Adirondack.....	398,493 28	71 44	418,692 08	405,888 28	12,803 80
76	Sydney and Louisburg (Dominion Coal Co.).....					

(Concl.)—Income Account of Railways for the Year ending June 30, 1908, including Comparative Statement of Net Earnings.

Number.	1 Name of Railway.	3			4		A		5		6		7	
		Passenger.		Freight.	Other Earnings from Operation.		Total Gross Earnings from Operation.		Operating Expenses.		Net Earnings.			
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
77	Temisconata.....	65,607	05	141,475	95	3,686	07	210,779	07	152,922	67	57,856	40	
78	Temiskaming and Northern Ontario.....	371,779	44	415,582	02	17,958	92	805,320	38	710,158	71	95,121	67	
79	Thousand Islands.....	11,474	35	20,175	44	2,423	81	34,073	60	28,941	17	5,132	43	
80	Toronto, Hamilton and Buffalo.....	265,659	50	549,190	56	40,200	61	855,090	47	668,345	73	186,744	74	
81	{ Vancouver, Victoria and Eastern { Vancouver, Westminster and Yukon.....	87,495	35	287,196	20	1,593	12	376,784	67	333,677	88	43,106	79	
82	Victoria and Sydney, B.C.....	18,849	38	20,856	46	930	11	40,635	95	35,650	81	4,985	14	
83	Victoria Terminal Railway and Ferry Co.....	1,862	75	1,756	31	10,997	94	14,617	00	22,410	61	7,793	61	
84	Wabash Railway Co. in Canada.....	752,989	12	1,705,069	43			2,458,058	55	2,178,729	98	279,328	57	
85	Wellington Colliery Co.....	3,180	00	34,662	99			37,842	99	37,302	99	510	00	
86	Wellington Colliery Co. (Ladysmith).....			57,709	67			57,709	67	57,709	67			
87	York and Carleton.....	1,292	60	3,350	19			4,642	79	4,238	25			
	Total.....	46,854,158	97	94,154,522	05	5,909,632	59	146,918,313	61	107,304,142	51	39,614,171	10	

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TABLE 7.—EARNINGS and Income for the Year ending June 30, 1908.

A.—Earnings from Operation.

No.	Name of Railway.	EARNINGS ARISING FROM PASSENGER SERVICE.								Proportion to Total Earnings. 100 × Col. 6 Col. 16.
		Passenger Revenue. \$ cts.	Revenue per Passenger per Mile. Cents.	Mail. \$ cts.	Express. \$ cts.	Miscellaneous—Extra Storage and other Items. \$ cts.	Total Passenger Earnings, including Miscellaneous. \$ cts.	Passenger Earnings per Train Mile. Cents.		
1	Alberta Railway and Irrigation Co.	52,516 85	3769	648 34	4,781 72	1,477 50	59,424 41	94798	29.11	
2	Algoma Central and Hudson Bay.	23,751 61	3571	3,668 24	805 81	1566	23,751 61	47889	65.84	
3	Atlantic and Lake Superior.	24,317 57	1566	3,142	2,210 36	16 25	28,791 62	45194	39.26	
4	Atlantic, Quebec and Western.	3,682 25	2621	6,535 51	71 00	2 19	3,698 50	31736	41.96	
5	Bay of Quinte.	38,327 54	4118	3125	1,036 70	238 40	47,073 41	21507	20.31	
6	Bedfordton and Nelson.	178 71	3125	648 10	2,414 26	1,082 85	251 90	11607	31.21	
7	Beersville Coal and Ry. Co., now North Shore Ry. Co.	648 10	2174	601 60	462 69	978 59	648 10	7309	12.75	
8	Bessener and Barry's Bay.	17,881 74	2666	4,500 00	1,036 70	238 40	19,176 84	44835	49.21	
9	Brandon, Saskatchewan and Hudson Bay.	67,168 55	6824	3,880 40	2,414 26	1,082 85	73,165 16	33627	23.74	
10	British Yukon.	29,003 12	1372	3,380 40	902 06	33,345 58	33,345 58	58603	52.48	
11	Brockville, Westport and North Western.	8,897 48	2174	601 60	462 69	978 59	10,520 36	51049	38.59	
12	Buctouche and Moncton.	6,028 41	3313	301 44	313 66	172 10	6,815 61	39827	18.60	
13	Canada Coal and Ry. Co., now Maritime Coal, Ry. and Power Co.	1,741,379 67	2226	117,411 90	345,224 57	2,204,016 14	2,204,016 14	1,31082	27.95	
14	Canada Southern.	2,633,160 13	1845	178,402 32	176,505 01	39,582 85	3,027,710 31	439090	33.88	
15	Canadian Government Railways—Intercolonial*.	193,692 25	1821	23,219 90	1,544 38	3,471 06	161,897 59	49044	51.72	
16	Prince Edward Island.	1,772,816 38	2384	72,919 50	107,266 21	73,270 39	2,026,272 48	1,06704	20.69	
17	Canadian Northern.	112,005 90	2084	84 70	6,665 92	4,064 79	122,821 31	69978	50.01	
18	Canadian Northern, Ontario.	187,794 84	1936	8,435 08	10,225 06	2,284 12	208,739 10	68585	30.69	
19	Canadian Northern, Quebec.	19,655,394 44	1898	709,834 56	1,566,484 97	1,313,631 27	23,245,345 24	1,37410	33.02	
20	Canadian Pacific.	5,119 25	3907	2,494 49	121 84	169 00	5,350 09	27447	66.89	
21	Cape Breton.	12,894 81	3923	2,494 49	121 84	169 00	15,389 30	38329	29.92	
22	Caraguet.	1,547 75	2769	6,025 12	5,591 90	84,431 21	1,547 75	56159	60.42	
23	Carillon and Grenville.	72,214 19	2237	6,025 12	5,591 90	84,431 21	84,431 21	55671	31.33	
24	Central Ontario.	72,214 19	2237	6,025 12	5,591 90	84,431 21	84,431 21	55671	31.33	

TABLE 7 (Concluded).—EARNINGS and Income for the Year ending June 30, 1908.

No.	Name of Railway.	EARNINGS ARISING FROM PASSENGER SERVICE.								Proportion to Total Earnings, 100 × Col. 6 Col. 16.
		Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Miscellaneous—Extra Baggage, Storage and other items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Cents.	
1	2	3	4	5	A	6	7	8		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	p.c.		
25	Crows Nest Southern	24,837 01	3723	1,302 22	982 45	311 98	27,433 66	83530	14.69	
26	Cumberland Railway and Coal Co.	14,119 23	2079	1,117 84	2,224 69	789 99	18,251 75	40326	19.06	
27	Dominion Atlantic	341,732 93	2275	13,388 96	22,221 46	14,268 71	391,672 06	80009	48.89	
28	Elgin and Havelock	3,211 08	2689	678 24	75 60	.....	3,964 92	22115	31.95	
29	Esquimaux and Nanaimo	8,957,520 38	1771	364,015 77	1,024,213 40	195,247 05	10,540,996 60	1,23773	34.81	
30	Grand Trunk in Canada	428,516 92	1615	20,682 47	22,823 33	9,652 50	481,675 22	67368	23.66	
31	Grand Trunk (Canada Atlantic)	184,541 66	2332	6,722 08	15,244 55	4,640 58	211,148 87	62514	54.53	
32	Halifax and South Western	4,077 90	4536	325 00	37 68	45 60	4,485 58	26859	38.17	
33	Hampton and St. Martin's	16,435 78	2250	796 92	462 77	236 10	17,931 57	30304	24.17	
34	Hereford	26,658 81	2650	.....	386 54	710 43	21,755 78	52008	10.35	
35	Inverness Railway and Coal Co.	6,004 25	3000	706 50	466 41	.....	7,177 16	22805	28.50	
36	Iroquois, Bancroft and Ottawa	5,925 69	6179	1,456 59	143 02	27 83	7,553 13	44041	42.69	
37	Kaslo and Slooan	7,113 97	7113	678 24	425 73	.....	8,217 94	56364	43.44	
38	Kent Northern	.....	4244	.....	.....	.....	275 85	11016	9.23	
39	Kettle River Valley	275 85	4244	.....	.....	.....	275 85	32426	28.02	
40	Kingston and Pembroke	50,784 37	3337	7,224 21	2,485 45	441 50	60,935 53	91968	23.96	
41	Klondyke Mmes.	11,233 00	15000	.....	.....	25 75	11,258 75	91968	23.96	
42	Liverpool and Milton	840 00	1875	.....	.....	.....	840 00	10370	8.95	
43	Lothbiero and Megantic	4,221 34	2685	753 60	.....	.....	4,974 94	26491	15.76	
44	London and Port Stanley	43,096 65	1175	1,557 68	4,424 38	617 11	49,635 82	62058	40.06	
45	Manitoulin and North Shore	1,183 60	4192	.....	.....	.....	1,183 60	9184	2.53	
46	Massawippi Valley	70,911 61	2128	2,851 43	999 96	627 60	75,390 60	92912	37.94	
47	Midland Ry. Co. of Manitoba	7,689 91	2369	44 04	284 97	269 43	8,248 35	27027	24.44	
48	Montreal and Atlantic	177,344 01	2200	9,433 78	11,573 87	.....	198,351 66	66334	26.18	
49	Montreal and Province Line	42,542 53	2063	1,944 70	2,689 04	213 60	47,389 87	66945	52.61	
50	Montreal and Vermont Junction	46,229 62	1477	2,538 00	4,735 00	65 50	53,568 12	75826	31.98	

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51	Morrissey, Fernie and Michel.....	8,342 85	467	249 05	21 66	.....	8,342 85	54184	7 83
52	Napierville Junction.....	4,297 97	2791	1,683 40	1,535 84	.....	4,568 68	27204	23 21
53	Nelson and Fort Sheppard.....	32,483 44	5716	1,285 88	328 69	419 59	36,072 27	70932	37 64
54	New Brunswick Coal and Railway Co.....	10,913 31	2519	929 32	227 33	.....	12,527 28	20747	23 18
55	New Brunswick and Prince Edward Island.....	9,223 66	2456	2,221 42	1,408 69	84 76	10,380 31	35104	35 47
56	New Brunswick Southern.....	15,847 30	2089	1,632 01	2,403 53	1,170 06	19,562 17	37018	33 21
57	New Westminster Southern.....	83,894 43	3245	.....	.....	.....	91,100 03	1 54066	73 42
58	Nosbonsing and Nipissing.....	.....	2400	314 00	.....	.....	2,177 45	13864	43 24
59	Nova Scotia Steel and Coal Co.....	1,863 45	2765	527 52	226 08	86 80	8,234 74	17167	29 90
60	Orford Mountain.....	7,413 74	2155	4,162 85	2,453 89	1,032 45	67,946 08	88286	57 55
61	Ottawa and New York.....	60,277 49	.....	.....	.....	.....	.....	.....	.....
62	Phillipsburg Railway and Quarry Co.....	.....	1792	218 04	377 08	8 35	8,946 75	88890	35 66
63	Princeton Branch of Washington Co.....	8,343 28	1969	8,216 90	19,060 05	2,932 47	173,407 39	61597	8 63
64	Pere Marquette.....	143,197 97	2099	18,808 72	10,612 16	5,053 05	348,767 09	80757	31 40
65	Quebec Central.....	314,233 16	2063	14,355 92	8,405 80	439 00	226,360 73	88798	34 48
66	Quebec and Lake St. John.....	203,060 01	2000	1,230 88	.....	10,464 89	132,929 72	54035	75 57
67	Quebec Railway, Light and Power Co.....	141,233 55	2394	5,084 68	4,325 60	1,175 30	111,984 77	82716	35 26
68	Quebec, Montreal and Southern.....	101,339 19	3700	282 80	646 01	103 21	5,320 79	72907	15 50
69	Red Mountain.....	4,288 77	3700	87 36	144 07	.....	7,450 92	1 61590	38 91
70	Ratland and Noyan.....	7,219 49	2203	2,260 80	331 71	.....	11,807 40	65596	36 01
71	Salisbury and Harvey.....	9,214 89	2086	.....	.....	.....	4,309 23	23638	48 20
72	Schomberg and Aurora.....	4,309 23	1535	.....	.....	.....	31,628 36	49112	41 78
73	Stanstead, Shefford and Chambly.....	24,456 10	1978	1,746 34	4,620 53	805 39	65,430 00	.....	21 46
74	St. Clair Tunnel, yard and approaches.....	65,430 00	.....	.....	.....	.....	177,465 71	1 32084	42 93
75	St. Lawrence and Adirondack.....	167,237 21	1843	1,723 21	7,692 70	812 56	20,127 36	60168	5 00
76	Sydney and Louisburg (Dominion Coal Co.).....	16,789 49	2428	1,126 80	1,222 11	988 96	65,607 03	45780	31 12
77	Tanaiscoia.....	57,290 26	2594	5,824 54	1,240 52	1,251 73	371,779 44	1 52256	46 16
78	Tenacious and Northern Ontario.....	342,828 64	2288	9,679 83	19,270 07	.....	11,474 35	28946	33 67
79	Thousand Islands.....	8,186 48	4111	672 00	2,615 87	.....	265,699 30	96007	31 07
80	Toronto, Hamilton and Buffalo.....	251,519 18	2195	3,180 12	11,000 00	.....	87,995 35	88215	23 35
81	(Vancouver, Victoria and Eastern.....	80,356 11	3126	3,121 04	3,329 26	1,188 94	1,862 75	1 29879	12 74
82	(Vancouver, Westminster and Yukon.....	1,830 96	2544	31 79	.....	.....	18,849 38	85745	46 38
83	Victoria Terminal Railway and Perry Co.....	18,425 39	2168	423 99	.....	.....	752,989 12	1 04047	30 33
84	Walash and Sydney, B. C.....	709,466 41	1994	1,448 92	33,448 46	8,625 30	3,180 00	24651	8 40
85	Wellington Railway Co. in Canada.....	2,940 00	4646	240 00	.....	.....	.....	.....	.....
86	Wellington Colliery Co.....	.....	.....	.....	.....	.....	.....	.....	.....
87	York and Carleton.....	1,119 60	2739	20 00	153 00	.....	1,292 60	16345	27 84
	Total.....	39,992,563 11	.....	1,670,120 90	3,486,300 63	1,705,234 33	46,854,158 97	.....	.....

TABLE 7 (Continued)—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1907.

A.—Earnings from Operation.

No.	Name of Railway.	EARNINGS ARISING FROM FREIGHT SERVICE.						OTHER EARNINGS.				SUMMARY OF EARNINGS.	
		9	10	11	12	13	14	15	16	17	Total Earnings from Operation.	Total Earnings per Train Mile.	
		Freight Revenue.	Revenue per Ton per Mile.	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.	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.	Total Earnings from Operation.	Total Earnings per Train Mile.		
		\$ cts.	Cents.	\$ cts.	\$ cts.	\$ cts.	p. c.	\$ cts.	\$ cts.	\$ cts.	% cts.		
1	Alberta Railway and Irrigation Co	134,622 97	3090	134,622 97	1,897 38	65 96		10,046 69	204,094 07	2,876 61			
2	Algonia Central and Hudson Bay	137,717 17	1546	137,717 17	2,776 64	69 12		190,253 49	360,722 27	7,272 92			
3	Atlantic and Lake Superior	43,949 72	1409	43,949 72	57 450	59 94	578 40		73,319 74	824 74			
4	Atlantic, Quebec and Western	5,114 57	3649	5,114 57	438 87	58 03			8,813 07	756 23			
5	Bay of Quinté	182,489 87	1570	182,489 87	833 78	78 04	1,428 41	2,830 75	233,822 44	1,068 31			
6	Bedford and Nelson	553 71	4052	553 71	255 16	68 60	1 50		807 11	371 94			
7	Beersville Coal and Ry. Co., now North Shore Ry. Co.	4,432 78	4999	4,432 78	500 88	87 24			5,080 88	371 84			
8	Bessmer and Barry's Bay												
9	Brandon, Saskatchewan and Hudson Bay	19,491 57	1053	19,533 05	837 04	50 12		266 50	38,976 39	605 61			
10	British Yukon	237,089 11	8214	237,089 11	4,122 57	74 89		4,260 57	316,514 84	5,477 93			
11	Brookville, Westport and North West	30,183 15	4124	30,183 15	1,071 46	47 50		9 00	63,537 73	1,113 38			
12	Buconche and Moncton	16,739 14	3143	16,739 14	81 226	61 40			27,259 50	1,322 76			
13	Canada Coal and Ry. Co., now Maritime Coal, Ry. & Power Co	27,437 59	3589	27,437 59	1,441 86	76 36	1,748 68	138 13	36,640 01	1,882 83			
14	Canada Southern	5,496,012 50	547	5,496,012 50	2,518 07	69 73		184,136 62	7,884,165 26	2,122 90			
15	Canadian Government Railways—Intercolonial	5,820,857 34	578	5,820,857 34	1,294 68	63 12	39,854 31	56,512 18	8,935,934 14	1,238 13			
16	Prince Edward Island	142,411 79	3900	142,411 79	431 41	45 50	7,983 52	690 50	312,983 40	948 13			
17	Canadian Northern	6,823,528 42	779	6,824,782 98	2,364 10	70 30	105,714 47	752,692 78	9,709,462 71	2,201 75			
18	Canadian Northern, Ontario	115,644 34	1639	116,117 07	2,027 82	47 28	3,041 63	3,621 73	245,601 74	1,055 11			
19	Canadian Northern, Quebec	448,743 16	1,963	448,860 78	1,486 23	65 98	7,167 64	15,433 51	680,201 63	1,265 09			
20	Canadian Pacific	43,377,728 06	7424	43,733,429 25	2,239 19	62 13		3,410,390 83	70,389,165 32	2,190 63			



TABLE 7 (Concluded).—EARNINGS and Income for the Year ending June 30, 1908.

No.	Name of Railway.	EARNINGS ARISING FROM FREIGHT SERVICE.						OTHER EARNINGS.			SUMMARY OF EARNINGS.	
		9	10	B	11	12	13	14	15	16	17	
		Freight Revenue.	Revenue per Ton per Mile.	Miscellaneous—Stock Yards, Elevators and other items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings, including Stock Yards, 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.	Total Far-ings per Train Mile.
		\$ cts.	Cts.	\$ cts.	\$ cts.	\$ cts.	p.c.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
70	Rutland and Noyan.	11,693 78	1026		11,693 78	4 16890	61.09			19,144 70	19,144 70	2 58153
71	Salisbury and Harvey.	20,800 84	1766		20,800 84	1 15660	63.44		178 88	32,787 12	32,787 12	1 82150
72	Schomberg and Aurora.	4,628 49	1 3163		4,628 49	1 20533	51.80			8,487 72	8,487 72	4 0497
73	Stanstead, Shefford and Chambly	43,311 55	1627		43,311 55	96134	57.21		736 88	73,696 79	73,696 79	8 83953
74	St. Clair Tunnel, yard and approaches.	239,377 50			239,377 50		78.51			304,824 17	304,824 17	
75	St. Lawrence and Adirondack.	234,971 49	1061	450 12	235,421 61	2 49973	56.95		470 24	413,357 56	413,357 56	1 80871
76	Sydney and Louisburg (Dominion Coal Co.)	398,493 28	663		398,493 28	4 30524	94.78		71 44	418,692 08	418,692 08	3 39263
77	Temisconata.	141,475 95	2440		141,475 95	1 59024						
78	Temiscaming and Northern Ontario	415,562 02	1443		415,562 02	2 55607	67.12	174 84	3,521 23	210,779 07	210,779 07	1 39014
79	Thousand Islands.	20,175 44	1 1145		20,175 44	5 08899	51.60		17,958 92	805,320 38	805,320 38	1 80398
80	Toronto, Hamilton and Buffalo.	544,217 38	1196	4,973 18	549,190 56	3 31293	59.18		2,423 81	34,073 60	34,073 60	8 85957
81	{ Vancouver, Victoria & Eastern Yukon Victoria Terminal Railway and Ferry Co.	284,931 00	1496	2,265 20	287,196 20	2 90961	76.21	492 00	39,001 82	855,090 47	855,090 47	1 91595
82	Victoria and Sydney, B. C.	1,756 31	5182		1,756 31	2 47020	12.01		10,997 94	14,617 00	14,617 00	9 48539
83	Victoria and Sydney, B. C.	20,820 70	4742	35 76	20,856 46	2 05562	51.32	5 00	925 11	40,655 95	40,655 95	1 84851
84	Wabash Railroad Co. in Canada.	1,700,537 33	602	4,532 10	1,705,069 43	2 11468	69.67			2,458,058 55	2,458,058 55	1 61939
85	Wellington Colliery Co.	3,503 45		31,159 54	34,662 99	2 68705	91.60			37,842 99	37,842 99	2 98356
86	" (Ladysmith)	57,709 67	1201		57,709 67	4 63755	100.00			57,709 67	57,709 67	4 63755
87	York and Carleton.	3,350 19	3530		3,350 19	4 2364	72.16			4,642 79	4,642 79	5 87710
	Total	93,746,655 45		407,866 60	94,154,522 05			279,408 25	5,630,224 34	146,918,313 61	146,918,313 61	

TABLE 8.—GENERAL EXPENDITURES for the Year ending June 30, 1908.

Number.	Name of Railway.	TOTAL OPERATING EXPENSES.					DISTRIBUTION OF OPERATING EXPENSES.					Number.							
		2	3	4	5	6	7	8	Maintenance of Way and Structures.		Maintenance of Equipment.		Conducting Transportation.		General Expenses.				
									\$	cts.	\$		cts.	\$	cts.	\$	cts.	\$	cts.
		Amount.		Total Operating Expenses per Train Mile.	Proportion to Earnings from Operation. 100 x Col. 2 T. 7., Col. 16.														
		Cols. 5+6+7+8																	
1	Alberta Railway and Irrigation Co.	178,006	20	2,50967	87.24	77,229	92	19,642	19	65,638	52	15,525	57	1					
2	Algoma Central and Hudson Bay	253,146	71	5,10397	70.18	35,453	96	48,413	90	156,681	30	12,697	55	2					
3	Atlantic and Lake Superior	73,507	33	82674	100.25	18,442	75	8,328	05	30,648	90	8,087	63	3					
4	Atlantic, Quebec and Western	22,182	54	1,90343	251.70	4,373	13	1,381	96	12,606	45	3,821	00	4					
5	Bay of Quinte	160,788	15	73463	68.76	29,907	52	23,945	39	99,638	16	7,247	08	5					
6	Bedlington and Nelson (now North Shore Ry. Co.)	14,968	75	6,89804	185.48	12,135	63	486	59	1,965	96	380	57	6					
7	Bessville Coal and Railway Co.	4,791	22	35064	94.29	992	54	189	45	3,578	98	30	25	7					
8	Bessmer and Barry's Bay													8					
9	Brandon, Saskatchewan and Hudson Bay	102,915	32	1,60066	264.04	32,249	26	10,047	20	57,141	79	3,477	07	9					
10	British Yukon	143,848	88	2,48959	45.44	54,360	21	16,889	54	60,272	61	12,326	52	10					
11	Brookville, Westport and Northwestern	30,161	38	52757	47.46	5,251	59	2,479	96	15,335	22	7,094	61	11					
12	Buctouche and Moncton	23,125	55	1,12311	84.83	8,582	82	3,038	45	8,343	24	3,161	04	12					
13	Canada Coal and Railway Co. (now Maritime Coal, Railway and Power Co.)	23,843	97	1,22525	65.07	4,049	90	1,719	19	15,551	55	2,523	33	13					
14	Canada Southern	5,486,128	34	1,47720	69.58	807,947	07	828,970	61	3,678,455	77	170,754	89	14					
15	Canadian Govt. Railways—Intercolonial	9,349,072	78	1,29337	104.62	1,732,390	38	2,059,883	21	5,314,955	34	241,843	85	15					
16	" " Prince Edward Island	408,460	31	1,23735	130.50	116,098	35	75,487	85	202,528	33	14,345	78	16					
17	Canadian Northern	6,527,768	73	1,48025	67.23	1,438,388	41	1,130,198	13	3,684,106	62	254,875	57	17					
18	Canadian Northern Ontario	245,197	82	1,05337	99.83	52,022	06	36,842	05	137,514	41	18,819	30	18					
19	Canadian Northern Quebec	709,411	11	1,31941	104.29	132,358	35	114,079	03	423,100	46	39,873	27	19					
20	Canadian Pacific	47,980,269	05	1,49322	68.16	9,630,803	95	9,459,860	45	27,448,405	51	1,441,199	14	20					
21	Cape Breton	17,126	21	87862	214.12	4,386	16	2,691	53	6,736	58	3,311	94	21					
22	Caracquet	52,672	89	1,31190	102.45	14,911	15	10,940	85	21,127	75	5,693	10	22					
23	Carillon and Grenville	5,425	86	1,64363	211.71	2,540	00	1,085	33	1,735	88	62	65	23					
24	Central Ontario	153,927	53	80431	57.13	50,999	01	14,149	63	79,069	36	9,109	54	24					
25	Crow's Nest Southern	137,950	33	2,00133	73.87	49,029	68	17,232	86	67,503	22	4,181	57	25					
26	Cumberland Railway and Coal Co.	45,875	15	1,01359	47.91	24,006	43	10,822	80	11,045	92	.....	.....	26					
27	Dominion Atlantic	510,127	07	91868	64.91	118,591	97	59,479	08	290,469	67	41,586	35	27					
28	Edgin and Havelock	10,870	14	60652	87.59	4,074	65	832	68	5,267	17	695	64	28					





8-9 EDWARD VII., A. 1909

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	MAINTENANCE OF WAY				
		Repairs of Roadway.	Renewals of Rails.	Renewals of Ties.	Repairs and Renewals of Bridges and Culverts.	Repairs and Renewals of Fences, Road-Crossings, Signs and Cattle Guards.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Alberta Ry. and Irrigation Co. ....	36,650 01	417 61	17,108 07	9,072 27	4,295 40
2	Algoma Central and Hudson Bay.	20,066 57	.....	1,228 14	1,128 65	115 99
3	Atlantic and Lake Superior. ....	14,380 84	.....	1,306 64	1,268 80	242 52
4	Atlantic, Quebec and Western. ....	3,047 35	.....	.....	307 10	.....
5	Bay of Quinté. ....	21,496 51	123 43	3,654 49	330 69	413 24
6	Bedlington and Nelson. ....	3,105 56	49 19	1,490 17	7,028 48	10 48
7	Beersville Coal and Ry. Co. (now North Shore Railway Co.)	883 00	.....	83 08	.....	.....
8	Bessemer and Barry's Bay. ....	.....	.....	.....	.....	.....
9	Brandon, Saskatchewan and Hud- son Bay. ....	27,078 04	291 39	.....	781 55	953 19
10	British Yukon. ....	29,133 85	.....	15,379 70	2,166 00	13 90
11	Brockville, Westport and North- western. ....	1,729 85	203 05	2,109 06	144 05	129 60
12	Buctouche and Moncton. ....	4,732 45	.....	2,283 18	1,110 17	58 90
13	Canada Coals and Ry. Co. (now Maritime Coal, Ry. and Power Co.)	2,837 10	230 88	636 58	147 70	48 22
14	Canada Southern	407,118 25	190,059 84	88,827 33	34,593 15	20,261 40
15	Canadian Government Railways— Intercolonial. ....	838,021 69	92,308 32	292,669 39	46,696 77	53,175 32
16	Prince Edward Island. ....	77,358 66	612 34	10,477 23	861 34	5,950 35
17	Canadian Northern. ....	836,520 17	9,194 81	245,223 74	121,493 69	21,071 38
18	Canadian Northern Ontario. ....	33,697 34	.....	1,342 55	3,144 35	208 76
19	Canadian Northern Quebec. ....	60,862 14	Cr. 8 25	10,422 96	16,212 68	11,597 56
20	Canadian Pacific	4,784,415 49	657,934 65	871,907 95	844,023 45	246,028 72
21	Cape Breton. ....	3,346 34	.....	866 55	5 80	46 80
22	Caraget. ....	10,259 20	.....	3,610 10	375 25	325 10
23	Carillon and Grenville. ....	483 05	.....	890 00	294 10	330 50
24	Central Ontario. ....	28,089 51	254 72	6,440 00	4,422 27	2,215 16
25	Crow's Nest Southern. ....	42,931 14	213 74	1,573 26	1,364 95	35 16
26	Cumberland Ry. and Coal Co. ....	15,719 63	524 75	3,956 30	328 14	158 45
27	Dominion Atlantic. ....	58,164 91	7,954 55	21,806 60	15,733 58	5,188 36
28	Elgin and Havelock. ....	3,168 55	.....	521 67	243 89	21 85
29	Esquimalt and Nanaimo. ....	.....	.....	.....	.....	.....
30	Grand Trunk in Canada. ....	1,722,205 82	532,260 70	296,519 03	153,401 97	81,967 03
31	Canada Atlantic (G. T. R.). ....	203,597 86	19,299 51	44,972 17	Cr. 8,752 32	4,954 84
32	Halifax and Southwestern. ....	77,995 53	.....	14,131 98	5,108 75	1,098 90
33	Hampton and St. Martins. ....	.....	.....	280 23	145 00	.....
34	Hereford. ....	19,690 07	7 24	3,714 73	2,612 98	979 31
35	Inverness Ry. and Coal Co. ....	22,188 37	2,463 41	4,752 74	1,975 78	394 03
36	Irondale, Bancroft and Ottawa. ....	6,679 55	.....	1,482 74	97 56	.....
37	Kaslo and Slocan. ....	10,895 67	.....	518 50	12,904 43	.....
38	Kent Northern. ....	3,000 00	.....	950 00	.....	.....
39	Kettle River Valley. ....	884 91	.....	.....	40 93	6 75
40	Kingston and Pembroke. ....	34,346 20	.....	9,262 87	147 23	1,448 24
41	Klondyke Mines. ....	19,058 99	29 57	655 84	2,371 78	582 89
42	Liverpool and Milton. ....	.....	.....	.....	.....	.....
43	Lotbinière and Megantic. ....	5,509 11	178 72	932 54	1,257 77	67 72
44	London and Port Stanley. ....	8,102 87	622 29	4,634 74	3,535 30	618 48
45	Magnetawan River (G. T. R.). ....	.....	.....	.....	.....	.....
46	Manitoulin and North Shore. ....	8,142 06	200 97	1,235 86	145 81	0 75
47	Massawippi Valley. ....	19,146 83	11,564 72	4,490 42	2,829 92	789 54
48	Midland Ry. Co. of Manitoba. ....	34,322 15	2,795 20	1,371 66	615 57	427 60

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for the Year ending June 30, 1908.

7		8		9		10		11		12		13		No.	
AND STRUCTURES.															
Repairs and Renewals of Buildings and Fixtures.		Repairs and Renewals of Docks and Wharves.		Repairs and Renewals of Telegraph.		Stationery and Printing.		Other Expenses.		Snow Clearing.		Total.			
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
5,863	08			1,740	28		65	48	1,828	23	199	49	77,239	92	1
2,913	68	2,137	89	2,371	99		203	23	1,957	55	3,330	27	35,453	96	2
790	59								368	81	84	55	18,442	75	3
116	58										902	10	4,373	13	4
3,543	37			10	12				4	95	330	72	29,907	52	5
375	73			15	23		31	50	0	38	28	91	12,135	63	6
26	46												992	54	7
															8
1,593	22			239	01		141	72	1	72	1,169	42	32,249	26	9
4,168	40	199	96	507	45		27	00			2,763	95	54,360	21	10
213	08			5	00				12	40	705	50	5,251	59	11
231	64								166	48			8,582	82	12
62	58			70	16				16	68			4,049	90	13
53,567	23	2,213	85	2,029	79		1,934	21	50	00	7,292	02	807,947	07	14
206,206	79	19,172	07	1,749	14		4,587	84	956	15	176,846	90	1,732,390	38	15
19,155	25	1,258	74	40	39		184	05			200	00	116,098	35	16
121,910	81	750	07	23,401	48		1,600	74	38,296	46	39,125	06	1,458,588	41	17
1,577	94	9	41	1,047	32		465	94	4,205	06	6,383	39	52,022	06	18
9,233	60			1,078	21		62	46	735	82	22,161	17	132,358	35	19
1,336,241	96	99,671	39	237,242	74	26,175	83		45,070	97	482,090	80	9,630,803	95	20
87	02			10	90						22	75	4,386	16	21
100	00						84	50			157	00	14,911	15	22
55	25	287	00						200	10			2,540	00	23
4,690	80			37	63		4	12	19	39	4,805	41	50,999	01	24
1,155	89			131	59		115	37	1	53	1,507	05	49,029	68	25
634	62								2,684	54			24,006	43	26
4,284	06	1,396	47	410	95		134	39	411	35	3,106	75	118,591	97	27
65	13						55	56					4,074	65	28
															29
715,248	52	33,690	51	6,009	51	2,493	91		Cr. 958	63	110,482	26	3,653,320	63	30
52,340	76	594	09	6,057	30		301	49			36,596	72	359,962	42	31
7,182	18	268	63	989	05		141	91	10,600	67	636	54	118,154	14	32
									1,509	03			1,934	26	33
1,217	88						6	12			1,482	89	29,711	22	34
2,170	18			439	14		103	54	1,422	82	372	45	36,282	41	35
									510	00	160	00	8,929	85	36
484	89			10	56		0	35	2,885	65	4,672	51	32,372	56	37
							50	00			20	00	4,020	00	38
5	74								43	12			981	45	39
980	50	2,569	86				161	99	331	73	3,668	35	52,916	97	40
1,110	87	395	84	86	92		66	03	155	75	5,287	59	29,802	07	41
											6	20	6	20	42
303	73	250	65						172	76			8,693	00	43
1,739	21	511	00	1	51		30	61	2	44	1,421	33	21,219	78	44
															45
276	67			55	85		6	12	78	27	278	59	10,420	95	46
1,623	06										204	05	40,648	54	47
1,353	17			502	30		173	30	2	28	481	78	42,045	01	48



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for the Year ending June 30, 1908—Continued.

7	8	9	10	11	12	13	
AND STRUCTURES.							
Repairs and Renewals of Buildings and Fixtures.	Repairs and Renewals of Docks and Wharfs.	Repairs and Renewals of Telegraph.	Stationery and Printing.	Other Expenses.	Snow Clearing.	Total.	No.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
15,765 78		1,756 60	269 95	495 64	9,189 07	193,215 14	49
1,569 72		57 79	10 54		1,774 24	24,830 83	50
1,570 37		86 16	24 45		511 42	13,637 37	51
114 80				Cr. 342 53	2,778 17	11,982 46	52
228 33		6 75	5 53	29 37	2,001 06	8,501 14	53
1,327 07		75 38	55 18	17 96	1,961 17	48,429 44	54
323 17		268 13			219 85	15,907 55	55
290 27	174 13		15 00	5 00		8,342 35	56
609 16				6 30		14 263 05	57
297 82	Cr. 26 00	59 79	49 59	0 58	17 16	17,843 89	58
						7,860 79	59
						4,669 12	60
182 39		125 20	40 00	62 67	2,504 28	14,413 08	61
5,212 54		316 54	0 80		2,127 59	38,365 19	62
						1,417 43	63
			3 69		5 20	3,380 54	64
12,612 58	Cr. 1,566 65	268 51	245 66	13 67	7,455 75	167,091 14	65
							66
10,080 89			1,832 21	4,157 29	2,222 78	186,064 89	67
2,257 41			1,101 30	4,364 45	2,622 68	91,930 40	68
2,447 99			24 97	3,760 61	3,968 14	23,709 32	69
9,559 55	32 84	45 63	359 81	420 85	9,165 14	85,500 38	70
151 06		52 51	15 52	0 38	1,093 18	8,649 47	71
			10 00		71 43	1,688 65	72
255 62				613 93		27,366 25	73
		2 57			2,226 94	4,308 95	74
1,028 75		90 85	10 75		814 18	21,410 71	75
						15,733 38	76
6,658 96			10 87		2,820 19	49,312 79	77
2,202 91				730 00	1,086 72	67,705 97	78
1,476 51					1,184 15	43,806 63	79
4,514 81		4,008 38	143 05	733 52	11,115 29	125,150 68	80
452 60	0 63			0 25	153 01	5,638 10	81
13,219 93		10 93	106 95		3,646 18	182,074 81	82
3,641 26	101 45	572 05	174 77	49 75	2,133 11	79,675 66	83
3 21	50 32			12 39		786 53	84
165 40	668 07			45 02		10,449 83	85
27,784 92	2,205 23	205 86	54 42			197,803 08	86
						11,349 26	87
						9,775 22	88
10 00			10 00		19 00	1,300 00	89
2,690,915 90	167,017 45	294,301 15	43,924 32	129,098 56	993,694 55	20,778,609 78	

8-9 EDWARD VII., A. 1909

TABLE 9—Classification of Operating Expenses

No.	1 NAME OF RAILWAY.	2 3 4 MAINTENANCE		
		Superin- tendence.	Repairs and Renewals of Locomotives.	Repairs and Renewals of Passenger Cars.
1	Alberta Ry. and Irrigation Co. ....	1,069 51	8,287 93	2,002 84
2	Algoma Central and Hudson Bay .....	4,392 19	13,166 90	2,152 20
3	Atlantic and Lake Superior.....	1,090 62	4,711 87	1,271 94
4	Atlantic, Quebec and Western.....		1,254 58	71 19
5	Bay of Quinté.....	15 69	13,410 07	4,446 49
6	Bedlington and Nelson.....	20 21	65 11	
7	Beersville Coal and Railway Co. (now North Shore Ry.) .....	90 55		75 00
8	Bessemer and Barry's Bay.....			
9	Brandon, Saskatchewan and Hudson Bay.....	599 58	4,367 52	1,411 07
10	British Yukon.....	1,667 40	6,298 80	2,632 10
11	Brockville, Westport and Northwestern.....	725 00	441 92	690 31
12	Buctouche and Moncton.....		1,438 47	337 10
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.).....		1,176 17	378 28
14	Canada Southern.....	25,064 49	385,754 15	29,257 71
	Canadian Government Railways—			
15	Intercolonial.....	91,864 54	824,983 04	303,213 89
16	Prince Edward Island.....	6,270 28	24,224 56	25,007 09
17	Canadian Northern.....	23,561 20	625,839 27	120,223 73
18	Canadian Northern Ontario.....	1,614 00	16,553 78	5,413 70
19	Canadian Northern Quebec.....	4,161 66	56,210 06	13,396 89
20	Canadian Pacific.....	222,091 54	3,420,041 98	1,620,680 47
21	Cape Breton.....		2,170 97	490 97
22	Caraquet.....	500 00	6,625 50	1,460 25
23	Carillon and Grenville.....	560 00	196 45	40 62
24	Central Ontario.....	1,020 00	6,936 01	1,511 65
25	Crow's Nest Southern.....	662 55	5,820 91	918 98
26	Cumberland Railway and Coal Co.....	1,200 00	2,343 21	
27	Dominion Atlantic.....	2,113 35	22,838 17	11,475 41
28	Elgin and Havelock.....		646 64	22 43
29	Esquimalt and Nanaimo.....			
30	Grand Trunk in Canada.....	155,044 71	1,652,014 99	392,493 07
31	Canada Atlantic (G. T. R.).....	19,717 97	186,315 19	5,403 35
32	Halifax and Southwestern.....	3,027 39	20,172 06	5,777 92
33	Hampton and St. Martin's.....			
34	Hereford.....	490 09	7,270 13	2,271 31
35	Inverness Railway and Coal Co.....	1,707 79	12,900 89	957 87
36	Irondale, Bancroft and Ottawa.....	250 00	1,096 93	104 30
37	Kaslo and Slocan, B.C.....	56 86	1,227 58	272 49
38	Kent Northern.....	300 00	150 00	75 00
39	Kettle River Valley.....	12 50	434 30	43 15
40	Kingston and Pembroke.....	12 50	11,368 67	4,748 50
41	Klondyke Mines.....		12,646 55	533 51
42	Liverpool and Milton.....			
43	Lotbinière and Megantic.....		1,045 23	283 71
44	London and Port Stanley.....	667 50	12,806 74	3,102 02
45	Maganetawan River.....			
46	Manitoulin and North Shore.....	1,097 35	738 13	
47	Massawippi Valley.....		4,125 58	4,313 47
48	Midland Railway Co. of Manitoba.....	287 21	2,583 58	837 58
49	Montreal and Atlantic.....	3,300 39	62,702 85	5,722 39
50	Montreal and Province Line.....	244 67	842 50	463 41
51	Montreal and Vermont Junction.....	625 18	16,014 57	3,032 89
52	Morrissey, Fernie and Michel, B. C.....		7,067 98	

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for the Year ending June, 30, 1908.

5	6	7	8	9	10	11	
OF EQUIPMENT.							
Repairs and Renewals of Freight Cars.	Repairs and Renewals of Work Cars.	Repairs and Renewals of Marine Equipment.	Repairs and Renewals of Shop Machinery and Tools.	Stationery and Printing.	Other Expenses.	Totals.	No.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
3,215 00		1,832 13		64 88	3,169 90	19,642 19	1
20,691 27	4,257 34		824 86	57 53	2,871 61	48,413 90	2
335 61	16 66				901 35	8,328 05	3
27 53	28 66					1,381 96	4
6,107 21			1 17	8 25	6 51	23,995 39	5
	287 45		113 15	0 59	0 08	486 59	6
23 90						189 45	7
							8
1,638 56	1,371 10		307 67	42 88	308 82	10,047 20	9
2,639 10	2,697 35		937 14	17 65		16,889 54	10
614 37			8 36			2,479 96	11
1,059 03			87 76		116 09	3,038 45	12
164 74						1,719 19	13
318,938 51	6,048 49	28,630 14	9,381 41	2,142 30	23,753 41	828,970 61	14
642,405 29	32,143 63	6,937 60	63,972 91	11,350 61	83,011 70	2,059,883 21	15
10,323 35	1,316 20		4,928 01	327 58	3,090 78	75,487 85	16
290,443 62	14,967 44		37,510 91	2,515 92	15,136 04	1,130,198 13	17
3,248 72	3,432 14		2,410 22	291 10	3,878 39	36,842 05	18
32,707 36	2,446 35		2,057 07	142 65	2,956 99	114,079 03	19
3,360,657 59	448,450 15	7,009 72	337,104 38	41,586 14	2,238 48	9,459,860 45	20
29 59						2,691 53	21
545 10			1,810 00			10,940 85	22
			26 93		261 33	1,085 33	23
4,542 68			86 15	20 20	32 94	14,149 63	24
7,503 14	1,438 51		522 99	42 82	325 96	17,235 86	25
7,279 59						10,822 80	26
16,272 78	146 73		6,043 08	190 23	399 33	59,479 08	27
				10 63	0 85	832 68	28
4 00	145 58		2 55				29
1,400,741 61	57,178 72	Cr 13,684 02	235,386 60	10,958 90	244,798 41	4,134,932 99	30
154,809 96	6,541 09		24,988 07	1,365 38	32,659 87	431,800 88	31
5,948 22	275 42		1,416 24	181 64	5,065 85	41,864 74	32
							33
6,531 61	106 64		313 74	337 16		17,320 68	34
6,339 83	68 40		1,118 66	103 54	182 70	23,379 68	35
100 00						1,551 23	36
1,212 85			51 92	0 35	129 17	2,951 22	37
	300 00					825 00	38
11 89	76 34		24 64		92 39	695 21	39
3,235 20			283 79	40 60	5,109 14	24,798 40	40
1,072 43	363 98		120 98	32 75	363 71	15,138 91	41
						1,621 26	42
1,263 39	21 35		570 91	60 90	135 79	3,381 28	43
3,033 78	145 17		436 69	35 14	1,498 87	21,725 91	44
							45
2,474 47	32 99		8 02	6 12	278 20	4,635 28	46
8,305 95	328 93					17,073 93	47
1,411 84	1,091 13		210 33	22 04	123 68	6,567 39	48
36,287 84	150 86		3,724 10	431 41		112,319 84	49
1,075 86			1 42	33 39		2,661 25	50
4,685 03	160 40		744 20	67 14		25,329 41	51
6,259 52						13,327 50	52

TABLE 9—Classification of Operating Expenses

1		2	3	4
		MAINTENANCE		
No.	NAMING RAILWAY.	Superintendence.	Repairs and Renewals of Locomotives.	Repairs and Renewals of Passenger Cars.
		\$ cts.	\$ cts.	\$ cts.
53	Napierville Junction.....	351 73	412 31	68 04
54	Nelson and Fort Sheppard.....	532 86	7,085 38	2,399 90
55	New Brunswick Coal and Railway Co.....		4,564 90	651 72
56	New Brunswick and Prince Edward Island.....	100 00	1,545 61	566 42
57	New Brunswick Southern.....		2,691 68	Cr. 231 25
58	New Westminster Southern.....	650 12	3,753 98	2,476 43
59	Nosbonsing and Nipissing.....			
60	Nova Scotia Steel and Coal Co.....		811 25	549 00
61	Orford Mountain.....		869 89	653 45
62	Ottawa and New York.....	1,409 69	7,547 07	1,442 23
63	Philipsburg Railway and Quarry Co.....			
64	Princeton Branch of Washington Co. Railway.....	66 74	462 15	220 65
65	Père Marquette.....	5,315 41	90,271 08	9,110 13
66	Qu'Appelle, Long Lake and Saskatchewan.....			
67	Quebec Central.....	5,324 15	52,172 72	24,071 11
68	Quebec and Lake St. John.....	2,800 00	29,668 34	13,912 44
69	Quebec Railway, Light and Power Co.....	400 20	3,685 37	8,055 66
70	Quebec, Montreal and Southern.....	6,305 48	19,489 19	6,253 80
71	Red Mountain.....	173 09	2,415 54	76 12
72	Rutland and Noyan.....	85 16	542 78	143 42
73	Salisbury and Harvey.....	838 00	2,033 66	771 14
74	Schomberg and Aurora.....		712 28	
75	Stanstead, Shefford and Chambly.....	281 94	6,673 56	1,335 96
76	St. Clair Tunnel, yard and approaches.....			
77	St. Lawrence and Adirondack.....		11,717 46	3,922 57
78	Sydney and Louisburg (Dominion Coal Co.).....		61,092 78	2,743 16
79	Temiscouata.....		8,572 07	5,849 51
80	Temiscaming and Northern Ontario.....	8,016 39	44,233 22	20,053 52
81	Thousand Islands.....		2,813 26	295 98
82	Toronto, Hamilton and Buffalo.....	2,543 52	36,100 05	9,253 61
83	{ Vancouver, Victoria and Eastern.....	1,853 33	20,556 77	4,434 39
	{ Vancouver, Westminster and Yukon.....			
84	Victoria Terminal Railway and Ferry Co.....		71 02	
85	Victoria and Sydney, B.C.....		944 99	
86	Wabash Railway Co. in Canada.....	6,788 33	103,780 22	25,734 46
87	Wellington Colliery Co.....		4,117 39	
88	" Ladysmith extension.....		7,781 55	
89	York and Carleton.....		95 00	15 60
	Final total.....	621,032 61	8,008,613 01	2,723,846 82

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for the Year ending June 30, 1908.—Continued.

OF EQUIPMENT.							No.
5	6	7	8	9	10	11	
Repairs and Renewals of Freight Cars.	Repairs and Renewals of Work Cars.	Repairs and Renewals of Marine Equipment.	Repairs and Renewals of Shop Machinery and Tools.	Stationery and Printing.	Other Expenses.	Total.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
80 67				3 55		916 30	53
1,338 77	426 27		141 80	22 27	113 73	12,060 98	54
2,647 73			1,249 84	476 63	134 06	9,724 88	55
1,186 37	104 08		161 32	20 00	9 50	3,693 30	56
169 08	104 81		30 86			2,765 18	57
1,409 75	254 56		349 31	49 84	332 69	9,276 68	58
						3,684 75	59
						1,360 25	60
349 54			176 99		30 27	2,080 14	61
1,456 01	55 63		945 28	2 80	867 45	13,726 16	62
							63
563 72	11 08		9 47	3 05		1,836 86	64
162,011 62	705 51	3,511 43	3,472 92	280 89	13,199 32	287,878 31	65
							66
35,077 75			10,495 12	1,172 62	4,934 54	133,248 01	67
19,152 68	868 24		2,879 12	1,101 30	4,769 53	75,151 65	68
2,208 93	70 87		331 19	29 36	3,635 04	18,416 62	69
6,372 27	1,661 27		1,444 13	396 58	371 10	42,293 82	70
884 23	112 11		38 23	5 94	1,564 01	5,269 27	71
510 73	100 00		147 31	96 15	149 01	1,774 56	72
757 19					172 27	4,572 26	73
212 49			4 60			929 37	74
2,086 92	76 00		364 42	28 59		10,847 39	75
						18,612 12	76
11,225 58	78 76		Cr. 53 94	3 79	600 22	27,494 44	77
49,447 06			4,245 21		3,153 63	120,681 84	78
5,199 18					6,897 78	26,518 54	79
19,305 18	5,818 86		2,775 58	443 52	7,361 86	108,008 13	80
			17 53	2 00	14 20	3,142 97	81
8,893 67	931 64		7,984 33	99 52	3,339 61	69,145 95	82
9,440 62	2,231 98		491 22	78 12	16,335 79	55,422 22	83
352 37						423 39	84
4,681 54						5,626 53	85
121,468 22		17,944 21	3,912 51	571 74	22,652 01	302,851 70	86
1,324 29	8,457 30					13,898 98	87
9,800 90						17,582 45	88
10 00			9 00	8 00		137 00	89
6,855,843 98	608,109 17	52,181 21	779,160 38	77,384 68	523,535 96	20,273,625 95	

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TABLE 9.—CLASSIFICATION of Operating Ex

No.	Name of Railway.	26	27	28	29	30	31
		CONDUCTING					
		Superin- tendence.	Engine and Roundhouse Men.	Fuel for Locomotives	Water Sup- ply for Locomotives	Oil, Tallow and Waste for Locomotives	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Alberta Ry. and Irrigation Co....	2,170 70	12,850 05	12,478 72	1,576 09	656 03	
2	Algoma Central and Hudson Bay.	3,514 71	27,679 93	34,408 78	1,203 99	1,161 94	
3	Atlantic and Lake Superior.....	856 85	3,662 95	13,990 43	.....	570 72	
4	Atlantic, Quebec and Western.....	.....	1,801 40	4,288 87	52 57	136 48	
5	Bay of Quinté.....	6,764 18	9,131 69	33,664 32	229 10	1,052 58	
6	Bedlington and Nelson.....	116 18	451 13	276 06	0 25	3 88	
7	Beersville Coal and Ry. Co. (now North Shore Ry. Co.).....	600 00	.....	842 15	.....	62 47	
8	Bessemer and Barry's Bay.....	.....	.....	.....	.....	.....	
9	Brandon, Saskatchewan and Hud- son Bay.....	2,352 37	7,079 32	9,663 34	1,133 80	85 92	
10	British Yukon.....	4,760 10	7,656 28	9,917 12	763 23	207 48	
11	Brockville, Westport and North- western.....	.....	3,025 93	5,102 20	200 00	399 40	
12	Buctouche and Moncton.....	.....	362 50	3,032 70	30 00	148 74	
13	Canada Coal and Ry. Co. (now Maritime Coal and Ry. and Power Co.).....	.....	3,659 70	4,812 00	65 46	771 45	
14	Canada Southern.....	88,119 43	423,191 01	717,092 92	33,291 59	21,735 69	
	Canadian Government Rys. :—						
15	Intercolonial.....	132,410 71	876,814 35	1,806,195 09	61,649 89	38,735 14	
16	Prince Edward Island.....	8,155 07	35,632 17	44,983 12	2,553 02	2,435 49	
17	Canadian Northern.....	141,949 27	712,026 26	1,037,381 06	70,324 71	42,017 69	
18	Canadian Northern Ontario.....	11,807 42	19,878 60	34,739 17	2,688 29	2,088 91	
19	Canadian Northern Quebec.....	20,859 22	56,757 91	185,914 81	4,543 82	4,558 28	
20	Canadian Pacific.....	1,009,014 45	4,427,789 65	7,183,793 79	356,377 69	122,383 14	
21	Cape Breton.....	.....	1,934 75	2,024 72	33 71	127 62	
22	Caraquet.....	720 00	2,110 50	7,955 50	210 00	473 00	
23	Carillon and Grenville.....	519 00	257 00	389 88	.....	57 45	
24	Central Ontario.....	1,193 91	12,012 66	31,039 25	1,108 16	671 70	
25	Crow's Nest Southern.....	2,520 10	10,990 16	15,593 51	866 66	277 87	
26	Cumberland Ry. and Coal Co.....	1,200 00	1,542 02	6,560 00	79 50	276 32	
27	Dominion Atlantic.....	10,336 41	48,581 19	93,243 07	1,232 12	2,493 74	
28	Elgin and Havelock.....	.....	973 98	2,146 08	.....	260 31	
29	Esquimalt and Nanaimo.....	.....	.....	.....	.....	.....	
30	Grand Trunk in Canada.....	315,746 64	1,772,002 58	4,070,474 52	138,045 11	80,771 80	
31	Canada Atlantic (G.T.R.).....	37,747 96	175,023 92	400,485 39	15,118 87	10,842 09	
32	Halifax and Southwestern.....	14,229 60	28,191 32	80,077 70	1,984 90	2,448 52	
33	Hampton and St. Martin's.....	.....	304 34	1,228 87	.....	.....	
34	Hereford.....	386 44	7,710 51	19,093 70	695 16	183 53	
35	Inverness Ry. and Coal Co.....	324 07	9,717 07	17,751 28	275 67	875 37	
36	Irondale, Bancroft and Ottawa.....	200 00	1,243 83	6,313 73	.....	310 60	
37	Kaslo and Slocan (B.C.).....	1,889 80	2,416 82	3,142 02	219 45	93 13	
38	Kent Northern.....	625 00	150 00	1,000 00	50 00	125 00	
39	Kettle River Valley.....	50 00	351 96	427 24	42 00	46 62	
40	Kingston and Pembroke.....	3,883 32	15,510 34	24,932 82	647 28	820 24	
41	Klondike Mines.....	.....	4,611 40	10,643 04	855 87	310 02	
42	Liverpool and Milton.....	407 00	1,013 00	1,423 42	25 00	70 28	
43	Lotbinière and Megantic.....	1,229 60	1,347 75	3,969 42	73 11	285 30	
44	London and Port Stanley.....	2,060 02	14,771 65	28,661 52	1,352 62	549 19	
45	Maganetawan River (G.T.R.).....	.....	.....	.....	.....	.....	
46	Manitoulin and North Shore.....	1,585 76	2,774 82	4,377 21	183 85	111 25	
47	Massawippi Valley.....	225 00	14,706 62	33,556 86	413 00	562 98	
48	Midland Ry. Co. of Manitoba.....	1,278 54	4,063 65	6,886 07	958 74	133 32	
49	Moutreal and Atlantic.....	6,925 45	63,676 99	114,590 58	1,907 44	2,331 00	
50	Montreal and Province Line.....	1,322 45	4,210 92	15,828 21	384 25	178 92	
51	Montreal and Vermont Junction.....	1,830 23	7,845 33	19,472 22	649 18	367 90	

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penses for the Year ending June 30, 1908.

32	33	34	35	36	37	38	
TRANSPORTATION.							No.
Other Sup- plies for Locomotives	Train Service.	Train Sup- plies and Expenses.	Switchmen, Flagmen and Watchmen.	Telegraph Expenses.	Station Service.	Station Supplies.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
156 02	9,380 55	684 79	3,374 95	1,534 77	10,099 32	1,095 71	1
25 33	8,624 89	1,730 66	17,336 44	1,044 15	13,719 89	270 52	2
.....	4,387 20	.....	1,408 20	.....	4,091 63	265 90	3
82 07	1,915 35	411 57	.....	.....	1,135 00	841 16	4
518 19	9,261 86	680 55	2,391 62	716 63	10,672 12	2,408 88	5
6 00	376 67	39 60	.....	203 92	199 36	32 86	6
.....	1,758 76	.....	171 60	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	8
282 75	5,972 67	2,323 83	6,703 64	1,121 57	7,977 29	1,970 81	9
60 89	4,974 46	977 05	1,038 63	4,615 93	17,629 26	1,063 75	10
.....	3,060 31	49 40	.....	.....	2,601 43	78 95	11
60 13	3,000 33	.....	.....	.....	660 00	118 13	12
.....	.....	.....	.....	.....	.....	.....	.....
225 21	2,791 53	200 65	.....	.....	1,198 48	2 00	13
4,544 92	274,780 07	63,566 68	179,406 18	56,224 66	118,458 59	14,128 22	14
19,180 72	705,412 40	198,232 47	247,682 62	177,977 98	646,675 39	98,665 85	15
601 01	31,383 95	6,927 28	5,534 09	6,817 75	41,958 35	7,239 39	16
23,442 46	609,812 96	128,397 09	44,495 36	.....	466,163 45	37,866 96	17
587 15	13,344 18	7,868 11	2,706 40	3,210 90	14,320 12	1,666 30	18
290 78	45,112 36	14,121 04	3,451 47	.....	50,465 25	5,018 73	19
184,002 19	4,315,751 63	1,208,163 17	302,255 87	994,762 51	3,065,164 34	319,048 84	20
.....	1,444 96	.....	.....	47 08	884 48	49 48	21
175 25	1,890 00	459 50	685 00	360 00	2,660 00	365 00	22
.....	258 00	.....	.....	.....	200 00	.....	23
.....	11,363 16	658 07	2,184 50	1,522 31	10,858 85	952 89	24
320 27	9,479 97	2,273 67	.....	964 32	6,083 22	448 19	25
1,388 08	.....	.....	.....	.....	.....	.....	26
357 26	41,703 79	10,820 98	1,724 68	1,989 13	41,686 53	5,146 59	27
.....	1,369 59	0 80	.....	.....	408 00	.....	28
.....	.....	.....	.....	.....	.....	.....	29
46,830 00	1,212,965 20	284,870 91	655,860 84	341,890 79	1,482,483 91	171,928 97	30
6,117 81	124,743 12	30,799 97	45,492 65	33,277 47	139,564 40	15,466 74	31
499 09	20,613 47	5,508 32	1,324 42	2,414 49	15,335 73	2,866 27	32
.....	.....	.....	.....	.....	.....	.....	33
261 60	10,018 70	1,351 98	22 16	194 09	5,374 56	626 23	34
499 63	8,211 67	1,430 86	.....	70 51	4,906 00	493 08	35
740 00	1,232 02	240 00	.....	.....	1,260 00	137 31	36
5 33	2,932 85	109 02	.....	77 27	2,156 33	227 50	37
10 00	1,600 00	10 00	.....	75 00	625 00	10 00	38
.....	223 59	.....	.....	14 87	192 50	21 51	39
415 32	11,991 02	2,447 00	410 00	.....	11,601 23	970 67	40
56 75	2,645 25	46 91	374 75	212 65	7,426 60	175 35	41
103 37	354 50	.....	273 00	.....	.....	.....	42
129 29	2,668 47	152 26	.....	12 60	343 98	110 56	43
365 52	6,044 85	2,130 64	8,173 26	836 61	10,128 46	338 80	44
.....	.....	.....	.....	.....	.....	.....	45
5 95	2,287 37	37 79	.....	12 50	1,046 47	.....	46
.....	18,622 72	2,952 27	.....	.....	17,382 80	1,485 86	47
144 69	3,970 97	1,293 29	6,471 75	659 91	6,551 36	2,084 65	48
3,257 73	46,255 64	11,076 76	8,283 88	208 81	48,239 60	6,075 24	49
179 03	3,894 47	37 27	.....	586 29	4,726 73	669 06	50
406 51	3,665 44	1,491 40	1 08	674 92	3,851 72	503 00	51

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TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	26	27	28	29	30	31
		CONDUCTING					
		Superintendence.	Engine and Roundhouse Men.	Fuel for Locomotives	Water Supply for Locomotives	Oil, Tallow and Waste for Locomotives	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
52	Morrissey, Fernie and Michel, B.C.	1,585 00	8,063 73	9,674 19	298 00	.....	.....
53	Napierville Junction.....	1,267 56	2,132 97	7,626 76	710 56	.....	146 42
54	Nelson and Fort Sheppard.....	1,862 63	6,358 94	18,378 32	193 56	.....	276 34
55	New Brunswick Coal and Ry. Co.	.....	.....	7,459 53	160 94	.....	748 70
56	New Brunswick and Prince Edward Island.....	100 00	1,777 98	4,003 34	50 00	.....	266 13
57	New Brunswick Southern.....	1,113 00	3,409 37	8,670 13	160 96	.....	164 45
58	New Westminster Southern.....	2,612 63	6,494 54	19,045 35	168 37	.....	186 58
59	Nosbonsing and Nipissing.....	.....	.....	.....	.....	.....	.....
60	Nova Scotia Steel and Coal Co.	.....	1,440 00	1,500 75	.....	.....	.....
61	Orford Mountain.....	.....	2,429 89	4,696 74	.....	.....	157 07
62	Ottawa and New York.....	4,123 05	6,796 31	12,307 35	587 24	.....	480 79
63	Philipsburg Ry. and Quarry Co.	.....	742 31	746 01	.....	.....	.....
64	Princeton branch of Washington Co. Ry. (U.S.).....	149 07	1,371 65	2,802 03	2 42	.....	23 80
65	Père Marquette.....	29,384 82	102,605 25	222,038 21	13,004 61	.....	3,877 35
66	Qu'Appelle, Long Lake and Saskatchewan.....	.....	.....	.....	.....	.....	.....
67	Quebec Central.....	1,189 30	48,228 97	148,786 89	335 00	.....	4,499 20
68	Quebec and Lake St. John.....	4,402 10	40,216 31	142,883 60	7,375 72	.....	3,099 97
69	Quebec Ry. Light and Power Co.	2,250 00	13,733 72	10,254 65	187 14	.....	402 42
70	Quebec, Montreal and Southern..	12,661 48	19,927 97	57,968 41	1,650 07	.....	1,366 95
71	Red Mountain.....	506 97	4,162 75	8,686 84	197 45	.....	102 81
72	Rutland and Noyan.....	305 96	725 17	1,636 09	47 83	.....	89 44
73	Salisbury and Harvey.....	.....	2,494 23	6,426 62	.....	.....	.....
74	Schomberg and Aurora.....	511 20	3,359 06	.....	272 74	.....	.....
75	Stanstead, Shefford and Chambly.	785 80	4,641 01	15,864 02	167 36	.....	362 69
76	St. Clair Tunnel, Yard and Approaches.....	.....	.....	.....	.....	.....	.....
77	St. Lawrence and Adirondack.....	549 54	16,805 97	40,812 94	674 40	.....	1,007 08
78	Sydney and Louisburg (Dom. Coal Co.).....	1,700 00	10,828 36	39,374 42	3,790 25	.....	2,695 10
79	Temiscouata.....	.....	8,204 80	29,840 19	808 90	.....	592 90
80	Temiscaming and Northern Ontario	16,817 44	53,207 49	160,688 94	11,572 03	.....	2,914 77
81	Thousand Islands.....	770 82	2,200 71	4,739 82	36 63	.....	163 12
82	Toronto, Hamilton and Buffalo...	7,439 02	41,976 10	86,832 23	3,538 87	.....	1,770 22
83	Vancouver, Victoria and Eastern Vancouver, Westminster and Yukon.....	5,973 26	29,585 52	67,828 24	2,418 34	.....	1,025 03
84	Victoria Terminal Ry. & Ferry Co.	52 96	.....	326 74	9 31	.....	7 22
85	Victoria and Sydney, B.C.....	703 04	2,727 81	4,340 93	123 21	.....	96 21
86	Wabash Ry. Co. in Canada.....	15,536 42	175,154 37	379,652 98	12,153 47	.....	10,546 35
87	Wellington Colliery Co.....	.....	.....	10,800 00	.....	.....	1,254 75
88	Wellington, Ladysmith Extension.	.....	8,859 50	15,270 50	.....	.....	.....
89	York and Carleton.....	.....	1,080 00	700 00	.....	.....	80 00
	Final Total.....	1,956,260 03	9,471,240 67	17,718,468 24	764,790 58	.....	383,670 36

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for the Year ending June 30, 1908.—*Concluded.*

32	33	34	35	36	37	38	No.
TRANSPORTATION.							
Other Supplies for Locomotives	Train Service.	Train Supplies and Expenses.	Switchmen, Flagmen, and Watchmen.	Telegraph Expenses.	Station Service.	Station Supplies.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2,043 93	10,140 37	41 69	2,000 00		621 40	509 36	52
45 05	1,552 69	128 24	895 99	1,002 26	1,378 67	416 07	53
366 45	5,745 22	1,670 88	0 60	1,318 42	8,659 30	479 12	54
	8,747 09				2,208 00		55
100 00	2,021 43	158 95			648 00	12 00	56
42 63	3,633 05	768 91		681 01	2,117 07	213 04	57
221 75	6,785 30	2,788 88	763 31	1,156 62	6,013 66	492 96	58
							59
151 38	1,744 40				900 00	40 00	60
130 74	2,488 44	95 44	732 00	85 93	4,091 14	568 19	61
69 34	6,525 12	1,119 44	3,122 89	3,179 54	9,848 47	5,346 29	62
							63
31 25	804 33	173 86		80 01			64
2,659 10	73,680 83	20,421 13	30,697 33	26,819 43	59,156 85	8,811 15	65
							66
	44,917 95	7,726 31	727 89	5,015 90	55,791 73	6,606 36	67
	29,795 92	2,859 14	7,717 44		17,059 98	6,920 45	68
75 86	14,777 40	2,263 22	4,322 62	5,895 43	9,925 74	1,791 17	69
593 82	11,551 43	5,434 48	5,014 74	5,815 01	14,249 53	3,249 43	70
93 81	3,932 75	328 36		515 05	3,179 37	201 17	71
14 93	775 40	186 54	960 00		540 00	125 00	72
210 48	1,959 95	49 95			1,212 00	31 12	73
2,560 90	490 12	951 60				10 00	74
191 27	4,421 31	824 23	880 43	270 11	8,594 28		75
							76
105 27	19,553 76	5,046 37	177 03	4,782 56	5,654 60	3,320 27	77
	66,744 95		4,606 19		17,801 38		78
	8,333 15	366 36			8,023 05		79
1,598 29	40,263 45	13,963 44	7,513 67	19,866 79	39,492 70	7,858 98	80
85 26	1,625 89	221 69	301 00		3,157 92	282 18	81
634 24	30,881 51	12,032 32	20,936 35	11,871 32	47,838 07	2,188 74	82
							83
933 54	25,363 79	4,780 36	708 87	4,532 60	30,799 44	2,389 11	84
0 87	345 17	20 67		1 84	171 30	6 02	85
11 60	1,859 07	275 22		24 23	2,276 60	79 89	86
3,829 96	114,186 59	57,270 04	48,924 89	30,248 60	87,820 05	10,354 39	87
	6,222 00						88
10 00	432 00	10 00			180 00		89
313,146 02	8,155,855 59	2,136,581 33	1,690,242 28	1,757,495 05	6,748,608 03	765,240 87	

8-9 EDWARD VII., A. 1909

TABLE 9.—CLASSIFICATION of Operating Expenses

		39	40	41	42	43
No.	Name of Railway.	CONDUCTING				
		Switching Charges — Balance.	Car Mileage. — Balance.	Hire of Equipment. — Balance.	Loss and Damage.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Alberta Railway and Irrigation Co. ....		5,227 93			2,063 81
2	Algoma Central and Hudson Bay .....		13,005 58			202 86
3	Atlantic and Lake Superior .....		7,052 17	347 00		207 77
4	Atlantic, Quebec and Western .....		845 75	881 05		45 95
5	Bay of Quinté .....		11,433 23			244 55
6	Bedlington and Nelson .....			147 48		14 42
7	Beesville Coal and Railway Co. ....		144 00			
8	Bessemer and Barry's Bay .....					
9	Brandon, Saskatchewan and Hudson Bay .....			5,046 42		498 48
10	British Yukon .....					90 28
11	Brockville, Westport and Northwestern .....		179 88			
12	Buctouche and Moncton .....					44 14
13	Canada Coal and Railway Co., (now Mari- time Coal, Railway, and Power Co. ....		1,264 94			
14	Canada Southern .....	116,234 58	515,662 38			113,481 44
	Canadian Government Railways:—					
15	Intercolonial .....		Cr. 168,539 22	Cr. 10,140 70		50,291 46
16	Prince Edward Island .....					999 77
17	Canadian Northern .....		81,766 89			71,422 72
18	Canadian Northern, Ontario .....		Cr. 1,068 03			3,368 32
19	Canadian Northern, Quebec .....		8,551 17			4,800 45
20	Canadian Pacific .....	117,565 48		Cr. 17,805 62		568,858 95
21	Cape Breton .....		19 25			38 23
22	Caraguet .....		2,197 00			110 00
23	Carillon and Grenville .....					
24	Central Ontario .....		3,517 28	107 40		203 59
25	Crow's Nest Southern .....		11,929 81			2,153 67
26	Cumberland Railway and Coal Co. ....					
27	Dominion Atlantic .....	598 70	7,282 36	283 76		539 33
28	Elgin and Havelock .....			2 50		3 13
29	Esquimalt and Nanaimo .....					
30	Grand Trunk in Canada .....	23,419 17	397,702 74			285,312 38
31	Canada Atlantic (G.T.R.) .....			6,708 64		18,701 32
32	Halifax and Southwestern .....		1,488 24			979 25
33	Hampton and St. Martin's .....		248 04			
34	Hereford .....		2,847 90			440 80
35	Inverness Railway and Coal Co. ....		1,304 74			324 32
36	Irondale, Bancroft and Ottawa .....		1,852 36			
37	Kaslo and Slocan, B.C. ....					29 85
38	Kent Northern .....					
39	Kettle River Valley .....		46 56	2 50		2 50
40	Kingston and Pembroke .....		8,097 02			2,516 46
41	Klondike Mines .....					223 30
42	Liverpool and Milton .....					
43	Lotbinière and Megantic .....		1,341 50			
44	London and Port Stanley .....		7,707 78	907 05		2,421 70
45	Maganetawan River .....					
46	Manitoulin and North Shore .....		106 75			3 69
47	Massawippi Valley .....		19,855 24			869 06
48	Midland Railway Co. of Manitoba .....			3,787 39		65 79
49	Montreal and Atlantic .....	22,524 79		38,860 52		930 86
50	Montreal and Province Line .....		7,700 34	268 68		450 74
51	Montreal and Vermont Junction .....		637 23	1,563 38		797 63
52	Morrissey, Fernie and Michel, B.C. ....			1,172 74		26 95
53	Napierville Junction .....		3,756 08			12 00

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for the Year ending June 30, 1908.

44	45	46	47	48	49	50	51	
TRANSPORTATION.								
Injuries to Persons.	Clearing Wrecks.	Operating Marine Equipment.	Advertising.	Outside Agencies.	Commissions.	Stock Yards and Elevators.	Rents for Tracks, Yards, and Terminals.	No.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
105 82	750 01							1
67 75	604 91	30,050 44	387 65					2
								3
								4
	34 15		310 45					5
48 85	6 54		0 13				7,390 56	6
				36 22				7
								8
2,813 62	32 62		450 06					9
355 90			1,035 09	1,211 37				10
24 79			31 35	1,903 75				11
			60 10					12
								13
217 15	164 77							14
66,777 37	4,984 28	138,087 15	14,704 59	122,626 94			515,451 98	15
						12,038 70	75,268 47	16
8,757 36	27,975 99	42,030 41	45,767 15	59,804 51				17
1 50	114 14	209 10	758 31					18
26,687 98	47,705 12		25,927 21	40,423 65				19
319 89	2,433 44		4,447 00	622 42				20
2,930 38	5,279 04		2,459 52	815 12			8,960 00	21
357,553 47	191,882 33	787,970 07	280,153 22	783,298 27	275,226 48	157,849 67		22
			75 30					23
				59,804 51		12,038 70	75,268 47	24
186 00	43 70		601 00	141 44	272 05		420 00	25
504 44	140 10		28 42	1,595 95			951 75	26
								27
507 10	394 06		6,707 40	9,050 25	133 60		1,200 00	28
	10 15		15 00					29
								30
177,953 94	43,589 69	21,106 12	145,886 79	398,161 39	79,465 01	1,998 80	24,801 48	31
14,922 07	20,197 54		2,079 33	6,770 37	0 64		2,716 73	32
4,072 10	1,588 05		2,087 53				644 50	33
			30 00					34
1,341 35	157 50		171 76	43 28				35
180 30	345 70		130 50					36
								37
			10 00					38
			2 50					39
306 70	209 06		193 77				2,853 84	40
50 00	22 75		635 50		38 50			41
								42
							10 00	43
3,184 80	357 02		647 94	2,171 11	118 19			44
								45
84 00	64 49		2 75					46
171 20				331 78			2,449 96	47
337 52	197 55		112 86	768 80				48
2,693 07	555 49							49
189 56	318 44		123 76	446 66	6 02			50
74 64	136 42		477 85	1,358 92	5 34			51
	113 46						11,206 84	52
	84 07			2 66				53

8-9 EDWARD VII., A. 1909

TABLE 9.—CLASSIFICATION of Operating Expenses

		39	40	41	42	43
		CONDUCTING				
No.	Name of Railway.	Switching Charges. — Balance.	Car Mileage. — Balance.	Hire of Equipment. — Balance.	Loss and Damage.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
54	Nelson and Fort Sheppard.....			2,018 61	2,526 81	
55	New Brunswick Coal and Railway Co.....		3,602 15		.....	
56	New Brunswick and Prince Edward Island.....		917 19		64 37	
57	New Brunswick Southern.....		1,387 75		765 28	
58	New Westminster Southern.....			5,294 95	5,560 65	
59	Nosbonsing and Nipissing.....				.....	
60	Nova Scotia Steel and Coal Co.....		36 00		.....	
61	Orford Mountain.....		2,634 46	329 86	36 00	
62	Ottawa and New York.....		2,920 70		309 12	
63	Philipsburg Railway and Quarry Co.....		231 00		.....	
64	Princeton Branch of Washington Co. Ry. (U.S.).....		826 28		34 51	
65	Père Marquette.....		247,640 09	52,686 94	18,467 52	
66	Qu'Appelle, Long Lake and Saskatchewan.....				.....	
67	Quebec Central.....		12,398 21	2,948 02	6,353 85	
68	Quebec and Lake St. John.....		179 24		.....	
69	Quebec Railway, Light and Power Co.....	15 00	2,011 41		20 80	
70	Quebec, Montreal and Southern.....				761 49	
71	Red Mountain.....			Cr. 939 77	71 52	
72	Rutland and Noyan.....				141 52	
73	Salisbury and Harvey.....		1,341 25		82 50	
74	Schomberg and Aurora.....				.....	
75	Stanstead, Shefford and Chambly.....		335 10	610 69	2,495 75	
76	St. Clair Tunnel, yard and approaches.....				.....	
77	St. Lawrence and Adirondack.....	459 90	35,219 68	4,807 96	1,896 83	
78	Sydney and Louisburg (Dominion Coal Co.).....		7,195 08		112 89	
79	Temiscouata.....		2,678 00		1,749 72	
80	Temiscaming and Northern Ontario.....	17,137 00	27,517 21	80 00	2,981 94	
81	Thousand Islands.....		2,001 08		1 94	
82	Toronto, Hamilton and Buffalo.....	17,382 31	72,615 68		3,982 83	
83	Vancouver, Victoria and Eastern.....			Cr. 5,027 49	6,202 94	
	Vancouver, Westminster and Yukon.....				.....	
84	Victoria Terminal Ry. and Ferry Co.....		144 61		76 75	
85	Victoria and Sydney, B.C.....		1,919 36		1,019 81	
86	Wabash Railway Co. in Canada.....	3,849 84	26,505 48	20,300 56	43,005 44	
87	Wellington Colliery Co.....				.....	
88	Ladysmith Extension.....				.....	
89	York and Carleton.....		264 00		.....	
Total.....		319,186 77	1,467,775 90	115,250 52	1,232,518 70	

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for the Year ending June 30, 1908—Continued.

44	45	46	47	48	49	50	51	
TRANSPORTATION.								
Injuries to Persons.	Clearing Wrecks.	Operating Marine Equipment.	Advertising.	Outside Agencies.	Commissions.	Stock Yards and Elevators.	Rents for Tracks, Yards and Terminals.	No.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
6,686 67	1,418 62	154 11	1,768 61				1,000 00	54
			25 00					55
	347 36		200 00				1,036 08	56
128 83	185 65		587 42	1,413 43				57
								58
								59
75 00								60
102 96	5 64	2 28	225 59	353 95			7,326 41	61
							2 50	62
	12 12		26 33	20 85				63
25,165 90	1,850 84	18,655 05	3,631 91	18,643 57	951 76		204,413 85	64
								65
5,508 90			4,086 04	4,067 74	1,396 54		27,802 07	66
6,352 23			7,735 05		2,060 37			67
	19 45		1,614 81		470 32		333 30	68
481 92	1,266 05		112 00	610 84			5,190 00	69
207 57	129 71		6 89	353 99				70
			74 12	295 35				71
			195 35					72
								73
29 91	135 91		203 24	580 84	2 25			74
								75
74 82	598 88	0 12	851 03	2,961 27			42,689 67	76
	845 40		252 60				780 00	77
267 85	204 17		649 97				540 00	78
3,359 00	5,401 26		3,651 13				1,278 80	79
			132 55					80
1,656 00	724 59		1,799 14				5,836 43	81
1,356 88	1,957 15		543 10	3,315 08				82
								83
0 35	38 23	19,727 29						84
4 65	507 68							85
33,131 17	6,486 18	80,280 50	6,504 20	36,070 46	5,441 28		380,846 52	86
								87
								88
								89
758,011 23	372,627 40	1,138,272 64	571,387 92	1,500,272 23	365,588 35	171,887 17	1,333,401 74	

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	CONDUCTING TRANSPORTATION—Continued.				
		Rents of Buildings and other Property.	Stationery and Printing.	Other Expenses.	Unclassified	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Alberta Ry. and Irrigation Co. . . . .		1,546 07	13 00		65,658 52
2	Algoma Central and Hudson Bay	400 00	978 80	124 01		156,581 30
3	Atlantic and Lake Superior. . . . .	449 58	12 50	1,278 25		38,648 90
4	Atlantic, Quebec and Western. . . . .	7 00	144 48	17 75		12,606 45
5	Bay of Quinté. . . . .	561 00	2,112 26	120 24		99,638 16
6	Bedlington and Nelson. . . . .		5 60	0 81		1,965 96
7	Beersville Coal and Railway Co. . . . .					3,578 97
8	Bessemer and Barry's Bay. . . . .					
9	Brandon, Saskatchewan and Hud- son Bay Co. . . . .	50 00	301 33	70 58		57,149 79
10	British Yukon. . . . .	126 00	746 39	2,350 97		60,272 61
11	Brockville, Westport and North- western. . . . .		350 90	230 68		15,335 22
12	Buctouche and Moncton. . . . .			826 47		8,343 24
13	Canada Coals and Ry. Co. (now Maritime Coal and Ry. and Power Co. . . . .		178 21			15,551 55
14	Canada Southern. . . . .	2,219 16	47,550 67	26,135 27		3,678,455 77
	Canadian Government Rys.—					
15	Intercolonial. . . . .	Cr. 1,815 58	85,312 46	18,571 72		5,314,935 54
16	Prince Edward Island. . . . .		6,188 21	36 61		202,528 33
17	Canadian Northern. . . . .		55,976 30	20,319 48		3,684,106 62
18	Canadian Northern Ontario. . . . .		3,179 11	346 71		137,514 41
19	Canadian Northern Quebec. . . . .		5,522 92	1,648 19		423,100 46
20	Canadian Pacific. . . . .	15,730 47	321,458 83	120,156 62		27,448,405 51
21	Cape Breton. . . . .			57 00		6,736 58
22	Caraquet. . . . .	72 00	210 00	475 00		21,127 75
23	Carillon and Grenville. . . . .			54 55		1,735 88
24	Central Ontario. . . . .	37 50	554 69	19 30		79,669 35
25	Crow's Nest Southern. . . . .	317 77	63 37			67,503 22
26	Cumberland Ry. and Coal Co. . . . .					11,045 92
27	Dominion Atlantic. . . . .	25 00	3,683 33	749 29		290,469 67
28	Elgin and Havelock. . . . .	10 00	50 75	16 88		5,267 17
29	Esquimalt and Nanaimo. . . . .					
30	Grand Trunk in Canada. . . . .	94,627 38	130,550 56	25,158 38		12,423,565 03
31	Canada Atlantic (G.T.R.). . . . .	2,190 51	11,962 46	1,339 55		1,122,269 60
32	Halifax and Southwestern. . . . .		3,265 25	11,330 33		200,999 08
33	Hampton and St. Martins. . . . .			2,137 71		3,948 96
34	Hereford. . . . .		344 14	0 09		51,265 48
35	Inverness Ry. and Coal Co. . . . .		368 81	13 67		47,313 25
36	Irondale, Bancroft and Ottawa. . . . .					13,530 75
37	Kaslo and Slocan, B.C. . . . .		36 38	991 81		14,327 56
38	Kent Northern. . . . .			10 00		4,300 00
39	Kettle River Valley. . . . .	33 50		31 10		1,488 95
40	Kingston and Pembroke. . . . .		1,104 33	863 26		89,773 68
41	Klondyke Mines. . . . .	1,930 25	170 07	17 00		30,445 96
42	Liverpool & Milton. . . . .	48 00				3,717 57
43	Lotbinière & Megantic. . . . .		262 51	139 10		12,075 45
44	London & Port Stanley. . . . .	439 74	1,358 00	49 14		94,775 61
45	Maganetawan River. . . . .					
46	Manitoulin & North Shore. . . . .	1,221 76	144 33			14,030 74
47	Massawippi Valley. . . . .		900 08			114,484 93
48	Midland Ry. Co., of Manitoba. . . . .		174 26	25 92		39,997 03
49	Montreal & Atlantic. . . . .		4,839 57	8,110 12		391,343 54
50	Montreal & Province Line. . . . .	37 50	412 13	5 50		41,976 93
51	Montreal & Vermont Junction. . . . .		910 87			46,721 21
52	Morrissey, Fernie & Michel, B.C. . . . .			712 00		48,209 66
53	Napierville Junction. . . . .		444 72	39 96		21,642 7 <sup>o</sup>
54	Nelson & Fort Sheppard. . . . .		293 58	42 20		61,218 9 <sup>o</sup>
55	New Brunswick Coal & Ry. Co. . . . .			842 44		23,768 8

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for the Year ending June 30, 1908.

GENERAL EXPENSES.							No.
Salaries of General Officers.	Salaries of Clerks and Attendants.	General Office Expenses and Supplies.	Insurance.	Law Expenses.	Stationery and Printing. — General Offices	Other Expenses.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
6,390 00	3,452 73	1,692 57	1,454 04	533 56	997 56	1,005 11	1
2,174 14	3,419 40	3,861 70	.....	2,291 13	546 34	404 84	2
2,500 00	1,982 20	454 35	385 10	.....	221 86	2,544 12	3
1,175 80	626 50	1,078 28	60 38	92 05	330 83	457 16	4
3,130 08	644 87	471 66	2,711 10	23 84	80 02	185 51	5
14 49	37 70	0 83	220 73	91 86	6 16	8 80	6
.....	.....	.....	.....	.....	30 25	.....	7
.....	.....	.....	.....	.....	.....	.....	8
516 71	1,103 96	71 95	1,073 44	219 50	320 54	170 97	9
4,110 68	3,548 10	2,246 53	1,349 92	513 24	377 53	178 52	10
5,579 17	.....	669 44	216 00	560 00	.....	130 00	11
1,800 00	691 35	210 53	.....	.....	145 61	313 55	12
.....	.....	.....	.....	.....	.....	.....	.....
2,339 00	.....	.....	.....	.....	89 55	94 78	13
51,301 69	65,633 22	3,444 97	11,096 90	18,908 61	4,951 39	15,418 11	14
14,742 42	88,116 06	26,524 98	80,896 22	15,679 37	14,090 94	1,793 86	15
1,560 00	5,421 41	997 49	5,419 09	339 65	502 46	105 68	16
30,988 55	91,193 23	14,437 96	54,485 06	31,214 58	13,115 63	19,440 56	17
4,346 39	7,431 87	1,004 32	3,920 55	1,444 47	530 52	140 98	18
6,348 30	10,933 64	2,253 20	9,345 27	7,145 69	881 90	2,965 27	19
288,026 74	401,830 25	76,054 55	262,109 24	219,485 77	75,386 84	118,305 75	20
2,848 99	.....	.....	351 82	.....	94 77	16 36	21
3,820 00	.....	565 10	166 00	101 00	.....	1,041 00	22
.....	.....	25 00	.....	.....	17 00	20 65	23
4,445 00	1,057 40	1,780 19	1,057 31	35 00	157 77	576 87	24
527 02	1,204 03	72 89	1,024 48	802 61	344 12	206 42	25
.....	.....	.....	.....	.....	.....	.....	26
11,569 20	8,152 55	6,770 24	3,679 93	3,063 00	1,087 06	6,864 37	27
500 13	75 00	.....	43 50	21 75	50 20	5 06	28
.....	.....	.....	.....	.....	.....	.....	29
169,332 76	191,585 23	62,033 60	107,840 97	98,352 56	24,279 95	135,325 37	30
9,233 29	18,321 04	3,389 94	17,044 61	3,291 59	1,412 04	1,927 17	31
4,438 32	5,953 25	597 23	1,583 95	5,975 22	421 67	4,993 55	32
250 00	666 44	.....	57 50	.....	71 47	17 70	33
657 62	613 64	143 17	545 31	276 15	112 00	211 63	34
1,904 64	2,533 94	1,732 22	347 18	109 85	604 58	358 21	35
3,981 45	420 00	84 09	.....	.....	10 07	.....	36
.....	391 14	.....	.....	76 50	12 01	65 16	37
1,200 00	.....	.....	120 00	10 00	.....	250 00	38
171 00	.....	15 00	121 21	0 37	34 18	45 93	39
4,215 09	593 54	55 54	.....	478 40	104 60	1,425 28	40
9,562 60	2,659 70	588 66	420 00	640 54	46 43	3,027 27	41
300 00	.....	83 21	.....	40 00	40 00	20 72	42
.....	1,000 35	66 35	.....	.....	48 13	1,126 37	43
1,080 35	2,847 26	305 77	647 74	332 56	455 14	267 92	44
.....	.....	.....	.....	.....	.....	.....	45
1,174 98	1,842 56	1,221 64	.....	1,069 43	159 27	138 24	46
746 61	2,168 47	79 99	588 97	1,893 66	.....	.....	47
288 00	693 29	35 77	1,209 85	281 51	203 70	135 64	48
.....	17,577 26	.....	2,133 00	3,369 37	.....	250 00	49
374 20	892 83	30 99	298 06	148 59	102 67	3 07	50
926 01	2,114 54	128 70	693 79	374 51	222 36	.....	51
3,300 91	2,507 58	64 00	108 17	262 50	287 05	826 98	52
583 51	547 54	58 52	.....	21 15	76 71	500 00	53
414 35	982 79	53 41	476 44	768 61	215 55	146 12	54
2,100 00	500 00	958 10	.....	.....	.....	3,337 58	55

TABLE 9.—CLASSIFICATION of Operating Expenses

		CONDUCTING TRANSPORTATION— <i>Continued.</i>				
No.	Name of Railway.	Rents of Buildings and other Property.	Stationery and Printing.	Other Expenses.	Unclassified	Total.
		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
56	New Brunswick & Prince Edward Island.....		30 00	8 00		10,182 39
57	New Brunswick Southern.....	100 00	293 80	16 64		25,120 53
58	New Westminster Southern.....	513 58	347 25	466 40		61,223 11
59	Nosbonsing & Nipissing.....					
60	Nova Scotia Steel & Coal Co.....					5,812 53
61	Orford Mountain.....		205 00			18,755 90
62	Ottawa & New York.....	630 00	1,483 58	37 28		66,903 34
63	Philipsburg Ry. and Quarry Co.....					1,721 82
64	Princeton Branch of Washington Co. Ry. (U.S.).....		29 33	0 49		6,388 33
65	Père Marquette.....	5,383 43	10,927 26	8,130 47		1,209,704 65
66	Qu'Appelle, Long Lake and Sas- katchewan.....					
67	Quebec Central.....	1,209 30	3,664 43	4,407 46		397,671 06
68	Quebec and Lake St. John.....	560 00	2,203 63	976 46		282,427 62
69	Quebec Ry. Light and Power Co.....	52 00	1,257 15	11,907 22		83,580 83
70	Quebec, Montreal and Southern..	540 26	3,250 43	227 65		151,923 96
71	Red Mountain.....		91 92	9 08		21,838 24
72	Rutland and Noyan.....	24 68	153 12	18 74		6,113 89
73	Salisbury and Harvey.....		87 70			14,091 15
74	Schomberg and Aurora.....					8,155 62
75	Stanstead, Shefford and Chambly		389 45			41,785 65
76	St. Clair Tunnel, yard and ap- proaches.....					106,075 26
77	St. Lawrence and Adirondack....		1,361 10	Cr. 0 01		189,411 04
78	Sydney and Louisburg (Dom. Coal Co.).....			15,757 37		172,483 99
79	Temiscouata.....	120 00		2,598 42		64,977 48
80	Temiscaming and Nor. Ontario ..	792 00	7,951 65	2,650 48		448,558 46
81	Thousand Islands.....	163 50	202 46	359 44		16,446 01
82	Toronto, Hamilton and Buffalo..		4,809 99	264 57		377,010 53
83	( Vancouver, Victoria and East'n   Vancouver, Westm'ster & Yukon )		1,136 11	412 28		186,234 15
84	Victoria Term'l Ry. and Ferry Co.....			4 41		20,933 74
85	Victoria and Sydney, B.C.....			58 70		16,028 01
86	Wabash Ry. Co. in Canada.....	7,027 16	7,327 00	1,909 45		1,604,387 35
87	Wellington Colliery Co.....					12,054 75
88	" (Ladysmith extension)					30,352 00
89	York and Carleton.....					2,756 00
		135,834 45	740,851 59	295,729 67		62,486,270 59

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for the Year ending June 30, 1908—Continued.

GENERAL EXPENSES.							No.
Salaries of General Officers.	Salaries of Clerks and Attendants.	General Office Expenses and Supplies.	Insurance.	Law Expenses.	Stationery and Printing. — General Offices	Other Expenses.	
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	
625 00	250 00	48 25				431 32	56
2,681 32	39 60	110 78	1,997 40	222 63	65 27	484 61	57
610 56	1,287 11	82 16	500 71	412 26	374 57	195 69	58
							59
							60
2,580 00	135 00	285 58	35 00		62 99	120 58	61
2,880 03	456 00	539 78	516 58	1,227 00	64 04	0 92	62
2,500 00	600 00						63
							64
115 27	156 14	30 61	23 89	285 59	17 42	30 05	64
8,460 35	23,900 39	2,422 52	4,928 13	2,701 70	3,677 84	2,184 73	65
							66
15,755 30	13,043 59	3,083 32	7,446 40	374 50	659 61	29,946 47	67
14,750 00	14,801 93	2,325 46	1,873 51	1,325 81	850 00	3,872 43	68
3,394 44	1,450 75	692 22	1,413 86	1,074 88	540 74	15,204 66	69
5,894 50	5,253 76	970 74	22 18	533 68	978 87	526 87	70
117 98	332 27	15 60	141 27	Cr. 2,577 65	77 36	60 60	71
191 97	332 32	47 56	24 68	147 59	25 74	12 58	72
1,500 00			54 50	204 00			73
	70 00	62 18	82 50		114 00		74
384 27	900 71	55 71	302 41	160 98	96 40		75
							76
1,321 76		125 77	240 41	298 46	154 23	102 20	77
							78
7,590 71	3,100 20	323 51	1,195 23	220 40	1,685 33	3,504 64	79
3,555 04	8,988 17	4,251 62	5,986 00	3,322 58	1,892 12	485 91	80
2,706 00	300 00	44 35	574 11		22 40	7 23	81
14,806 58	16,395 31	1,984 57	1,650 00	4,068 99	1,059 70	149 29	82
1,595 01	3,704 32	231 73	2,356 30	3,063 18	800 05	595 26	83
192 31		17 83	0 70	0 11	48 85	7 15	84
	2,555 07	236 52	9 30	1 34	649 11	95 10	85
14,134 35	33,917 87	3,167 85	8,915 53	7,786 91	4,078 57	1,686 77	86
							87
			45 25				88
							89
775,732 94	1,085,738 37	237,571 05	615,638 68	445,076 69	161,271 64	386,499 27	

TABLE 9.—CLASSIFICATION OF Operating Expenses for the Year ending June 30, 1908.

Number.	Name of Railway.	GENERAL EXPENSES.					RECAPITULATION OF EXPENSES.					Grand Total.	Number.
		Unclassified.	Total.	Maintenance of Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenditure.	Unclassified.	Grand Total.	Number.			
											%		
65		66	67	68	69	70	71	72	73				
1	Alberta Railway and Irrigation Co.		15,525 57	77,239 92	19,642 19	65,658 52	15,525 57		178,066 20	1			
2	Algonia Central and Hudson Bay		12,697 55	35,453 36	48,413 90	156,581 30	12,697 55		253,146 71	2			
3	Atlantic and Lake Superior.		8,087 63	18,442 75	8,328 63	38,648 90	8,087 63		73,507 33	3			
4	Atlantic, Quebec and Western.		4,373 13	1,881 96	4,373 13	12,606 45	3,821 00		22,182 54	4			
5	Bay of Quinté.		7,247 08	29,907 52	23,965 39	99,638 16	7,247 08		160,788 15	5			
6	Bedington and Nelson.		380 57	12,135 63	486 59	1,965 96	380 57		14,968 75	6			
7	Beersville Coal and Iron Co. (now North Shore Railway Co.)		30 25	992 54	189 45	3,578 98	30 25		4,791 22	7			
8	Bessemer and Barry's Bay		3,477 07	32,249 26	10,047 20	57,141 79	3,477 07		102,915 32	8			
9	Brandon, Saskatchewan and Hudson Bay		12,326 52	54,360 51	16,859 54	60,272 61	12,326 52		143,848 88	9			
10	British Yukon.		7,094 61	5,251 59	2,479 96	15,335 22	7,094 61		30,161 38	10			
11	Brookville, Westport and Northwestern.		3,161 04	8,582 82	3,038 45	8,343 24	3,161 04		23,125 55	11			
12	Bucouche and Moncton		2,523 33	4,049 30	1,719 19	15,551 55	2,523 33		23,843 97	12			
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.)		170,754 89	807,947 07	828,970 61	3,678,455 77	170,754 89		5,486,128 34	13			
14	Canadian Government Railways:—												
15	Intercolonial.		241,843 85	1,732,390 38	2,059,883 21	5,314,955 34	241,843 85		9,349,072 78	15			
16	Prince Edward Island.		14,345 78	116,098 35	75,487 85	292,528 33	14,345 78		408,460 31	16			
17	Canadian Northern.		254,875 57	1,458,588 41	1,130,198 13	3,684,109 62	254,875 57		6,527,768 87	17			
18	Canadian Northern Ontario.		18,819 30	52,022 06	36,812 65	137,514 41	18,819 30		245,197 82	18			
19	Canadian Northern Quebec.		39,873 27	132,358 35	114,079 03	423,100 46	39,873 27		709,411 11	19			
20	Canadian Pacific.		1,441,199 14	9,630,803 95	9,459,869 45	27,448,405 51	1,441,199 14		47,980,269 05	20			
21	Cape Breton.		3,311 94	4,386 16	2,691 53	6,736 58	3,311 94		17,126 21	21			
22	Carleton		5,693 10	14,911 15	10,940 83	21,127 75	5,693 10		52,672 85	22			
23	Carillon and Grenville.		62 65	2,540 00	1,085 33	1,735 88	62 65		5,423 86	23			
24	Central Ontario.		9,109 54	50,999 01	14,149 63	79,669 59	9,109 54		153,927 53	24			
25	Crow's Nest Southern		4,181 57	19,029 68	17,235 86	67,503 22	4,181 57		137,930 33	25			
26	Cumberland Railway and Coal Co.			24,006 43	10,822 80	11,045 92			45,875 15	26			
27	Dominion Atlantic.		41,586 35	118,591 97	59,473 08	290,469 67	41,586 35		510,127 07	27			

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	10,870	11,28	29	695 64	5,267 17	852 08	4,071 65	695 64	10,870	11,28	29
28 Elgin and Havelock	21,000	369	09	30	788,750	41	3,633,320	63	10,870	11,28	29
29 Esquimaut and Nanaimo	1,968,652	58	31	1,122,269	03	431,800	359,962	42	788,750	41	3,633,320
30 Grand Trunk in Canada	384,981	15	32	200,969	08	41,861	118,154	14	54,619	68	23,963
31 Canada Atlantic (C.T.R.)	6,946	33	33	3,948	96	1,934	26	29,711	22	1,063	11
32 Halifax and Southwestern	100,856	90	31	51,265	48	17,320	08	2,559	52	2,559	52
33 Hantsport and St. Martin's	114,565	96	85	47,313	25	23,379	68	7,890	62	7,890	62
34 Herford	28,507	44	36	13,530	75	1,551	23	8,929	85	4,495	61
35 Inverness Railway and Coal Co.	50,196	15	37	14,327	56	2,951	22	32,372	56	544	81
36 Inroadale, Bancroft and Ottawa	10,725	00	38	4,300	00	825	00	4,020	00	1,580	00
37 Kaslo and Slovan, B. C.	3,553	30	39	1,488	95	635	21	981	45	387	69
38 Kent Northern	174,361	50	40	6,872	45	24,798	30	52,916	37	6,872	45
39 Kettle River Valley	92,332	14	41	16,945	20	15,138	91	201,802	07	16,945	20
40 Kingston and Pembroke	26,390	93	43	3,717	57	1,621	26	6	20	483	93
41 Klondiko Mines	2,241	20	44	12,075	45	3,381	28	8,693	00	2,241	20
42 Liverpool and Milton	143,658	04	44	94,775	61	21,725	91	21,219	78	5,936	74
43 Lofbriere and Megantic											
44 London and Port Stanley											
45 Maganacawan River											
46 Manitoulin and North Shore	34,053	09	46	5,946	12	4,635	28	10,420	45	5,946	12
47 Massawippi Valley	17,685	10	47	3,477	76	17,073	43	40,648	54	5,477	76
48 Midland Ry Co., of Manitoba	91,457	19	48	2,847	70	6,567	39	42,045	01	2,847	70
49 Montreal and Atlantic	729,208	15	49	23,929	63	112,319	84	193,215	14	23,929	63
50 Montreal and Province Line	71,319	42	50	391,343	54	2,661	25	24,830	82	1,850	41
51 Montreal and Vermont Junction	90,147	90	51	41,976	03	2,661	25	24,830	82	1,850	41
52 Morrissey, Fernie and Michel, B. C.	80,876	81	52	46,721	21	23,329	41	13,657	37	4,459	91
53 Napierville Junction	32,847	60	53	46,721	21	13,327	50	11,982	46	7,357	19
54 Nelson and Port Sheppard	1,787	43	54	21,642	73	916	30	8,501	14	1,787	43
55 New Brunswick Coal and Ry. Co.	3,057	27	55	61,218	99	12,069	08	48,429	44	3,057	27
56 New Brunswick and Prince Edward Island	6,695	68	56	23,768	87	9,724	88	15,907	55	6,695	68
57 New Brunswick Southern	1,354	57	57	10,182	80	3,693	30	8,342	35	1,354	57
58 New Westminster Southern	5,601	61	58	25,129	53	2,765	18	14,263	05	5,601	61
59 Nonsbonging and Nipissing	47,750	37	59	61,228	11	9,276	68	17,843	89	3,463	06
60 Nova Scotia Steel and Coal Co.	11,841	90	60	13,019	42	3,684	75	7,860	79	13,019	42
61 Orford Mountain											
62 Ottawa and New York	38,468	27	61	5,812	53	1,360	25	4,669	12	3,219	15
63 Phillipsburg Ry. and Quarry Co.	3,219	15	62	18,755	90	2,080	14	14,413	08	3,219	15
64 Princeton Branch of Washington Co. Ry. (U.S.A.)	124,679	04	63	66,903	34	13,726	16	38,365	19	5,684	35
65 Pere Marquette	6,239	25	63	1,721	82	1,417	43	1,417	43	3,100	00
66 Qu'Appelle, Long Lake and Saskatchewan	11,764	70	64	6,388	33	1,336	86	3,380	54	658	97
67 Quebec Central	1,712,949	76	65	1,203,704	65	287,878	31	167,091	14	48,275	66
68 Quebec and Lake St. John	787,293	15	66	397,671	66	133,248	01	186,064	89	70,309	19
69 Quebec Ry. Light and Power Co.	489,308	81	68	282,427	62	73,151	65	91,930	10	39,739	14
70 Quebec, Montreal and Southern	149,478	32	69	83,580	83	18,416	62	23,709	32	23,771	55
71 Red Mountain	293,898	76	70	151,923	96	42,293	82	85,500	38	14,180	60
72 Rutland and Noyan	38,924	41	71	21,838	24	5,269	27	8,649	47	14,180	60
73 Salisbury and Harvey	10,359	54	72	Cr. 1,832	57	1,774	56	1,688	65	Cr. 1,832	57
74 Schomberg and Anrova	47,788	16	73	6,113	80	1,774	56	1,688	65	782	44
75 Staustrad, Shefford and Chambly	13,722	62	74	14,091	13	4,372	26	27,366	25	1,758	50
76 St. Clair Tunnel, yard and approaches	75,914	23	75	8,155	62	929	37	4,308	95	328	68
	1,900	48	76	41,785	65	10,847	39	21,410	71	1,900	48
	140,462	41	76	106,075	20	18,612	12	15,733	38	71	65

No. 9.—CLASSIFICATION of Operating Expenses for the Year ending June 30, 1908.

		65	66	67	68	69	70	71	72	73
		RECAPITULATION OF EXPENSES.								
		GENERAL EXPENSES— <i>Con.</i>								
Number.	Name of Railway.	Unclassified.	Total.	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.	Unclassified.	Grand Total.	Number.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
77	St. Lawrence and Adirondack	.....	2,242 83	49,312 79	27,494 44	189,411 04	2,242 83	.....	268,461 10	77
78	Sydney and Louisburg, (Dom. Coal Co.)	.....	45,016 48	67,705 97	120,681 84	172,483 99	45,016 48	.....	405,888 28	78
79	Temiscouata	.....	17,620 02	43,806 63	26,518 54	64,977 48	17,620 02	.....	152,922 67	79
80	Temiscaming and Northern Ontario	.....	28,481 44	125,150 68	108,008 13	448,558 46	28,481 44	.....	710,198 71	80
81	Thousand Islands	.....	3,654 09	5,698 10	3,142 97	16,446 01	3,654 09	.....	28,941 17	81
82	Toronto, Hamilton and Buffalo	.....	40,114 44	182,674 81	69,145 95	377,010 53	40,114 44	.....	668,345 73	82
83	Vancouver, Victoria and Eastern	.....	12,345 85	79,675 66	55,422 22	186,234 15	12,345 85	.....	333,677 88	83
84	Vancouver, Westminster and Yukon	.....	266 95	786 53	423 39	20,933 74	266 95	.....	22,410 61	84
85	Victoria Terminal Ry. and Ferry Co.	.....	3,546 44	10,449 83	5,626 53	16,028 01	3,546 44	.....	35,650 81	85
86	Victoria and Sydney, B. C.	.....	73,687 85	197,803 08	302,851 70	1,604,387 35	73,687 85	.....	2,178,729 98	86
87	Wabash Ry. Co. in Canada	.....	.....	11,349 26	13,898 98	12,054 75	.....	.....	37,302 99	87
88	Wellington Colliery Co.	.....	.....	9,775 22	17,582 45	30,352 00	.....	.....	57,709 67	88
88	" Ladysmith Extension	.....	45 25	1,300 00	137 00	2,756 00	45 25	.....	4,238 25	89
89	York and Carleton	.....	3,765,636 19	20,778,609 78	20,273,625 95	62,486,270 59	3,765,636 19	.....	107,304,142 51	89

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TABLE 10.—SUMMARY OF PASSENGERS AND TONS CARRIED, EARNINGS, EXPENSES, TRAIN MILEAGE, AND MILEAGE OPERATED, FOR THE YEAR ENDING JUNE 30, 1908.

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.	No.	Miles.	Miles.	Miles.	% cts.	% cts.	% cts.	% cts.		
1	Alberta Railway and Irrigation Co.	32,374	1,393,388				62,685		52,516	85	59,424	41	
2	Algonia, Central and Hudson Bay	19,792	665,072				49,338		25,751	61	23,751	61	
3	Atlantic and Lake Superior	20,702	1,552,650			12,400			24,317	57	28,791	62	
4	Atlantic, Quebec and Western	8,532	117,198				11,654		3,682	25	3,638	50	
5	Bay of Quinte	101,501	1,424,033				218,870		38,327	54	47,073	41	
6	Bedford and Nelson	700	4,340				2,170		178	71	251	90	
7	Beersville Coal and Railway Co. (now North Shore)	2,592	20,736			4,800			648	10	648	10	
8	Bessemer and Barry's Bay												
9	Brandon, Saskatchewan and Hudson Bay	21,303	670,772			11,022			17,881	74	19,176	84	
10	British Yukon	11,066	984,320			270			67,168	55	75,165	16	
11	Brockville, Westport and Northwestern	70,418	2,112,540			29,000			27,900	12	33,345	58	
12	Cauteville and Moncton	20,455	469,100						20,608	48	10,520	36	
13	Canada Coal and Ry. Co. (now Maritime Coal Ry. and Power Co., Ltd.)	20,763	181,925	84					17,016	11	6,815	61	
14	Canada Southern	1,065,123	73,213,945	1,531,234					150,804	97	2,204,016	14	
Canadian Government Railways—													
15	Intercolonial	2,806,408	142,721,881	2,721,301					531,110	13	2,633,160	13	
16	Prince Edward Island	323,465	7,338,420	330,167					330,167	25	161,897	59	
17	Canadian Northern	937,036	74,468,415	1,523,142					373,828	38	1,772,816	38	
18	Canadian Northern Ontario	33,580	5,372,887	173,512					112,005	90	122,821	31	
19	Canadian Northern Quebec	322,488	9,749,361	235,662					187,794	84	208,789	10	
20	Canadian Pacific	9,286,435	1,035,721,150	13,110,762					1,656,602	49	23,245,345	24	
21	Cape Breton	7,912	176,099						19,492	25	5,350	00	
22	Carareet	13,325	426,432						40,150	81	15,389	30	
23	Carillon and Grenville	4,532	55,892						2,756	75	1,517	75	
24	Central Ontario	139,434	3,227,848	24,500					72,214	19	84,431	21	
25	Crow's Nest Southern	15,292	667,122	32,843					24,837	01	27,433	66	
26	Cumberland Railway and Coal Co.	33,502	678,946	9,783					14,119	23	18,251	75	
27	Dominion Atlantic	355,682	15,026,719	309,231					341,732	43	391,672	06	
28	Elgin and Havelock	9,183	119,379						3,211	08	3,961	92	
29	Grand Trunk	10,290,771	505,714,652	8,043,495					17,928	38	10,540,996	60	
30	Grand Trunk (Canada Atlantic)	507,340	26,530,660	585,577					472,867	60	481,075	29	
31	Halifax and Southwestern	198,722	7,913,705	119,765					428,516	92	211,148	87	
32	Hampton and St. Martins	7,398	89,890						184,541	66	4,485	58	
33	Hereford	29,476	730,539	33,839					4,077	90	17,331	57	
									16,435	78	16,435	78	



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69	Rod Mountain.....	13,866	115,898	10	7,288	4,288 77	5,320 79
70	Rutland and Noyan.....	96,640	327,609	4,611	.....	7,219 49	7,450 92
71	Salisbury and Harvey.....	14,721	441,630	.....	18,000	9,214 89	11,867 40
72	Schomberg and Aurora.....	22,456	280,700	18,230	.....	4,309 23	4,309 23
73	Stanstead, Shefford and Chambly.....	193,148	1,236,654	45,253	19,147	24,456 10	31,628 30
74	St. Clair Tunnel.....	.....	.....	.....	.....	65,430 00	65,430 00
75	St. Lawrence and Adirondack.....	364,285	9,072,181	134,358	.....	167,237 24	177,465 71
76	Sydney and Louisburg (Dom. Coal Co.).....	51,995	691,361	33,452	.....	16,789 49	20,127 36
77	Temisconate.....	74,971	2,293,913	73,155	70,152	57,290 26	65,007 05
78	Temisconing and Northern Ontario.....	471,787	14,984,691	239,259	.....	342,828 64	371,779 44
79	Thousand Islands.....	33,185	199,110	.....	4,930	8,186 48	11,474 35
80	Toronto, Hamilton and Buffalo.....	453,123	11,455,197	276,748	39,640	251,519 18	265,699 30
81	Vancouver, Victoria & Eastern & Vancouver, Westminster & Yukon.....	151,864	2,570,699	64,041	.....	80,336 11	87,995 35
82	Victoria and Sydney, B.C.....	63,127	849,767	11,837	35,711	18,425 39	18,849 28
83	Victoria Terminal Railway and Ferry Co.....	63,127	71,964	830	10,146	1,830 96	1,862 75
84	Wabash Railway Co. (in Canada).....	563,403	35,588,586	711,588	12,116	709,466 44	752,989 12
85	Wellington Colliery Co.....	6,327	63,270	.....	12,900	2,940 00	3,180 00
86	Wellington Colliery Co. (Ladysmith Extension).....	.....	.....	.....	12,444	.....	.....
87	York and Carleton.....	4,700	40,000	.....	7,968	1,119 60	1,292 60
	Total.....	31,014,992	2,081,960,864	31,950,349	6,210,807	39,992,593 11	46,854,158 97

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1908.

Number.	Name of Railway.	Tons Carried.		Tons Carried One Aisle.		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.		Mileage Operated on June 30.	
		Number.	Number.	Number.	Miles.	Miles.	%	cts.	%	cts.	%	cts.	Miles.	%	cts.	Miles.	%	cts.	%	cts.	Miles.
1	Alberta R'y. and Irrigation Co.	96,183	4,356,277	62,685	8,207	134,622	97	134,622	97	70,952	204,094	20	178,066	20	111.82			178,066	20	111.82	
2	Algonquin and Hudson Bay	307,069	8,971,969	49,598	.....	137,717	17	137,717	17	49,598	300,722	27	253,146	71	89.64			253,146	71	89.64	
3	Atlantic and Lake Superior.	32,241	2,418,075	51,300	25,200	43,949	72	43,949	72	88,900	73,319	74	73,507	33	100.00			73,507	33	100.00	
4	Atlantic, Quebec and Western.	6,925	138,500	11,654	.....	5,114	57	5,114	57	11,654	8,813	07	22,182	54	20.00			22,182	54	20.00	
5	Bay of Quinte.....	208,949	11,625,757	218,870	.....	182,489	87	182,489	87	218,870	233,822	44	160,788	15	89.37			160,788	15	89.37	
6	Bedford and Nelson.....	2,055	13,664	2,170	.....	533	71	533	71	2,170	807	11	14,968	75	23.97			14,968	75	23.97	
7	Beersville Coal and R'y. Co., (now North Shore)	11,082	88,656	4,064	4,800	4,482	78	4,482	78	13,664	5,080	88	4,791	22	8.63			4,791	22	8.63	
8	Bessemer and Barry's Bay	41,393	1,850,509	1,750	21,586	19,491	57	19,491	57	1,750	38,976	39	162,915	32	69.45			162,915	32	69.45	
9	Brandon, Sask. and Hudson Bay	32,152	2,886,285	55,980	1,530	237,089	11	237,089	11	57,780	316,514	84	143,848	88	90.32			143,848	88	90.32	
10	British Ynkoon.....	24,385	731,850	27,900	270	30,183	15	30,183	15	57,170	63,537	73	30,161	38	45.00			30,161	38	45.00	
11	Brockville, Westport and North western	26,621	532,420	20,608	.....	16,739	14	16,739	14	20,608	27,259	50	23,125	55	32.00			23,125	55	32.00	
12	Buctouche and Moncton.....	86,753	778,341	17,016	2,360	27,937	59	27,937	59	19,460	36,640	01	23,843	97	12.00			23,843	97	12.00	
13	Canada Coal and Railway Co.	5,932,347	1,003,339,086	150,804	2,031,824	5,496,012	50	5,496,012	50	3,713,862	7,884,165	26	5,486,128	34	382.19			5,486,128	34	382.19	
14	Canadian Southern	4,008,541	1,005,670,287	531,110	3,964,861	5,820,857	34	5,820,857	34	7,217,272	8,935,934	14	9,349,072	78	1,431.22			9,349,072	78	1,431.22	
15	Canadian Gov't. (Intercolonial)	98,590	3,651,303	330,107	.....	142,411	79	142,411	79	330,107	312,983	40	408,460	31	207.50			408,460	31	207.50	
16	Canadian Gov't. (P. E. Island).	2,615,580	875,287,887	375,828	2,511,004	6,824,782	42	6,824,782	42	4,409,974	9,709,462	71	6,527,768	73	2,831.20			6,527,768	73	2,831.20	
17	Canadian Northern	92,068	7,057,181	252,262	.....	116,117	07	116,117	07	232,774	245,601	74	245,197	82	146.80			245,197	82	146.80	
18	Canadian Northern, Ontario.	457,110	33,516,533	68,688	233,317	448,743	16	448,800	75	537,667	680,201	63	769,411	81	266.80			769,411	81	266.80	
19	Canadian Northern, Quebec.	14,232,306	5,848,799,811	1,636,692	17,304,627	43,377,728	06	43,733,429	25	32,131,991	70,389,165	32	47,980,269	65	9,153.80			47,980,269	65	9,153.80	
20	Cape Breton.....	2,925	59,778	13,492	.....	2,510	38	2,510	38	19,492	7,997	91	17,126	21	31.00			17,126	21	31.00	
21	Caraquet.....	24,178	1,644,105	40,130	.....	36,030	27	36,030	27	40,150	51,419	37	52,672	85	84.78			52,672	85	84.78	
22	Carillon and Grenville.....	78	2,736	2,736	.....	119	84	119	84	2,736	2,561	30	5,423	86	149.73			5,423	86	149.73	
23	Central Ontario	234,091	10,804,293	127,160	39,718	170,760	00	170,760	00	191,378	269,422	06	153,927	53	74.18			153,927	53	74.18	
24	Crow's Nest Southern	228,526	11,746,496	35,960	.....	137,633	54	137,633	54	68,333	186,731	94	137,950	33	32.00			137,950	33	32.00	
25	Dumfries R'y. and Coal Co.	333,469	5,165,327	35,477	.....	77,480	92	77,480	92	43,200	95,732	67	45,875	15	47.88			45,875	15	47.88	
26	Canadian Atlantic	355,970	15,692,680	180,315	65,748	407,366	51	409,633	38	553,284	901,288	21	510,127	07	278.38			510,127	07	278.38	
27	Donnison and Havelock.....	15,907	176,400	17,928	.....	8,445	57	8,445	57	17,928	13,410	49	10,870	14	28.00			10,870	14	28.00	
28	Elgin and Havelock.....	15,907	176,400	17,928	.....	8,445	57	8,445	57	17,928	13,410	49	10,870	14	28.00			10,870	14	28.00	
29	Grand Trunk.....	12,473,223	2,776,428,062	472,867	9,678,573	19,011,649	93	19,011,649	93	18,194,935	30,280,701	76	21,000,569	09	3,108.44			21,000,569	09	3,108.44	
30	Grand Trunk (Canada Atlantic)	2,078,735	248,560,959	129,411	942,987	1,445,066	39	1,445,066	39	1,657,975	2,063,417	26	1,968,632	58	456.26			1,968,632	58	456.26	
31	Halifax and South-western	182,061	8,815,189	217,995	28,557	1,732,215	62	1,732,215	62	366,317	387,185	06	384,981	15	369.00			384,981	15	369.00	
32	Hampton and St. Martins.....	11,427	3,012,969	16,700	.....	7,265	67	7,265	67	16,700	11,751	25	6,946	33	30.00			6,946	33	30.00	



TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1908.—*Concluded.*

Number.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trams.	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.
		Number.	Number.	Miles.	Miles.	\$ cts.	\$ cts.	Miles.	\$ cts.	\$ cts.	Miles.
80	Vancouver, Victoria & Eastern	872,122	19,051,018	35,711	62,995	284,931 00	287,196 20	162,747	376,784 67	333,677 88	126 20
81	Vancouver, Westminster and Yukon										
82	Victoria and Sydney, B.C.	29,724	439,072	10,146		20,820 70	20,856 46	21,983	40,635 95	35,650 81	16 26
83	Victoria Terminal & Ferry Co.	29,724	33,885	711		1,756 31	1,756 31	1,541	14,617 00	22,410 61	1 14
84	Wabash Ry. Co. in Canada	1,200,915	282,402,384	12,116	794,186	1,700,537 33	1,705,069 43	1,517,890	2,458,058 55	2,178,729 98	
85	Wellington Colliery Co.	280,510	2,805,100	12,900		3,503 45	34,062 99	12,900	57,842 99	37,302 99	10 75
86	Wellington Colliery Co. (Lady-smith Extension)	483,347	4,804,469	12,444		57,709 67	57,709 67	12,444	57,709 67	57,709 67	9 94
87	York and Carleton	10,288	95,164	7,908		3,350 19	3,350 19	7,908	4,042 79	4,238 25	10 50
	Total.	63,071,167	12,961,512,519	6,210,807	40,476,370	93,746,655 45	94,154,522 05	78,637,526	146,918,313 61	107,304,142 51	

TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1908.

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.	
1	Albert Railway and Irrigation Co.				62,685	8,267			70,952	5,011	
2	Algonia Central and Hudson Bay				49,598				49,598		
3	Atlantic and Lake Superior.	12,400			51,300	25,200			88,900		
4	Atlantic Quebec and Western.				11,654				11,654		
5	Bay of Quinte.				218,870				218,870	619	
6	Bedfordton and Nelson				2,170				2,170	213	
7	Beersville Coal and Railway Co. (now North Shore)	4,800			4,064	4,800			13,664	160	
8	Bessemer and Barry's Bay.										
9	Brandon, Saskatchewan and Hudson Bay	41,022			1,750	21,586			64,358	7,506	
10	British Yukon.	270			55,980	1,530	3,865	6.69	57,780	9,187	
11	Brockville, Westport and Northwestern	29,000			27,900	270			57,170	1,510	
12	Buctouche and Moncton.				20,668				20,668		
13	Canada Coals and Railway Co.	84			17,016	2,360			19,460	9,230	
14	Canada Southern.	1,531,234			150,804	2,031,824			3,713,862	78,533	
Canadian Govt. Railways—											
15	Intercolonial.	2,721,301	52,561	1.93	531,110	3,964,861	321,693	8.11	7,217,272	441,123	
16	Prince Edward Island.				330,107				330,107	27,693	
17	Canadian Northern	1,523,142	142	.09	375,828	2,511,004	3,887	1.43	4,408,974	298,825	
18	Canadian Northern, Ontario.	175,512				57,262			232,774	30,845	
19	Canadian Northern, Quebec.	235,692			68,688	233,317			537,667	24,906	
20	Canadian Pacific.	13,110,762	183,178	1.24	1,636,602	17,364,627	484,791	2.55	32,131,991	1,888,194	
21	Cape Breton.				19,492				19,492		
22	Caruquet.				40,150				40,150	6,294	
23	Carillon and Grenville.				2,750				2,756		
24	Central Ontario.	24,500			127,160	39,718			191,378	9,805	
25	Crow's Nest Southern.	32,843			35,477	33,990	142	.39	68,833		
26	Cumberland Railway and Coal Co.	9,783			180,315	65,448	4,900	.90	255,284	8,215	
27	Donnison Atlantic.	309,231	4,988	.90	17,928				17,928		
28	Edgin and Hawlock.				472,807				472,807	828,817	
29	Grand Trunk.	8,043,495	126,265	1.57	123,411	9,678,573	590,378	5.82	18,194,935	179,585	
30	Grand Trunk (Canada Atlantic).	585,577	726	.12	217,995	942,987	16,435	1.53	1,657,375	15,185	
31	Halifax and St. Martins	119,765			16,700	28,557			366,317		
32	Hampton and St. Martins				25,334				16,700	784	
33	Hereford	33,839	277	.82	25,334	26,024	3,945	15.16	85,197		
34	Inverness Railway and Coal Co.				41,831	84,463			126,294	6,155	

TABLE 11.—SUMMARY OF TRAIN MILEAGE FOR THE YEAR ENDING JUNE 30, 1908.—*Concluded.*

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p. c.	Miles.	Miles.	Miles.	p. c.	Miles.	Miles.
35	Irondale, Bancroft and Ottawa	.....	31,400	.....	.....	.....	.....	.....	31,400	.....
36	Kaslo and Slocan	.....	17,150	.....	.....	.....	.....	.....	17,150	.....
37	Kent Northern	.....	14,580	.....	.....	.....	.....	.....	14,580	.....
38	Kettle River Valley	.....	2,504	.....	.....	.....	.....	.....	2,504	.....
39	Kingston and Pembroke	.....	109,629	.....	.....	9,841	.....	.....	197,759	.....
40	Klondyke Mines	.....	28,817	.....	.....	.....	.....	.....	28,817	.....
41	Liverpool and Milton	.....	8,100	.....	.....	.....	.....	.....	8,100	.....
42	Lot. miere and Megantic	.....	18,780	.....	.....	.....	.....	.....	18,780	.....
43	London and Port Stanley	.....	19,789	.....	.....	44,880	.....	.....	124,930	1,328
44	Maitonlin and North Shore	.....	.....	.....	.....	.....	.....	.....	12,887	186
45	Massawippi Valley	.....	3,967	.....	.....	.....	.....	.....	12,887	.....
46	Midland Railway Co. of Manitoba	.....	29,529	.....	.....	.....	.....	.....	168,459	2,028
47	Montreal and Atlantic	.....	161,269	.....	.....	.....	.....	.....	31,718	3,684
48	Montreal and Provincial Line	.....	41,928	.....	.....	.....	.....	.....	538,375	8,503
49	Montreal and Vermont Junction	.....	67,807	.....	.....	.....	.....	.....	94,763	3,081
50	Morrissey, Fernie and Michel	.....	.....	.....	.....	.....	.....	.....	102,537	1,933
51	Napierville Junction Railway	.....	.....	.....	.....	.....	.....	.....	19,248	.....
52	Nelson and Fort Sheppard	.....	42,079	.....	.....	.....	.....	.....	18,009	11,754
53	New Brunswick Coal and Railway Co.	.....	.....	.....	.....	.....	.....	.....	62,188	6,985
54	New Brunswick and Prince Edward Island	.....	4,450	.....	.....	.....	.....	.....	60,379	.....
55	New Brunswick Southern	.....	.....	.....	.....	.....	.....	.....	46,850	.....
56	New Westminster Southern	.....	53,830	.....	.....	.....	.....	.....	66,922	7,085
57	Nosbousing and Nipissing	.....	.....	.....	.....	.....	.....	.....	74,318	889
58	Nova Scotia Steel and Coal Co	.....	.....	.....	.....	.....	.....	.....	13,700	.....
59	Oxford Mountain	.....	36,152	.....	.....	.....	.....	.....	49,434	.....
60	Ottawa and New York	.....	76,962	.....	.....	.....	.....	.....	114,658	11,488
61	Pere Marquette Railway	.....	274,544	.....	.....	.....	.....	.....	1,100,204	7,016
62	Phillipsburg Railway and Quarry Co.	.....	.....	.....	.....	.....	.....	.....	2,400	.....
63	Princeton Branch of Washington Co. Ry., U. S. A.	.....	3,634	.....	.....	.....	.....	.....	10,503	291
64	Quebec Central	.....	217,063	.....	.....	.....	.....	.....	661,020	184,235
65	Quebec and Lake St. John	.....	241,370	.....	.....	.....	.....	.....	438,459	.....
66	Quebec Railway, Light and Power Co.	.....	283,017	.....	.....	.....	.....	.....	304,167	.....
67	Quebec, Montreal and Southern	.....	96,322	.....	.....	.....	.....	.....	291,398	17,171
68	Red Mountain	.....	10	.....	.....	.....	.....	.....	16,008	171
69	Rutland and Noyau	.....	4,611	.....	.....	.....	.....	.....	7,416	338

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70 Salisbury and Harvey.....	18,230	18,000	3,840	18,000	18,000	18,000
71 Schonberg and Aurora.....	43,253	19,147	25,766	22,070	22,070	25,868
72 Stanstead, Shefford and Chambly.....				96,166	96,166	
73 St. Clair Tunnel.....						3,734
74 St. Lawrence and Adirondack.....	134,358		94,179	238,537	238,537	
75 Sydney and Louisburg (Dominion Coal Co.).....	33,452		92,560	126,012	126,012	
76 Temiscouata.....	73,155	70,152	18,813	162,120	162,120	10,083
77 Temiskaming and Northern Ontario.....	239,259	4,930	201,738	445,937	445,937	
78 Thousand Islands.....		39,640		39,640	39,640	
79 Toronto, Hamilton and Buffalo.....	276,748		164,328	441,076	441,076	20,853
80 Vancouver, Victoria and Eastern.....	64,041	35,711	62,995	162,747	162,747	42,670
81 Vancouver, Westminster and Yukon.....				11,109	11,109	
82 Victoria and Sydney, B.C.....	11,837	10,146		21,983	21,983	
83 Victoria Terminal Railway and Ferry Co.....	830	711		1,541	1,541	
84 Wabash Railroad Co. in Canada.....	711,588	12,116	794,186	1,517,890	1,517,890	22,472
85 Wellington Colliery Co.....		12,900		12,900	12,900	
86 Wellington Colliery Co. (Ladysmith Ext.).....		12,444		12,444	12,444	
87 York and Carleton.....		7,908		7,908	7,908	
Totals.....	31,950,349	6,210,807	40,476,370	78,637,526	78,637,526	4,305,164
		371,262	1,456,515			

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		GRAIN.			FLOUR.		
		Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co. ....	25,220	23	25,243	2,233	.....	2,233
2	Algoma Central and Hudson Bay .....	1,156	40	1,196	266	48	314
3	Atlantic and Lake Superior .....	93	.....	93	2,083	.....	2,083
4	Bay of Quinté .....	6,313	.....	6,313	4,449	.....	4,449
5	Bellington and Nelson .....	10	.....	10	.....	.....	.....
6	Beersville Coal and Railway Co. (now North Shore) .....	.....	.....	.....	.....	.....	.....
7	Bessemer and Barry's Bay .....	.....	.....	.....	.....	.....	.....
8	Brandon, Saskatchewan and Hudson Bay .....	26,062	.....	26,062	74	.....	74
9	British Yukon .....	15	2,741	2,756	14	882	896
10	Brockville, Westport and Northwestern .....	152	3,500	3,652	917	800	1,717
11	Buctouche and Moncton .....	.....	.....	.....	.....	.....	.....
12	Canada Coal and Railway Co. (now Maritime Coal Railway and Power Co. ....)	96	120	216	21	67	88
13	Canada Southern .....	23,277	699,835	723,112	19,562	195,493	215,055
	Canadian Government Railways:—	.....	.....	.....	.....	.....	.....
14	Intercolonial .....	44,294	55,528	99,822	33,372	117,539	150,911
15	Prince Edward Island .....	18,303	120	18,423	3,648	921	4,569
16	Canadian Northern .....	645,055	.....	645,055	36,337	.....	36,337
17	Canadian Northern, Ontario .....	4,782	.....	4,782	1,100	.....	1,100
18	Canadian Northern, Quebec .....	225	4,268	4,493	.....	13,177	13,177
19	Canadian Pacific .....	2,003,586	45,203	2,048,789	418,513	81,471	499,984
20	Cape Breton .....	.....	.....	.....	24	281	305
21	Caraguet .....	110	50	160	25	1,275	1,300
22	Carillon and Grenville .....	.....	.....	.....	.....	.....	.....
23	Central Ontario .....	5,527	5,633	11,160	222	2,289	2,511
24	Crow's Nest Southern .....	166	182	348	16	104	120
25	Cumberland Railway and Coal Co. ....	.....	809	809	.....	9,240	9,240
26	Dominion Atlantic .....	2,833	2,698	5,531	12,366	8,779	21,145
27	Elgin and Havelock .....	20	800	820	27	700	727
28	Grand Trunk .....	243,825	293,909	537,734	212,379	64,314	276,693
29	Grand Trunk (Canada Atlantic) .....	7,542	371,983	379,525	9,975	42,209	52,184
30	Halifax and Southwestern .....	305	1,040	1,345	2,152	3,278	5,430
31	Hampton and St. Martins .....	.....	95	95	.....	260	260
32	Hereford .....	188	2,510	2,698	133	826	959
33	Inverness Railway and Coal Co. ....	59	169	228	145	2,321	2,466
34	Irondale, Bancroft and Ottawa .....	.....	90	90	.....	322	322
35	Kaslo and Slokan .....	.....	25	25	188	.....	188
36	Kent Northern .....	.....	.....	.....	.....	.....	.....
37	Kettle River Valley .....	60	.....	60	.....	75	75
38	Kingston and Pembroke .....	7,362	4,417	11,779	2,112	2,072	4,184
39	Klondyke Mines .....	.....	.....	.....	.....	.....	.....
40	Liverpool and Milton .....	.....	.....	.....	.....	.....	.....
41	Lotbinière and Megantic .....	119	182	301	190	581	771
42	London and Port Stanley .....	7,500	15,678	23,178	1,510	3,423	4,933
43	Manitolin & North Shore .....	65	.....	65	34	.....	34
44	Massawippi Valley .....	464	13,348	13,812	344	2,135	2,479
45	Midland Ry. Co. of Manitoba .....	16,155	2,002	18,157	220	42	262
46	Montreal & Atlantic .....	2,523	103,829	106,352	1,451	114,968	116,419
47	Montreal & Province Line .....	146	1,142	1,288	90	1,641	1,731
48	Montreal & Vermont Junction .....	97	116,142	116,239	.....	19,467	19,467
49	Morrissey, Fernie & Michel .....	.....	.....	.....	.....	.....	.....
50	Maganetawan River .....	.....	447	447	.....	243	243
51	Napierville Junction Ry. ....	610	134	744	.....	.....	.....
52	Nelson & Fort Sheppard .....	179	123	302	87	209	296

## SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1908.

## AGRICULTURE.

OTHER MILL PRODUCTS.			HAY.			TOBACCO.			Number.
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
2,656		2,656	410		410	2	3	5	1
119		119	1,418	52	1,470				2
352		352	2,481		2,481				3
			11	10	21				4
			50		50				5
									6
20	35	55	64		64				7
4	261	265	27	2,047	2,074				8
750	1,150	1,900	250	1,100	1,350	9	12	21	9
									10
									11
139	83	222	350	12	362		4	4	12
7,137	191,996	199,133	7,519	49,915	57,434	130	6,696	6,826	13
20,553	18,179	38,732	29,617	2,118	31,735				14
714	105	819	1,745	24	1,769	132	17	149	15
9,954		9,954	21,468		21,468				16
1,072		1,072	1,878		1,878				17
			8,200	1,020	9,220	801	61	862	18
219,497	19,208	238,705	202,018	14,848	216,866	6,405	1,188	7,593	19
				16	16				20
10	90	100	250	150	400		25	25	21
									22
43	1,272	1,315	678	5,108	5,786		93	93	23
	20	20	123	922	1,045				24
	962	962		1,250	1,250				25
			5,448	113	5,561	22	18	40	26
17	800	817	40	4	44		3	3	27
71,864	30,995	102,859	71,232	9,870	81,102	929	3,135	4,064	28
6,936	57	6,993	11,445	1,172	12,617	118		118	29
1,644	4,045	5,689	842	1,364	2,206				30
				140	140				31
92	98	190	371		371		4	4	32
648	39	687	13	275	288		11	11	33
	464	464		138	138				34
				25	25				35
			106		100				36
723	1,117	1,840	1,038	2,101	3,139	46	33	79	37
									38
									39
	14	14	300	34	334	6	4	10	40
1,460	3,660	5,120	3,600	5,150	8,750	48	231	279	41
19		19	114		114				42
765	3,989	4,754	375	736	1,111				43
306	77	383					28	28	44
3,799	38,855	42,654	16,995	607	17,602	10	1,034	1,044	45
94	472	566	4,670	1,240	5,910				46
	51,416	51,416	4,172	20,432	24,604				47
				243	243				48
			1,208		1,208				49
38			41	1,316	1,357				50
	69	107							51
									52

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCE OF					
		GRAIN.			FLOUR.		
		Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
53	New Brunswick Coal & Ry. Co.		223	223		252	252
54	New Brunswick & P. E. Island.		571	571		1,052	1,052
55	New Brunswick & Southern	260	83	343	191	20	211
56	New Westminster & Southern	129	3,026	3,155		423	423
57	Nosbonsing & Nipissing						
58	Nova Scotia Steel & Coal Co.	4	199	203		88	88
59	Orford Mountain		1,038	1,038		1,745	1,745
60	Ottawa & New York	777	2,205	2,982	124	1,366	1,490
61	Père Marquette Ry.		92,094	92,094	7,256	12,346	19,602
62	Phillipsburg Ry. & Quarry Co.						
63	Princeton Branch of Washington Co. Ry.		652	652		121	121
64	Quebec Central	3,727		3,727	19,580		19,580
65	Quebec, Ry., Light & Power Co.	4,586	677	5,263	730	118	848
66	Quebec & Lake St. John	3,452	7,265	10,717	2,150	3,200	5,350
67	Quebec, Montreal & Southern	2,736	4,524	7,260			
68	Red Mountain		39	39		13	13
69	Rutland & Noyan		99	99		123	123
70	Salisbury & Harvey	230	231	461	154	308	462
71	Schomberg & Aurora						
72	Stanstead, Shefford & Chambly	30	119,146	119,176	160	22,164	22,324
73	St. Clair Tunnel						
74	St. Lawrence & Adirondack	199	1,529	1,728	652	1,014	1,666
75	Sydney & Louisburg (Dom. Coal Co.)	110	1,220	1,330		1,690	1,690
76	Temiscouata	288	1,224	1,512	228	1,216	1,444
77	Temiskaming & Northern Ontario		7,053	7,053		3,105	3,105
78	Thousand Islands	456		456	681		681
79	Toronto, Hamilton & Buffalo	2,363	6,193	8,556	835	1,070	1,905
80	Vancouver, Westminster & Yukon						
81	Vancouver, Victoria & Eastern	1,758	1,579	3,337	20	813	833
82	Victoria & Sydney B.C.		617	617		516	516
83	Victoria Terminal Ry. & Ferry Co.	617		617	516		516
84	Wabash Railroad Co. (in Canada.)	154,099		154,099	21,120		21,120
85	Wellington Colliery Co.		318	318		117	117
86	Wellington Colliery Co. (Ladysmith Extn.)						
87	York & Carleton						
	Final total	3,270,315	2,000,620	5,270,935	820,676	744,332	1,565,008

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Movement for the Year ending June 30, 1908—Continued.

## AGRICULTURE.

OTHER MILL PRODUCTS.			HAY.			TOBACCO.			Number.
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	767	767	2,076	193	193				53
447	19	466	182	25	2,076				54
20	1,381	1,401	192	2,311	207	5	1		55
					2,503				56
	84	84	10	23	33				57
									58
									59
210	1,685	1,895	1,214	220	1,434		1		60
6,400	13,942	20,342	5,325	29,442	34,767	540	570	1,110	61
			160		160				63
				73	73				62
									64
8	14	22	439	165	604	9	1		10
			4,726	1,370	6,096				66
			10,904		10,904				67
	204	204		433	433				68
	130	130		504	504				69
			167		167				70
									71
162	57,960	58,122	1,672	27,460	29,132				72
									73
615	726	1,341	942	690	1,632		91		91
	68	68		2,700	2,700		1		175
40	20	60	768	4	772	4	16		20
	1,332	1,332		6,994	6,994				77
95		95	175		175				78
655	2,283	2,938	1,074	136	1,210	149	121	270	79
									80
125	1,317	1,442	2,780	848	3,628				81
									82
24,952		24,952	12,208		12,208	468		468	83
	263	263							84
									85
			448	529	977				86
									87
385,154	451,723	836,877	446,023	197,672	643,695	9,833	13,402	23,235	

8-9 EDWARD VII., A. 1909.

TABLE 12—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF AGRICULTURE.					
		COTTON.			FRUIT AND VEGETABLES.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co. ....	3	45	48	6,397	232	6,629
2	Algoma Central and Hudson Bay. ....				440		440
3	Atlantic and Lake Superior. ....						
4	Bay of Quinte. ....				1,973		1,973
5	Bedlington and Nelson. ....						
6	Beersville Coal and Rly Co. (now N. Shore). ....						
7	Bessemer and Barry's Bay. ....						
8	Brandon, Saskatchewan and Hudson Bay. ....					748	748
9	British Yukon. ....				24	1,762	1,786
10	Brockville, Westport and North Western. ....				65	175	240
11	Buctouche and Moncton. ....					1,572	1,572
12	Canada Coal and Railway Co. ....				3	79	82
13	Canada Southern. ....		30,652	30,652	12,545	88,861	102,406
	Canadian Government Railways—						
14	Intercolonial. ....	3,620	1,345	4,965	44,333	9,943	54,276
15	Prince Edward Island. ....		15	15	3,108	108	3,216
16	Canadian Northern. ....				21,458		21,458
17	Canadian Northern, Ontario. ....				876		876
18	Canadian Northern, Quebec. ....				87	1,125	1,212
19	Canadian Pacific. ....	1,038	10,912	11,950	113,278	61,550	174,828
20	Cape Breton. ....						
21	Caraguet. ....					35	35
22	Carillon and Grenville. ....						
23	Central Ontario. ....				11,385	1,193	12,578
24	Crow's Nest Southern. ....				29	251	280
25	Cumberland Railway and Coal Co. ....						
26	Dominion Atlantic. ....	1,169	465	1,634	71,279	174	71,453
27	Elgin and Havelock. ....		4	4	90	5	95
28	Grand Trunk. ....	2,214	1,749	3,963	180,378	53,266	233,644
29	Grand Trunk (Canada Atlantic). ....	1,196	60	1,256	871	422	1,293
30	Halifax and South Western. ....				1,239	824	2,063
31	Hampton and St. Martins. ....						
32	Hereford. ....				104	14	118
33	Inverness Railway and Coal Co. ....				24	84	108
34	Irondale, Bancroft and Ottawa. ....					7	7
35	Kaslo and Slocan. ....						
36	Kent Northern. ....						
37	Kettle River Valley. ....				50		50
38	Kingston and Pembroke. ....	6	557	563	316	112	428
39	Klondyke Mines. ....						
40	Liverpool and Milton. ....						
41	Lotbinière and Megantic. ....				48	9	57
42	London and Port Stanley. ....		326	326	12,010	13,354	25,364
43	Manitoulin and North Shore. ....				55		55
44	Massawippi Valley. ....		92	92	160	235	395
45	Midland Railway Co. of Manitoba. ....				50	106	156
46	Montreal and Atlantic. ....		6,074	6,074	709	7,685	8,394
47	Montreal and Province Line. ....						
48	Montreal and Vermont Junction. ....						
49	Morrissey, Fernie and Michel. ....						
50	Maganetawan River. ....						
51	Napierville Junction Railway. ....						
52	Nelson and Fort Sheppard. ....				46	245	291
53	New Brunswick Coal and Railway Co. ....						



8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF				
		COTTON.			FRUIT AND VEGETABLES.	
		Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Total Freight Tonnage.
54	New Brunswick and P. E. Island .....				82	185
55	New Brunswick Southern .....				158	159
56	Nosbonsing and Nipissing .....					
57	New Westminster Southern .....				232	232
58	Nova Scotia Steel and Coal Co .....				3	3
59	Orford Mountain .....				14	14
60	Ottawa and New York .....	321	866	1,187	173	764
61	Père Marquette Railway .....		1,294	1,294	8,430	36,986
62	Phillipsburg Railway and Quarry Co .....					
63	Princeton Branch of Washington Co. Ry. ....		538	538		
64	Quebec Central .....				1,138	1,138
65	Quebec and Lake St. John .....				1,580	1,580
66	Quebec Ry., Light and Power Co., Mont- morency Div. ....	3	2,689	2,692	267	267
67	Quebec, Montreal and Southern .....					
68	Red Mountain .....				163	163
69	Rutland and Noyan .....				40	40
70	Salisbury and Harvey .....					
71	Schomberg and Aurora .....					
72	Stanstead, Shefford and Chambly .....					
73	St. Clair Tunnel .....					
74	St. Lawrence and Adirondack .....	6	751	757	186	2,906
75	Sydney and Louisburg (Dom. Coal Co.) .....				37	345
76	Temiscouata .....				1,340	1,364
77	Temiskaming and Northern Ontario .....				233	233
78	Thousand Islands .....					
79	Toronto, Hamilton and Buffalo .....		188	188	6,247	8,155
80	Vancouver, Victoria and Eastern .....				181	395
81	Vancouver, Westminster and Yukon .....					
82	Victoria and Sydney, B.C. ....					
83	Victoria Terminal Ry. and Ferry Co .....					
84	Wabash Railroad Co. in Canada .....	2,005		2,005	20,172	20,172
85	Wellington Colliery Co. ....				70	70
86	Wellington Colliery Co. (Ladysmith Exten.) .....					
87	York and Carleton .....					
	Total .....	11,581	58,622	70,203	524,668	803,777

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Movement for the Year ended June 30, 1908—Continued.

## AGRICULTURE—Concluded.

OTHER PRODUCTS OF AGRICULTURE.			LIVE STOCK.			DRESSED MEATS.			Number.
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			287		287	38		38	54
			39		39	22		22	55
	592	592	50	525	575		85	85	56
			3		3	1	3	4	58
868		868	386		386				59
32	91	123	1,800	165	1,965	9	7	16	60
25,315	47,916	73,231	4,650	13,288	17,938		4,068	4,068	61
				6	6				62
			3,658		3,658				63
5,637		5,637	1,318	452	1,770				64
									65
112		112	298		298	40		40	66
			1,044	78	1,122				67
	30	30		91	91				68
				140	140				69
			138		138				70
									71
			182	14,260	14,442				72
									73
2	185	187	531	944	1,475	1	10	11	74
			56	106	162	59	3,902	3,961	75
			148	412	560	12	12	24	76
	169	169	250	2,176	2,426		2,209	2,209	77
			754		754	16		16	78
2,621	2,254	4,875	1,630	5,387	7,017	71	42	113	79
692	114	806	411	511	922	13	49	62	80
									81
									82
			340		340				83
			39,018		39,018	16,429		16,429	84
				116	116				85
									86
									87
52,224	131,013	183,237	705,667	451,105	1,156,772	85,528	370,052	455,580	

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co . . . . .	43	56	99	20	19	39
2	Algoma Central and Hudson Bay . . . . .						
3	Atlantic and Lake Superior . . . . .						
4	Bay of Quinté . . . . .				134		134
5	Bedlington and Nelson . . . . .						
6	Beersville Coal and Railway Co. (now North Shore) . . . . .						
7	Bessemer and Barry's Bay . . . . .						
8	Brandon, Saskatchewan and Hudson Bay . . . . .				22		22
9	British Yukon . . . . .	7	446	453	1	51	52
10	Brockville, Westport and Northwestern . . . . .				98	14	112
11	Buctouche and Moncton . . . . .						
12	Canada Coal and Railway Co . . . . .		42	42	1	13	14
13	Canada Southern . . . . .	9,488	90,305	99,793	1,334	27,780	29,114
	Canadian Government Railways —						
14	Intercolonial . . . . .				35,900	547	36,447
15	Prince Edward Island . . . . .	1,558	15	1,573	3,793	66	3,859
16	Canadian Northern . . . . .	3,759		3,759	2,509		2,509
17	Canadian Northern Ontario . . . . .	170		170	147		147
18	Canadian Northern Quebec . . . . .	3	1,042	1,045	2,140	2,396	4,536
19	Canadian Pacific . . . . .	22,606	54,106	76,712	23,131	13,564	36,695
20	Cape Breton . . . . .				52	1	53
21	Caraquet . . . . .	22		22	2,510		2,510
22	Carillon and Grenville . . . . .				3		3
23	Central Ontario . . . . .	84		84	1		1
24	Crow's Nest Southern . . . . .		15	15			
25	Cumberland Railway and Coal Co . . . . .						
26	Dominion Atlantic . . . . .	303	34	337	3,176	61	3,237
27	Elgin and Havelock . . . . .		10	10		30	30
28	Grand Trunk . . . . .	70,176	8,348	78,524	2,074	362	2,436
29	Grand Trunk (Canada Atlantic) . . . . .	4,128	75	4,203	367	601	968
30	Halifax and Southwestern . . . . .	50	74	124	2,223	29	2,252
31	Hampton and St. Martin's . . . . .						
32	Hereford . . . . .	51	26	77		3	3
33	Inverness Railway and Coal Co . . . . .	20	6	26	175	62	237
34	Irondale, Bancroft and Ottawa . . . . .		5	5	6		6
35	Kaslo and Slocan . . . . .						
36	Kent Northern . . . . .						
37	Kettle River Valley . . . . .						
38	Kingston and Pembroke . . . . .	1	59	60	8	358	366
39	Klondike Mines . . . . .						
40	Liverpool and Milton . . . . .						
41	Lotbinière and Megantic . . . . .				14	4	18
42	London and Port Stanley . . . . .		2,979	2,979	92	94	186
43	Manitoulin and North Shore . . . . .						
44	Mississippi Valley . . . . .	306	278	584	62	12	74
45	Midland Railway Co. of Manitoba . . . . .						
46	Montreal and Atlantic . . . . .	79	26,556	26,635	11	6,535	6,546
47	Montreal and Province Line . . . . .						
48	Montreal and Vermont Junction . . . . .		47,160	47,160	24	4,267	4,291
49	Morrissey, Fernie and Michel . . . . .						
50	Maganetawan River . . . . .						
51	Napierville Junction Railway . . . . .						
52	Nelson and Fort Sheppard . . . . .					5	5

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Movement for the Year ending June 30, 1908.—Continued.

ANIMALS.

WOOL.			HIDES AND LEATHER.			OTHER PRODUCTS OF ANIMALS.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
46		46	46	1	47				1
									2
			17		17				3
									4
									5
									6
									7
						34	17	51	8
						15	692	707	9
8		8	200	10	210				10
									11
				1	1				12
246	9,939	10,185	1,452	19,194	20,646	6,202	67,754	73,956	13
492	131	623	4,174	965	5,139				14
18		18	315	4	319				15
			2,662		2,662				16
244		244							17
			83	104	187				18
2,659	3,778	6,437	20,529	16,417	36,946				19
4	1	5	11		11				20
			75		75				21
									22
123		123	379		379	226		226	23
							102	102	24
									25
43		43	230	14	244				26
10		10	20	3	23				27
2,165	4,948	7,113	15,223	4,940	20,163				28
90		90	341	20	361				29
			63	20	83				30
									31
5		5	34	14	48	88	7	95	32
14	7	21	72	1	73				33
			5		5	49		49	34
									35
									36
			348	244	592				37
									38
									39
			18		18	64		64	40
20	119	139	114	1,422	1,536	142	975	1,117	41
									42
2	25	27	131	436	567				43
									44
33	3,100	3,133	1,940	11,701	13,641				45
40		40	162	641	803				46
	1,647	1,647	37	10,467	10,504				47
									48
									49
									50
									51
							21	21	52

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF				
		OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.	
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Total Freight Tonnage.
53	New Brunswick Coal and Railway Co. ....					
54	New Brunswick and Prince Edward Island .....				796	796
55	New Brunswick Southern .....	30		30	248	248
56	New Westminster Southern .....		299	299		121
57	Nosbonsing and Nipissing .....					2
58	Nova Scotia Steel and Coal Co .....					2
59	Orford Mountain .....					
60	Ottawa and New York .....	12	12	24	26	32
61	Père Marquette Railway .....		11,835	11,835	410	740
62	Philipsburg Railway and Quarry Co .....					
63	Princeton Branch of Washington Co. Ry. ..					
64	Quebec Central .....					
65	Quebec and Lake St. John .....	1,180		1,180		
66	Quebec Railway, Light and Power Co. ....	3		3	22	23
67	Quebec, Montreal and Southern .....					
68	Red Mountain .....					
69	Rutland and Moyner .....					
70	Salisbury and Harvey .....					
71	Schoenberg and Aurora .....					
72	Stanstead, Shefford and Chambly .....		49,142	49,142	140	7,387
73	St. Clair Tunnel .....					
74	St. Lawrence and Adirondack .....	28	111	139		4,297
75	Sydney and Louisburg (Dominion Coal Co.) ..		610	610	29	3
76	Temiscouata .....	12	36	48	4	8
77	Temiskaming and Northern Ontario .....					
78	Thousand Islands .....					
79	Toronto, Hamilton and Buffalo .....	1,973	1,160	3,133		424
80	Vancouver, Victoria and Eastern .....	47	230	277		88
81	Vancouver, Westminster and Yukon .....					
82	Victoria and Sydney, B.C. ....					
83	Victoria Terminal Railway and Ferry Co. ..					
84	Wabash Railroad (in Canada) .....	33,351		33,351		
85	Wellington Colliery Co. ....					
86	Wellington Colliery Co. (Ladysmith Extension) ..					
87	York and Carleton .....	220	59	279		
	Total .....	149,710	295,131	444,841	81,703	69,397

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Movements for the Year ended June 30, 1908—Continued.

ANIMALS—Concluded.

WOOL.			HIDES AND LEATHER.			OTHER PRODUCTS OF ANIMALS.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
									53
			60		60				54
1			7		7				55
	116	116	15	32	47		642	642	56
									57
1		1	3		3				58
			10		10				59
52		52	58	112	170	2,622	60	2,682	60
218	337	555	2,063	4,040	6,103	1,840	2,598	4,438	61
									62
									63
									64
									65
3		3	22		22	111		111	66
			227		227				67
									68
									69
									70
	1,743	1,743	61	11,416	11,477				71
									72
	39	39	75	1,298	1,373	231	1,173	1,404	73
			1	3	4				74
4		4	8	20	28				75
									76
									77
6		6							78
35	117	152	184	178	362	1,504	1,628	3,132	79
			59	12	71		610	610	80
									81
									82
689		689	6,077		6,077				83
									84
									85
									86
									87
7,271	26,047	33,318	57,611	83,730	141,341	13,128	76,279	89,407	

8-9 EDWARD VII., A. 1909.

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCTS					
		ANTHRACITE COAL.		BITUMINOUS COAL.			
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	13		13	27,794	1,891	29,685
2	Algoma Central and Hudson Bay	348		348	6,367		6,367
3	Atlantic and Lake Superior						
4	Bay of Quinté	3,056		3,056	65,144		65,144
5	Bédlington and Nelson						
6	Beersville Coal and Railway Co. (now North Shore)				6,556		6,556
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay		5,189	5,189		1,079	1,079
9	British Yukon					91	91
10	Brockville, Westport and North-Western	725	203	928	110	250	360
11	Buctouche and Moncton					3,122	3,122
12	Canada Coal and Railway Co.				81,356		81,356
13	Canada Southern		1,001,079	1,001,079		336,607	336,607
	Canadian Government Railways—						
14	Intercolonial				1,173,507	8,614	1,182,121
15	Prince Edward Island	48		48	5,587	485	6,072
16	Canadian Northern	55,046		55,046	140,227		140,227
17	Canadian Northern Ontario				17,349		17,349
18	Canadian Northern Quebec		3,200	3,200		25,760	25,760
19	Canadian Pacific	135,629	588,423	724,052	677,630	506,000	1,183,630
20	Cape Breton				55	358	413
21	Curaquet		200	200		125	125
22	Carillon and Grenville						
23	Central Ontario	527	4,427	4,954	5,737	22,761	28,498
24	Crow's Nest Northern				31,578	29,805	61,383
25	Cumberland Railway and Coal Co.				292,921		292,921
26	Dominion Atlantic				3,898	35,006	38,904
27	Elgin and Havelock					40	40
28	Grand Trunk	93,871	967,272	1,061,143	426,231	1,338,197	1,764,428
29	Grand Trunk (Canada Atlantic)	125	164,472	164,597	149	343,581	343,730
30	Halifax and South Western					9,457	9,457
31	Hampton and St. Martins					346	346
32	Hereford		1	1		12	12
33	Inverness Railway and Coal Co.		77	77	306,507	54	306,561
34	Iroindale Bancroft and Ottawa					1,497	1,497
35	Kaslo and Slocan						
36	Kent and Northern						
37	Kettle River Valley						
38	Kingston and Pembroke	343	168	511	22	80	102
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbinière and Mégantic						
42	London and Port Stanley		26,529	26,529		113,143	113,143
43	Manitoulin and North Shore					578	578
44	Massawippi Valley		4,310	4,310		12,395	12,395
45	Midland Railway Co. of Manitoba		1,956	1,956		14,747	14,747
46	Montreal and Atlantic	141	4,959	5,100		4,918	4,918
47	Montreal and Provincial Line		370	370		16,419	16,419
48	Montreal and Vermont Junction		473	473		7,143	7,143
49	Morrissey, Fernie and Michel, B.C.				560,225		560,225
50	Maganetawan River		476	476			



8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCTS OF					
		ANTHRACITE COAL.			BITUMINOUS COAL.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
51	Napierville Junction Ry . . . . .					32,964	32,964
52	Nelson and Fort Sheppard . . . . .					201	201
53	New Brunswick Coal and Ry. Co. . . . .				39,867		39,867
54	New Brunswick and P. E. Island . . . . .					2,135	2,135
55	New Brunswick Southern . . . . .	292	29	321			
56	New Westminster Southern . . . . .				20	4,664	4,684
57	Nosbonsing and Nipissing . . . . .						
58	Nova Scotia Steel and Coal Co . . . . .					476	476
59	Orford Mountain . . . . .						
60	Ottawa and New York . . . . .		21,191	21,191		11,991	11,991
61	Pere Marquette Ry . . . . .		105,409	105,409		449,559	449,559
62	Phillipsburg Ry. and Quarry Co. . . . .		1,000	1,000		950	950
63	Princeton Br. of Washington Co. Ry. . . . .		16,583	16,583		6,896	6,896
64	Quebec Central . . . . .						
65	Quebec and Lake St. John . . . . .		1,256	1,256		12,744	12,744
66	Quebec Ry. Light and Power Co. . . . .	610		610	11,665		11,665
67	Quebec, Montreal and Southern . . . . .					81,257	81,257
68	Red Mountain . . . . .					6,403	6,403
69	Rutland and Noyan . . . . .		48	48		422	422
70	Salisbury and Harvey . . . . .					2,767	2,767
71	Schcmberg and Aurora . . . . .						
72	Stanstead, Shefford and Chambly . . . . .		643	643		17,912	17,912
73	St. Clair Tunnel . . . . .						
74	St. Lawrence and Adirondack . . . . .		161,547	161,547		226,989	226,989
75	Sydney & Louisburg (Dom. Coal Co.) . . . . .				3,388,469		3,388,469
76	Temiscouata . . . . .	32	228	260	16		16
77	Temiskaming and Northern Ontario . . . . .		2,776	2,776		56,869	56,869
78	Thousand Islands . . . . .	44		44	566		566
79	Toronto, Hamilton and Buffalo . . . . .		327,167	327,167		220,437	220,437
80	Vancouver, Victoria and Eastern . . . . .				177	657	834
81	Vancouver, Westminster and Yukon . . . . .						
82	Victoria and Sydney, B.C. . . . .					26	26
83	Victoria Terminal Ry. and Ferry Co. . . . .				26		26
84	Wabash Railroad Co., in Canada . . . . .	32,630		32,630	319,726		319,726
85	Wellington Colliery Co. . . . .				276,875		276,875
86	" " (Ladysmith Ex.) . . . . .				483,347		483,347
87	York and Carleton . . . . .						
	Final total . . . . .	323,480	3,411,661	3,735,141	8,349,704	3,970,880	12,320,584

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Movement for the Year ending June 30, 1908.—Continued.

## MINES.

COKE.			ORES.			STONE, SAND AND OTHER LIKE ARTICLES.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
			3,823	2,351	8,174				51
									52
							383		53
4		4				1,904	52	1,956	54
	1,099	1,099					52	52	55
									56
									57
							302	302	58
							5	5	59
	233	233	17	15	32	931	1,074	2,005	60
	5,918	5,918		2,774	2,774	1,719	114,230	115,949	61
						3,444		3,444	62
			6,432		6,432		3,585	3,585	63
						94,378		94,378	64
						2,080		2,080	65
20		20	2		2	46,977	104	47,081	66
						11,909	21,719	33,628	67
	33	33	82,279	11,290	93,569		36	36	68
				2,046	2,046		7,512	7,512	69
			130		130	14,994		14,994	70
							971	61,493	71
								62,464	72
	23,950	23,950		458	458		3,066	3,117	73
						12,008		12,008	74
							4	204	75
			25,652		25,652	9,494		9,494	76
						1,024		1,024	77
	87,836	87,836		1,509	1,509	7,697	15,871	23,568	78
22	9,906	90,928	662,747	20,522	683,269	36	2,452	2,488	79
									80
									81
									82
3,453		3,453	5,563		5,563	42,182		42,182	83
									84
									85
	55	55				40		40	86
									87
343,917	501,845	845,762	2,590,567	362,786	2,953,353	1,835,105	703,228	2,538,333	

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic Movement

Number.	Name of Railway.	PRODUCTS OF MINES— <i>Con.</i>			PRODUCTS OF		
		OTHER PRODUCTS OF MINES.			LUMBER.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	80	38	118	2,072	4,604	6,676
2	Algoma Central and Hudson Bay				1,163	107	1,270
3	Atlantic and Lake Superior				6,255		6,255
4	Bav of Quinté				20,907		20,907
5	Bedlington and Nelson		777	777	1,200		1,200
6	Beersville Coal and Railway Co. (now North Shore)				3,540		3,540
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay		56	56	96	1,201	1,297
9	British Yukon				112	2,159	2,271
10	Brockville, Westport and North Western				110	505	615
11	Buctouche and Moncton					15,021	15,021
12	Canada Coals and Railway Co.				1,184	918	2,102
13	Canada Southern	22,504	45,564	68,068	8,198	136,973	145,171
14	Canadian Government Railways—						
15	Intercolonial				718,416	8,407	726,823
16	Prince Edward Island				13,109		13,109
17	Canadian Northern				852,099		852,099
18	Canadian Northern Ontario				36,979		36,979
19	Canadian Northern Quebec				125,370	120,085	245,455
20	Canadian Pacific				2,256,851	395,493	2,652,344
21	Cape Breton				62	98	160
22	Caraquet				1,200		1,200
23	Carillon and Grenville						
24	Central Ontario				24,121	9,451	33,572
25	Crow's Nest Southern				18,625	3,331	21,956
26	Cumberland Railway and Coal Co.				20,135		20,135
27	Dominion Atlantic				79,128	2,614	81,742
28	Elgin and Havelock				11,900	20	11,920
29	Grand Trunk	45,852	35,170	81,022	2,619,098	316,467	2,935,565
30	Grand Trunk (Canada Atlantic)	163	86	249	426,312	227,153	653,465
31	Halifax and Southwestern				62,848		62,848
32	Hampton and St. Martin's				10,025		10,025
33	Hereford		2	2	18,881	136	19,017
34	Inverness Railway and Coal Co.				2,006	1,302	3,308
35	Irondale, Bancroft and Ottawa				4,952		4,952
36	Kaslo and Slocan				100	153	253
37	Kent Northern						
38	Kettle River Valley				10,781		10,781
39	Kingston and Pembroke				33,343	389	33,732
40	Klondyke Mines						
41	Liverpool and Milton						
42	Lotbinière and Mégantic				17,263	222	17,485
43	London and Port Stanley		13,962	13,962	9,620	27,287	36,907
44	Manitoulin and North Shore				611		611
45	Massawippi Valley				10,734	91,155	101,889
46	Midland Railway Co., of Manitoba		30	30	125	2,092	2,217
47	Montreal and Atlantic				75,497	98,308	173,805
48	Montreal and Province Line				1,367	17,420	18,787
49	Montreal and Vermont Junction					42,180	42,180
50	Morrisset, Fernie and Michel						
51	Maganetawan River		40	40		10,452	10,452

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for the Year ending June 30, 1908—Continued.

FORESTS.			MANUFACTURES.						Number.
OTHER PRODUCTS OF FORESTS.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
124,731		124,731	98	70	168	1,958		1,958	1
20,973		20,973	60		60	65	1	66	2
									3
									4
									5
									6
									7
1,585	303	1,888		15	15				8
			1	53	56	2	263	265	9
									10
			490	160	650	330	260	590	11
							59	59	12
35,224	49,935	85,159	8,817	35,410	44,227	741	28,150	28,891	13
370,799	1,581	372,380	14,612	14,721	29,333	40,719	277	40,996	14
			620	130	750	854	104	958	15
			14,354		14,354	15,424		15,424	16
			461		461	381		381	17
30,785	922	31,707		1,315	1,315				18
			38,459	61,491	99,950	86,438	23,229	109,667	19
1,240		1,240	1	1	2				20
600		600		75	75		65	65	21
									22
44,296		44,296	140	509	649	2	482	484	23
3,082	4,827	7,909		120	120				24
									25
13,200		13,200	937	669	1,606	1,780	113	1,893	26
				45	45	6	60	66	27
			100,537	29,743	130,330	89,008	4,006	93,014	28
			532	247	779	665	39	704	29
71,171		71,171	380	196	576	497	204	701	30
									31
148,560	36	148,596	17	62	79	66	75	141	32
			63	150	213	7	50	57	33
16,566		16,566		54	54		42	42	34
			77	263	340	274	1,364	1,638	35
									36
15,740		15,740		24	24		10	10	37
									38
									39
									40
30,194		30,194	30	136	166		9	9	41
2,070	47,358	49,428	15	5,849	5,864	1,049	2,721	3,770	42
16,803		16,803	29		29	14		14	43
9,979	93,797	103,776		625	625		1,062	1,062	44
582	5,719	6,301							45
			91	2,639	2,730	557	7,557	8,114	46
				62	62		80	80	47
	41,417	41,417		1,647	1,647		38,162	38,162	48
									49
									50
									50

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY Freight Traffic Movement

Number.	Name of Railway.	PRODUCTS OF MINES— <i>Con.</i>			PRODUCTS OF		
		OTHER PRODUCTS OF MINES.			LUMBER.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
51	Napierville Junction Railway . . . . .				87	87	
52	Neison and Fort Sheppard . . . . .		21	21	7,128	7,884	
53	New Brunswick Coal and Railway Co . . . . .				4,794	4,794	
54	New Brunswick and P. E. Island . . . . .				25,338	25,758	
55	New Brunswick Southern . . . . .				16,374	16,394	
56	New Westminster Southern . . . . .		622	622	20,584	30,081	
57	Nosbonsing and Nippissing . . . . .						
58	Nova Scotia Steel and Coal Co. . . . .				4,396	4,433	
59	Orford Mountain . . . . .	1,344		1,344	5,761	9,761	
60	Ottawa and New York . . . . .	156	513	669	980	8,011	
61	Pere Marquette Railway . . . . .		55,478	55,478	20,106	146,648	
62	Phillipsburg Ry. and Quarry Co. . . . .					100	
63	Princeton Branch of Washington Co. Railway . . . . .		1,844	1,844		5,827	
64	Quebec Central . . . . .				80,303	80,303	
65	Quebec and Lake St. John . . . . .				91,405	103,752	
66	Quebec Railway Light and Power Co. . . . .				4,958	5,122	
67	Quebec, Montreal and Southern . . . . .					20,051	
68	Red Mountain . . . . .	922	1,470	2,392	637	1,720	
69	Rutland and Noyan . . . . .					314,008	
70	Salisbury and Harvey . . . . .				11,450	11,450	
71	Schomberg and Aurora . . . . .						
72	Stanstead, Shefford and Chambly . . . . .				1,127	60,999	
73	St. Clair Tunnel . . . . .						
74	St. Lawrence and Adirondack . . . . .		4,977	4,977	1,219	85,782	
75	Sydney and Louisburg, Dom. Coal Co. . . . .				26,200	57,340	
76	Temisconata . . . . .				123,092	123,448	
77	Temiskaming and Northern Ontario . . . . .				21,015	35,026	
78	Thousand Islands . . . . .				2,748	2,748	
79	Toronto, Hamilton and Buffalo . . . . .	1,060	5,258	6,318	2,465	9,706	
80	Vancouver, Victoria and Eastern . . . . .	4,764	301	5,065	23,479	30,852	
81	Vancouver, Westminster and Yukon . . . . .						
82	Victoria and Sydney B. C. . . . .					2,734	
83	Victoria Terminal Railway and Ferry Co. . . . .				2,734	2,734	
84	Wabash Railroad Co., in Canada . . . . .				59,931	59,931	
85	Wellington Colliery Co. . . . .				475	475	
86	Wellington Colliery Co., (Ladysmith Extension.) . . . . .						
87	York and Carleton . . . . .				7,284	7,484	
	Final Total . . . . .	76,845	166,209	243,054	8,076,378	10,317,541	

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for the Year ending June 30, 1908—Continued.

FORESTS.			MANUFACTURERS.						
OTHER PRODUCTS OF FOREST.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
	20,167	20,167		102	102				51
7,958	24	7,982	24	32	56				52
2,441		2,441							53
2,198	37	2,235		205	205		281	281	54
			98		98	59		59	55
320	1,091	1,411		501	501				56
									57
				42	42		20	20	58
6,288	222	6,510				56	10	66	59
6,385	5,844	12,229	189	182	371	276	88	364	60
31,570	164,823	196,393		23,301	23,301	8,301	6,678	14,979	61
				5	5				62
		38,956		111	111		18	18	63
396,226	38,956	396,226							64
101,026	1,712	102,738		225	225		107	107	65
20,686		20,686	88	16	104	140		140	66
	296,147	296,147		578	578				67
862	3,796	4,658							68
				41	41				69
6,962		6,962							70
									71
	7,642	7,642		1,972	1,972		39,416	39,416	72
									73
122	21,074	21,196	43	1,456	1,499	1	37,563	37,564	74
				182	182		160	160	75
			192	192	384	96	368	264	76
197,683		197,683		949	949				77
111		111	551		551				78
3,936	2,561	6,497	255	6,310	6,565	298	303	601	79
4,411	1,536	5,947	120	371	491				80
									81
	8,015	8,015							82
8,015		8,015							83
19,739		19,739	13,985		13,985	8,321		8,321	84
									85
									86
									87
1,775,119	819,566	2,594,685	196,943	193,388	390,331	258,385	193,256	451,641	

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic Move

Number.	Name of Railway.	MANUFAC					
		NAVAL STORES.			IRON, PIG AND BLOOM.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
1	Alberta Railway and Irrigation Co. ....				5	8	13
2	Algoma Central and Hudson Bay .....						
3	Atlantic and Lake Superior .....						
4	Bay of Quinté .....				3,274		3,274
5	Bedlington and Nelson .....						
6	Beersville Coal and Railway Co. (now North Shore) .....						
7	Bessemer and Barry's Bay .....						
8	Brandon, Saskatchewan and Hudson Bay .....						
9	British Yukon .....	12	363	375			
10	Brockville, Westport and Northwestern .....						
11	Buctouche and Moncton .....					14	14
12	Canada Coals and Railway Co. ....						
13	Canada Southern .....				5,319	26,802	32,121
	Canadian Government Railways—						
14	Intercolonial .....				103,604	3,686	107,290
15	Prince Edward Island .....	20	17	37	49	22	71
16	Canada Northern .....				4,391		4,391
17	Canada Northern Ontario .....	164		164			
18	Canada Northern Quebec .....				194		194
19	Canadian Pacific .....	63	173	236	58,925	143,258	202,183
20	Cape Breton .....						
21	Caraquet .....					20	20
22	Carillon and Grenville .....						
23	Central Ontario .....				113	88	201
24	Crow's Nest Southern .....						
25	Cumberland Railway and Coal Co. ....						
26	Dominion Atlantic .....	437	72	509	5,065	1,401	6,466
27	Elgin and Havelock .....						
28	Grand Trunk .....				133,361	14,164	147,525
29	Grand Trunk (Canada Atlantic) .....				7,239	78	7,317
30	Halifax and Southwestern .....						
31	Hampton and St. Martin's .....						
32	Hereford .....		3	3		6	6
33	Inverness Railway and Coal Co. ....		26	26	145	26	171
34	Irondale, Bancroft and Ottawa .....						
35	Kaslo and Slocan .....						
36	Kent Northern .....						
37	Kettle River Valley .....						
38	Kingston and Pembroke .....		168	168	3	237	240
39	Klondyke Mines .....						
40	Liverpool and Milton .....						
41	Lotbinière and Magantic .....				6	5	11
42	London and Port Stanley .....		279	279	1,612	2,903	4,515
43	Manitoulin and North Shore .....						
44	Massawippi Valley .....	21	40	61	165	288	453
45	Midland Railway Co. of Manitoba .....						
46	Montreal and Atlantic .....				1,732	9,378	11,110
47	Montreal and Province Line .....						
48	Montreal and Vermont Junction .....						
49	Morrissey, Fernie and Michel .....						
50	Maganetawan River .....						
51	Napierville Junction Railway .....					27	27
52	Nelson and Fort Sheppard .....					20	20

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ment for the Year ending June 30, 1908—Continued.

TURES.—Continued.

IRON AND STEEL RAILS.			OTHER CASTINGS AND MACHINERY.			BAR AND SHEET METAL.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
16		16	132	386	518	12	9	21	1
130		130	211		211				2
			179		179				3
337		337	2,087		2,087				4
									5
									6
			22	111	133		39	39	7
			15	5,258	5,273		102	102	8
			80	540	620	145	415	560	9
									10
									11
34	146	180	27	216	243		36	36	12
1,314	12,087	13,401	29,900	165,858	195,758	21,047	102,569	123,556	13
									14
129,850	1,413	131,263	186,016	9,507	195,523	9,071	330	9,401	15
62		62	470	98	568	72	118	190	16
137,198		137,198	18,598		18,598	648		648	17
6,869		6,869	1,195		1,195	465		465	18
	4,426	4,426	250	3,227	3,477	522	11,450	11,972	19
60,588	85,374	145,962	70,378	84,165	154,543	22,662	13,231	35,893	20
	90	90		38	38				21
				10	10				22
									23
655	52	707	304	1,662	1,966	15	470	485	24
127	4,349	4,476	90	391	481		256	256	25
									26
			2	10	12		10	10	27
92,496	14,290	106,786	131,154	31,690	162,844	35,809	24,050	59,859	28
1,830	685	2,515	295	59	354	332		332	29
	199	199		579	579				30
									31
2	9	11	40	76	116	10	125	135	32
110	163	273	4	508	512	10	81	91	33
			20	63	83				34
									35
									36
									37
			279	859	1,138	1	348	349	38
									39
									40
			142	105	247		27	27	41
	372	372	527	1,986	2,513	514	696	1,210	42
79		79							43
48	731	779	558	629	1,187	66	178	244	44
	58	58	36	58	94		448	448	45
22	3,283	3,305	668	6,705	7,373	42	231	273	46
	260	260							47
	4,267	4,267							48
									49
									50
							8		51
			95	100	195	105		105	52

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TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFAC					
		NAVAL STORES.		IRON, PIG AND BLOOM.			
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
53	New Brunswick Coal and Railway Co. ....						
54	New Brunswick and P. E. Island. ....						
55	New Brunswick Southern. ....				3		3
56	New Westminster Southern. ....					17	17
57	Nosbonsing and Nipissing. ....						
58	Nova Scotia Steel and Coal Co. ....		47	47			
59	Orford Mountain. ....						
60	Ottawa and New York. ....	36	197	233		46	46
61	Père Marquette Railway. ....	420	690	1,110		17,938	17,938
62	Phillipsburg Railway and Quarry Co. ....						
63	Princeton Branch of Washington Co. Rail- way. ....		10	10		312	312
64	Quebec Central. ....						
65	Quebec and Lake St. John. ....						
66	Quebec Railway Light, and Power Co. (Montmorency Division). ....	8		8	263	79	342
67	Quebec, Montreal and Southern. ....					4,397	4,397
68	Red Mountain. ....						
69	Rutland and Noyan. ....					951	951
70	Salisbury and Harvey. ....						
71	Schomberg and Aurora. ....						
72	Stanstead, Shefford and Chambly. ....						
73	St. Clair Tunnel. ....						
74	St. Lawrence and Adirondack. ....		476	476		881	881
75	Sydney and Louisburg (Dom. Coal Co.). ....						
76	Temiscouata. ....					208	208
77	Temiskaming and Northern Ontario. ....						
78	Thousand Islands. ....				2,079		2,079
79	Toronto, Hamilton and Buffalo. ....				5,991	16,248	22,239
80	Vancouver, Victoria and Eastern. ....				37	49	86
81	Vancouver, Westminster and Yukon. ....						
82	Victoria and Sydney, B. C. ....						
83	Victoria Terminal Railway and Ferry Co. ....						
84	Wabash Railroad Co. in Canada. ....				6,816		6,816
85	Wellington Colliery Co. ....						
86	Wellington Colliery Co. (Ladysmith Ex- tension. ....						
87	York and Carleton. ....						
	Total. ....	1,181	2,561	3,742	340,391	243,557	583,948

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Movement for the Year ending June 30, 1908.—Continued.

TUNES—Continued.

IRON AND STEEL RAILS.			OTHER CASTINGS AND MACHINERY.			BAR AND SHEET METAL.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
				87	87				53
29		29	121	24	145		1		54
19	8,209	8,228	79	3,083	3,162	6	1,636	1,642	55
									56
			43	16	59				57
			90	30	120				58
	35	35	432	1,198	1,630	41	1,002	1,043	59
	1,479	1,479	1,078	8,908	9,986	575	4,233	4,808	60
				100	100				61
	23	23		1,012	1,012		50		62
									63
	9,890	9,890		251	251				64
									65
79	76	155	601	445	1,046	128		128	66
			92	397	489				67
			22	42	64		45	45	68
				3,514	3,514		80	80	69
									70
									71
									72
									73
	7	7	1,171	4,333	5,504	3	1,690	1,693	74
1,016	612	1,628	810	410	1,220	8	142	150	75
160	5,545	5,705	156	260	416	4	20	24	76
	21,252	21,232		1,798	1,798				77
			35		35	5,739		5,739	78
193	876	1,069	11,487	40,744	52,231	2,104	54,503	56,607	79
6,871	1,252	8,123	141	1,854	1,995	325	1,490	1,815	80
									81
									82
									83
7,364		7,364	15,382		15,382	31,993		31,993	84
									85
							1,250	1,250	86
									87
447,498	181,490	628,988	475,514	383,400	858,914	132,474	221,328	353,802	





8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFAC						
		CEMENT, BRICK AND LIME.		AGRICULTURAL IMPLEMENTS.				
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
53	New Brunswick Coal and Ry. Co. ....							
54	New Brunswick and P. E. Island.....		123	123		32	32	
55	New Brunswick Southern .....	150	1	151	27	1	28	
56	New Westminster Southern .....	88	1,621	1,709		29	29	
57	Nosbonsing and Nipissing.....							
58	Nova Scotia Steel and Coal Co.....		25	25				
59	Orford Mountain.....	5	55	60		23	23	
60	Ottawa and New York.....	2,822	1,111	3,933	9	55	64	
61	Père Marquette Ry.....	11,415	45,358	56,773		3,329	3,329	
62	Phillipsburg Ry. and Quarry Co.....		55	55				
63	Princeton Branch of Washington Co. Ry.....		4,267	4,267				
64	Quebec Central.....							
65	Quebec and Lake St. John.....	1,440		1,440		492	492	
66	Quebec Ry. Light and Power Co.....	1,476	302	1,778	48	8	56	
67	Quebec, Montreal and Southern.....	1,967	370	2,337	214	41	255	
68	Red Mountain.....		69	69				
69	Rutland and Noyan.....		1,349	1,349		32	32	
70	Salisbury and Harvey.....							
71	Schomberg and Aurora.....							
72	Stanstead, Shefford and Chambly.....	167	4,231	4,398		604	604	
73	St. Clair Tunnel.....							
74	St. Lawrence and Adirondack.....	56	3,226	3,282	2	506	508	
75	Sydney and Louisburg (Dom. Coal Co.).....	1,016	461	1,477		1	1	
76	Temiscouata.....	680	448	1,128	68	204	272	
77	Temiskaming and Northern Ontario.....	6,076	486	6,562				
78	Thousand Islands.....		591	591				
79	Toronto, Hamilton and Buffalo.....	1,866	7,961	9,827	27,080	430	27,510	
80	Vancouver, Victoria and Eastern.....	551	1,776	2,327		77	77	
81	Vancouver, Westminster and Yukon.....							
82	Victoria and Sydney, B. C.....							
83	Victoria Terminal Ry. and Ferry Co.....							
84	Wabash Railroad Co. in Canada.....	44,698		44,698	3,935		3,935	
85	Wellington Colliery Co.....							
86	Wellington Colliery Co. (Ladysmith Extension).....							
87	York and Carleton.....							
	Final total.....	1,059,304	362,374	1,421,678	180,926	100,908	281,834	

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Movement for the Year ending June 30, 1908—Continued.

TUNES.—Continued.

WAGONS, CARRIAGES, TOOLS, &c.			WINES, LIQUORS AND BEERS.			HOUSEHOLD GOODS & FURNITURE			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
.....	5	5	.....	.....	.....	.....	138	138	53
19	16	35	163	1	164	57	6	63	54
.....	279	279	39	378	417	.....	1,998	1,998	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	56
1	1	2	.....	.....	.....	2	5	7	57
.....	19	19	.....	25	25	.....	20	20	58
100	123	223	206	40	246	172	213	385	59
2,106	5,661	7,767	2,970	4,797	7,767	2,105	3,997	6,102	60
.....	.....	.....	.....	5	5	.....	25	25	61
.....	7	7	.....	.....	.....	.....	50	50	62
.....	.....	.....	.....	.....	.....	.....	.....	.....	63
.....	1,074	1,074	421	.....	421	108	27	135	64
19	6	25	1,174	2	1,176	182	32	214	65
20	.....	20	696	225	921	313	343	656	66
.....	.....	.....	.....	152	152	.....	.....	.....	67
.....	.....	.....	.....	.....	.....	.....	266	266	68
.....	.....	.....	.....	.....	.....	.....	.....	.....	69
.....	.....	.....	.....	.....	.....	.....	.....	.....	70
.....	.....	.....	.....	.....	.....	.....	.....	.....	71
.....	.....	.....	16	1,467	1,483	167	971	1,138	72
.....	.....	.....	.....	.....	.....	.....	.....	.....	73
2	95	97	17	233	250	664	410	1,074	74
.....	1	1	81	16	97	67	73	140	75
48	144	192	176	320	496	176	60	236	76
.....	.....	.....	.....	.....	.....	490	2,725	3,215	77
.....	.....	.....	176	.....	176	34	.....	34	78
1,413	271	1,684	417	1,103	1,520	581	338	919	79
30	155	185	91	283	374	42	1,632	1,674	80
.....	.....	.....	.....	.....	.....	.....	.....	.....	81
.....	.....	.....	.....	.....	.....	.....	.....	.....	82
.....	.....	.....	.....	.....	.....	.....	.....	.....	83
7,219	.....	7,219	12,576	.....	12,576	5,362	.....	5,362	84
.....	.....	.....	.....	.....	.....	.....	.....	.....	85
.....	.....	.....	.....	.....	.....	.....	.....	.....	86
.....	.....	.....	.....	.....	.....	30	.....	30	87
56,098	40,099	96,197	130,199	79,713	209,912	188,526	80,773	269,299	.....

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TABLE 12—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFACTURES—Continued.		
		OTHER MANUFACTURES.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co. ....	3	1	4
2	Algoma Central and Hudson Bay .....			
3	Atlantic and Lake Superior .....			
4	Bay of Quinte .....			
5	Bedlington and Nelson .....			
6	Beersville Coal and Railway Co. (now North Shore) .....			
7	Bessemer and Barry's Bay .....			
8	Brandon, Sask. and Hudson Bay .....		255	255
9	British Yukon .....			
10	Brockville, Westport and Northwestern .....			
11	Buctouche and Moncton .....			
12	Canada Coals and Railway Company .....			
13	Canada Southern .....	86,001	749,325	835,326
	Canadian Government Railways—			
14	Intercolonial .....			
15	Prince Edward Island .....			
16	Canadian Northern .....			
17	Canadian Northern Ontario .....	1,090		1,090
18	Canadian Northern Quebec .....	219	6,150	6,369
19	Canadian Pacific .....			
20	Cape Breton .....			
21	Caraquet .....			
22	Carillon and Grenville .....			
23	Central Ontario .....	9,142	4,806	13,948
24	Crow's Nest Southern .....		77	77
25	Cumberland Railway and Coal Co. ....			
26	Dominion Atlantic .....			
27	Elgin and Havelock .....	290		290
28	Grand Trunk .....			
29	Grand Trunk (Canada Atlantic) .....			
30	Halifax and Southwestern .....			
31	Hampton and St. Martins .....			
32	Hereford .....	1,111	112	1,223
33	Inverness Railway and Coal Co. ....			
34	Irondale, Bancroft and Ottawa .....			
35	Kalso and Slocan .....			
36	Kent Northern .....			
37	Kettle River Valley .....			
38	Kingston and Pembroke .....			
39	Klondyke Mines .....			
40	Liverpool and Milton .....			
41	Lotbinière and Megantic .....			
42	London and Port Stanley .....	817	4,349	5,166
43	Manitoulin and North Shore .....			
44	Massawippi Valley .....			
45	Midland Railway Co. of Manitoba .....	12	173	185
46	Montreal and Atlantic .....			
47	Montreal and Province Line .....			
48	Montreal and Vermont Junction .....			
49	Morrissey, Fernie and Michel .....			
50	Maganetawan River .....			
51	Napierville Junction Railway .....			
52	Nelson and Port Sheppard .....		64	64
53	New Brunswick Coal and Railway Co. ....			

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Movement for the Year ending June 30, 1908.—*Concluded.*

MERCANDISE.			MISCELLANEOUS.			RECAPITULATION.			Number.
—			OTHER COMMODITIES.			GRAND TOTAL.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
3,924	1,175	5,099				77,697	18,486	96,183	1
4,885		4,885				366,810	259	367,069	2
			22,985		22,985	32,241		32,241	3
			48,164		48,164	268,549		268,549	4
25	17	42		5	5	1,251	804	2,055	5
			936		936	11,082		11,082	6
									7
620	268	888	223	101	324	29,160	12,234	41,393	8
503	7,026	7,529		340	340	3,178	28,973	32,152	9
945	1,655	2,600				11,086	13,369	24,395	10
	2,347	2,347		1,465	1,465		26,621	26,621	11
			189	527	716	83,698	3,055	86,753	12
			28,677	289,953	318,630	534,638	5,397,709	5,932,347	13
									14
			336,354	90,419	426,773	3,629,682	378,859	4,008,541	14
			26,463	5,045	31,508	90,599	7,991	98,590	15
37,072		37,072	316,170		316,170	2,615,580		2,615,580	16
1,654		1,654	4,342		4,342	92,098		92,098	17
8,550	3,545	12,095	27,005	6,001	33,006	229,063	228,047	457,110	18
96,299	238,748	335,047	1,418,316	471,854	1,890,170	10,736,619	3,495,687	14,232,306	19
145		145	92	294	386	1,695	1,230	2,925	20
1,115	3,125	4,240	100	416	516	6,102	7,276	13,378	21
5		5	30		30	78		78	22
8,288	10,933	19,221	1,000	2,452	3,452	153,866	80,225	234,091	23
352	299	651	1,940	4,424	6,364	177,321	51,205	228,526	24
1,898	7,179	9,077				314,954	19,455	334,409	25
24,075	4,866	28,941	17,461	2,330	19,791	292,998	62,972	355,970	26
			29	600	629	12,600	3,305	15,905	27
569,630	98,747	668,377	1,297,524	725,353	2,022,877	7,857,014	4,616,209	12,473,223	28
29,524	51,109	80,543	109,743	204,721	314,464	664,844	1,413,891	2,078,735	29
			4,143	9,050	13,193	149,849	32,212	182,061	30
48	322	370	85	106	191	10,158	1,269	11,427	31
1,123	1,288	2,411	82	21	103	180,563	6,130	186,693	32
178	1,373	1,551	320	1,206	1,526	313,904	8,571	322,475	33
20	965	985				21,803	3,865	25,668	34
614	636	1,250	194		194	8,444	839	9,283	35
									36
40		40				27,411	139	27,550	37
7,796	13,932	21,728	12,948	1,271	14,219	90,234	31,882	122,166	38
6,502		6,502				6,502		6,502	39
									40
130	176	306	40	44	84	48,953	1,963	50,916	41
11,415	21,490	32,905	8,059	27,033	35,092	85,419	379,997	465,416	42
1,310		1,310				249,963	578	250,541	43
8,206	110,522	118,728	9,818	11,288	21,106	81,200	432,998	514,198	44
142	293	435	604	2,880	3,484	18,461	31,709	50,170	45
413	7,061	7,474	15,858	194,104	209,962	133,352	789,542	922,894	46
3,011	17,460	20,471	760	4,719	5,479	14,823	63,845	78,668	47
1,160	92,147	93,307	472	146,937	147,409	6,532	740,586	747,118	48
	28,228	28,228				560,225	28,228	588,453	49
				94	94		12,429	12,429	50
256	209	465				2,255	53,774	56,029	51
1,395	1,008	2,403	7,558	662	8,220	30,678	7,846	38,524	52
5,317	1,773	7,090				52,419	2,441	54,860	53

TABLE 12.—SUMMARY of Freight Traffic Move

Number.	Name of Railway.	MANUFACTURES— <i>Concluded.</i>		
		OTHER MANUFACTURES.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
54	New Brunswick and Prince Edward Island.....			
55	New Brunswick Southern.....			
56	New Westminster Southern.....	19	2,921	2,940
57	Nosbonsing and Nipissing.....			
58	Nova Scotia Steel and Coal Co.....			
59	Orford Mountain.....			
60	Ottawa and New York.....	1,967	9,124	11,091
61	Phillipsburg Railway and Quarry Company.....			
62	Princeton Branch of Washington Co. Railway.....		48,484	48,484
63	Père Marquette Railway.....	11,608	25,982	37,590
64	Quebec Central.....	9,461		9,461
65	Quebec and Lake St. John.....			
66	Quebec Railway, Light and Power Co., Montmorency Division.....	4,519	19	4,538
67	Quebec, Montreal and Southern.....			
68	Red Mountain.....		43	43
69	Rutland and Noyan.....			
70	Salisbury and Harvey.....			
71	Schomberg and Aurora.....			
72	Stanstead, Shefford and Chambly.....	143	4,793	4,936
73	St. Clair Tunnel.....			
74	St. Lawrence and Adirondack.....	376	42,625	42,641
75	Sydney and Louisburg Dominion Coal Co.....			
76	Temiscouata.....			
77	Temiskaming and Northern Ontario.....		13,999	13,999
78	Thousand Islands.....			
79	Toronto, Hamilton and Buffalo.....	16,475	46,624	63,099
80	Vancouver, Victoria and Eastern.....	121	2,543	2,664
81	Vancouver, Westminster and Yukon.....			
82	Victoria and Sydney, B. C.....			
83	Victoria Terminal Railway and Ferry Co.....			
84	Wabash Railroad Company in Canada.....			
85	Wellington Colliery Co.....			
86	Wellington Colliery Co. (Ladysmith Extension).....			
87	York and Carleton.....			
	Total.....	143,374	962,059	1,105,433

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ment for the Year ending June 30, 1908—*Concluded.*

MERCHANDISE.			MISCELLANEOUS.			RECAPITULATION.			Number.
			OTHER COMMODITIES.			GRAND TOTAL.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
.....	288	288	948	1,412	2,360	32,206	7,656	39,862	54
6,054	145	6,199	.....	.....	.....	26,944	445	27,389	55
2,311	5,049	7,360	1,724	8,527	10,251	25,615	61,058	86,673	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	225	146	371	4,990	1,218	6,208	58
454	1,449	1,903	2,000	1,434	3,434	21,281	6,089	27,370	59
.....	.....	.....	1,858	2,714	4,572	24,007	71,407	95,414	60
.....	.....	.....	.....	.....	.....	3,604	2,240	5,844	61
.....	6,193	6,193	.....	307	307	.....	135,925	135,925	62
67,445	63,299	130,744	45,720	76,702	122,422	269,585	1,579,691	1,849,276	63
12,778	.....	12,778	116,357	.....	116,357	749,675	.....	749,675	64
17,251	5,717	22,968	32,725	26,467	59,192	260,862	84,596	345,458	65
3,755	1,651	4,806	727	178	905	104,678	6,210	110,888	66
5,181	8,546	13,727	137	28	165	35,440	438,701	474,141	67
244	1,159	1,403	1,639	2,182	3,821	86,605	28,776	115,381	68
.....	1,110	1,110	.....	3,765	3,765	.....	336,180	336,180	69
299	600	899	273	547	820	34,797	4,453	39,250	70
.....	.....	.....	3,120	.....	3,120	3,120	.....	3,120	71
4,296	97,142	101,438	3,427	143,107	146,534	12,721	751,803	764,524	72
.....	.....	.....	.....	.....	.....	.....	.....	.....	73
.....	.....	.....	643	18,067	18,710	7,838	653,410	661,248	74
.....	.....	.....	17,446	68,170	85,616	3,447,413	111,979	3,559,392	75
1,488	1,448	2,936	3,340	3,096	6,436	132,584	15,885	148,469	76
3,260	12,915	16,175	9,876	10,336	20,212	273,796	161,134	434,930	77
.....	.....	.....	14,057	.....	14,057	30,171	.....	30,171	78
.....	.....	.....	23,362	189,020	212,382	126,023	1,055,700	1,181,723	79
4,200	5,054	9,254	5,949	5,254	11,203	720,200	151,922	872,122	80
.....	.....	.....	.....	.....	.....	.....	.....	.....	81
.....	4,350	4,350	.....	13,126	13,126	.....	29,724	29,724	82
.....	4,350	4,350	.....	.....	.....	.....	.....	.....	83
91,367	.....	91,367	138,085	.....	138,085	1,200,915	.....	1,200,915	84
.....	20	20	.....	2,256	2,256	277,350	3,160	280,510	85
.....	.....	.....	.....	.....	.....	483,347	.....	483,347	86
52	30	82	75	56	131	8,149	2,179	10,328	87
1,062,870	945,397	2,008,267	4,155,528	2,782,607	6,938,135	38,821,418	24,198,482	63,019,900	.....

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.

Number.	Name of Railway.	LOCOMOTIVES.				CARS IN PASSENGER SERVICE.								Total.		
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.		Baggage, express and postal.	Other cars in passenger service.
1	Alberta Railway and Irrigation Co.	2	3	2	7		4							1		
2	Algoma Central and Hudson Bay	4	6	9	19		5									
3	Atlantic and Lake Superior	2	3		5											
4	Atlantic, Quebec and Western	1	1	2	4											
5	Bay of Quinte	7	7		14		8							3		
6	Bedfordton and Nelson	1	1		2		1									
7	Beersville Coal and Rly. Co. (now North Shore)	1			1		1									
8	Bessemer and Barry's Bay															
9	Brandon, Saskatchewan and Hudson Bay															
10	British Yukon		12		12		12							3		
11	Brookville, Westport and Northwestern		4		4		5							1		
12	Buctouche and Moncton		2		2		1									
13	Canada Coal and Railway Co.	1	1		2											
	Canada Southern	41	89	26	156		17	20	7	25	2			23		94
	Canadian Government Railways—															
14	Intercolonial	117	256	23	396		129	43	89	40	9	41		62	5	427
15	Prince Edward Island		29	2	31		22	12	7					14		55
16	Canadian Northern	68	183	11	262		45	51	6	6	8	17		55		188
17	Canadian Northern Ontario	10	22		32		10	5			3			7		27
18	Canadian Northern Quebec	8	21	1	30		15	17	3					5		40
19	Canadian Pacific	422	839	138	1,399		558	154	88	226	72	18	173	348	8	1,645
20	Cape Breton	2			2		2									4
21	Caracquet	3			3		2							2		4
22	Carillon and Grenville						2		2							4
23	Central Ontario	15		1	16		7	1						4		12
24	Crow's Nest Southern						4									7
25	Cumberland Railway and Coal Co.		6	1	7		22									52
26	Dominion Atlantic	11	14		25		22		11		1	2		16		52
27	Elgin and Havelock		1		1		1									2
28	Esquimaux and Nainaimo															
29	Grand Trunk	204	600	97	901	3	420	81	100	6	17	12		241		877
30	Grand Trunk (Canada Atlantic)	15	41	5	61		15	7	7		3			7		89
31	Halifax and Southwestern	11	6	1	18	8	17	5	2			2		7		33
32	Hampton and St. Martins	1			1		2									3
33	Hereford	1	2		3		1		2							5



TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.

Number.	Name of Railway.	LOCOMOTIVES.				CARS IN PASSENGER SERVICE.										
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Immigrant.	Dining.	Parlor.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
83	Victoria Terminal Railway and Ferry Co. ....			2	66											34
84	Wabash Railroad Co. (in Canada) .....	11	53	6	6						13		3		1	
85	Wellington Colliery Co. ....			6	7		1								6	
86	Wellington Colliery Co. (Ladysmith Extension) ..		1		2		1						1		2	
87	York and Carlisle .....	2														
		1,122	2,392	358	3,872	277	1,493	487	422	303	114	63	236	873	35	4,026

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TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.—Continued.

Number.	NAME OF RAILWAY.	CARS IN FREIGHT SERVICE.						CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased.	Fast freight line service.			
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Garboose.				Other road.	Total.	
1	Alberta Ry. and Irrigation Co.	4	11		50						65	2			3	4	9	79	
2	Algoma Central and Hudson Bay.	33	475		27					236	771	1		2	12	112	127	907	
3	Atlantic and Lake Superior.	4								10	14					5	5	22	
4	Atlantic, Quebec and Western.												10			12	22	26	
5	Bay of Quinte.	18	126								144		20		2	3	25	180	
6	Bedfordton and Nelson.	1									1							2	
7	Beersville Coal and Ry. Co. (now North Shore).	1	1		3						5							6	
8	Bessemer and Barry's Bay.																		
9	Brandon, Saskatchewan and Hudson Bay.										222	1		1	8	3	13	250	
10	British Yukon.	97	76	33	12			4											
11	Brockville, Westport and Northwestern.	8	5	2	4						19					1	2	31	
12	Buctouche and Moncton.	5	38								43							45	
13	Canada Coal and Ry. Co.	2	2								2		6				8	13	
14	Canada Southern.	1,462	185	42	47	35					1,771			3	75	115	193	2,058	
15	Canadian Govt. Railways—																		
	Inter-colonial.	6,811	3,075	148	1,787	40	144	50			12,055	8	200		119	21	348	12,830	
	Prince Edward Island.	276	147	21	22		3	4			473	2				19	21	549	
16	Canadian Northern.	6,088	1,108	292	73		69	200			7,830	6	4	14	104	88	216	8,234	7,389
17	Canadian Northern Ontario.	150	384	15	50			50			651		3	3	10	6	22	700	647
18	Canadian Northern Quebec.	590	238	59	53		4				944		30		15	9	55	1,039	440
19	Canadian Pacific.	31,242	6,371	2,266	2,210	4	1,016	983			44,632	39	1,554	43	777	1,129	3,542	49,879	372
20	Cape Breton.		40								40							44	
21	Caruquet.	5	25								30							32	
22	Carillon and Grenville.										3							8	
23	Central Ontario.	53	181	11	10						255	1			5		6	273	
24	Crow's Nest Southern.																		
25	Cumberland Ry. and Coal Co.	2	33		485						520			1	1	1	2	629	
26	Dominion Atlantic.	214	229	13	25						481			3	7	10		543	
27	Elgin and Havelock.		7	1							8							10	
28	Esquimaux and Nainaimo.																		
29	Grand Trunk.	17,896	5,021	1,798	3,454	117	955				29,241	12	648	29	395	836	1,970	32,088	
30	Grand Trunk (Canada Atlantic).	1,865	356	57	84		25				2,387	1	3	1	25	59	89	2,515	
31	Halifax and Southwestern.	74	264	2	71	1	2				350			1	4	18	23	406	100

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.—*Concluded.*

Number.	NAME OF RAILWAY.	CARS IN FREIGHT SERVICE.						CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased.	Fast freight line service.		
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.				Other road.	Total.
32	Hampton and St. Martin's.....	1	6								7					9		
33	Hereford.....	60	10								70					75		
34	Inverness Ry. and Coal Co.....	8	29		148						185					197		
35	Irondale, Bancroft and Ottawa.....	2	6								8		24			35		1
36	Kaslo and Slooan.....	26	7								42					51		
37	Kent Northern.....	1	1								2					3		
38	Kettle River Valley.....	5	13								10					28		
39	Kingston and Pembroke.....	7	43								52					67		
40	Klondyke Mines.....	7	16								23					25		
41	Lake Erie and Detroit River.....					238					238			1		307		197
42	Liverpool and Milton.....		10								10					11		
43	Lotbiniere and Megantic.....	2	24								26					29		
44	London and Port Stanley.....	30	3		3	45					81					87		41
45	Manitoulin and North Shore.....																	
46	Massawippi Valley.....	350	150								500					519		
47	Midland Railway Co. of Manitoba.....	27	25			38					52					55		
48	Montreal and Atlantic.....	280	213						1		541					655		
49	Montreal and Province Line.....	48	25			5					78					85		
50	Montreal and Vermont Junction.....	281	143		4	28					461					492		
51	Morrissey, Fernie and Michel.....	7	1			57					65					74		
52	Nelson and Fort Sheppard.....	20	17								37					45		
53	New Brunswick Coal and Ry. Co.....	6	58			10					69					74		
54	New Brunswick and P. E. Island.....	4	41								45					48		
55	New Brunswick Southern.....																	
56	New Westminister Southern.....																	
57	Noshonong and Nipissing.....																	
58	Nova Scotia Steel and Coal Co.....	2	15			26					43					44		
59	Oxford Mountain.....		11								11					15		
60	Ottawa and New York.....	4	14								18					30		30
61	Phillipsburg Railway and Quarry Co.....																	
62	Princeton Branch of Washington Co. Railway.....	25	10								35					37		
63	Pure Marquette Railway.....	1,370	143		36	635					2,193					2,264		1,653
64	Quebec Central.....	308	325		74						743					757		
65	Quebec and L'Anse St. John.....	569	281		22	69					945					1,007		200
66	Quebec Ry., Light and Power Co.....	17	79			14					110					145		1

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67	Quebec, Montreal and Southern.....	1,401	48							1	£4	15	20	1,482	
68	Red Mountain.....	9	7											18	
69	Rutland and Noyan.....	50	5	2										64	
70	Salisbury and Harvey.....	3	29	1										37	
71	Schomberg and Aurora.....	56	15											17	
72	Stanstead, Shefford and Chambly.....	56	109	1	10							3	6	193	
73	St. Clair Tunnel.....	75	30									9	9	9	
74	St. Lawrence and Adirondack.....														
75	Sydney and Louisburg (Dom. Coal Co.).....	16	66		1,424							3	4	120	105
76	Temisconata.....	74	61											150	
77	Tonawanda and Northern Ontario.....	50	494	10								13	16	635	
78	Thousand Islands.....		1											2	
79	Toronto, Hamilton and Buffalo.....	188	93	10								9	4	323	
80	Vancouver, Victoria and Eastern.....		15			248								267	
81	Vancouver, Westminster and Yukon.....														
82	Victoria and Sydney, B. C.....	2	15											21	
83	Victoria Terminal Railway and Ferry Co.....														
84	Wabash Railroad Co. in Canada.....	539	22	86											
85	Wellington Colliery Co.....	5	14		172								11	1,008	
86	Wellington Colliery Co. (Ladysmith Extension).....		17		236									201	
87	York and Carleton.....		4											271	
	Total.....	72,863	21,759	5,047	11,616	197	2,423	1,804	115,700	87	2,587	109	1,748	7,180	126,915

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TABLE 14.—SUMMARY of Cars in Freight Service for the Year

Number.	NAME OF RAILWAY.	BOX CARS.		FLAT CARS.		STOCK CARS.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Alberta Railway and Irrigation Co	4	80	11	220		
2	Algoma Central and Hudson Bay	33	1,170	475	17,245		
3	Atlantic and Lake Superior	4	60				
4	Atlantic, Quebec and Western						
5	Bay of Quinte	18	370	126	2,820		
6	Bedlington and Nelson						
7	Beersville Coal and Railway Co. (now North Shore)	1	30	1	30		
8	Bessemer and Barry's Bay						
9	Brandon, Saskatchewan and Hudson Bay						
10	British Yukon	97	1,820	76	1,400	33	660
11	Brockville, Westport and Northwestern	8	200	5	100	2	40
12	Buckeye and Moncton	5	100	38	630		
13	Canada Coal and Railway Co.			2	50		
14	Canada Southern	1,462	49,010	185	4,290	42	840
	Canadian Government Railways—						
15	Intercolonial	6,811	193,790	3,075	77,110	148	3,420
16	Prince Edward Island	276	2,760	147	1,470	21	210
17	Canadian Northern	6,088	181,150	1,108	31,550	292	8,530
18	Canadian Northern Ontario	150	4,500	384	11,520	15	450
19	Canadian Northern Quebec	590	14,745	238	5,165	59	938
20	Canadian Pacific	31,242	892,275	6,971	213,415	2,266	62,155
21	Cape Breton			40	1,500		
22	Caraget	5	75	25	375		
23	Carillon and Grenville						
24	Central Ontario	53	1,270	181	4,620	11	320
25	Crow's Nest Southern						
26	Cumberland Railway and Coal Co.	2	40	33	430		
27	Dominion Atlantic	214	4,680	229	5,305	13	230
28	Elgin and Havelock			7	70	1	10
29	Esquimaux and Nanaimo						
30	Grand Trunk	17,896	479,290	5,021	128,530	1,798	46,340
31	Grand Trunk (Canada Atlantic)	1,865	50,670	356	9,290	57	1,500
32	Halifax and Southwestern	74	2,030	264	6,940	2	40
33	Hampton and St. Martins	1	20	6	120		
34	Hereford	60	1,800	10	200		
35	Inverness Railway and Coal Co.	8	160	29	900		
36	Irondale, Bancroft and Ottawa	2	40	30	600		
37	Kaslo and Slocan	26	520	7	140		
38	Kent Northern	1	12	1	12		
39	Kettle River Valley	5	150	13	325		
40	Kingston and Pembroke	7	140	43	860		
41	Klondyke Mines	7	105	16	240		
42	Lake Erie and Detroit River						
43	Liverpool and Milton			10	100		
44	Lotbiniere and Megantic	2	45	24	720		
45	London and Port Stanley	30	810	3	75	3	90
46	Manitoulin and North Shore						
47	Massawippi Valley	350	3,500	150	1,500		
48	Midland Ry. Co. of Manitoba	27	270	25	250		
49	Montreal and Atlantic	289	5,725	213	5,835	38	945
50	Montreal and Province Line	48	1,440	25	750		
51	Montreal and Vermont Junction	281	8,430	143	4,290	4	120
52	Morrissey, Fernie and Michel	7	140	1	14		
53	Nelson and Port Sheppard	20	200	17	170		
54	New Brunswick Coal and Railway Co.	6	160	53	1,330		
55	New Brunswick and P.E. Island	4	70	41	615		
56	New Brunswick Southern						
57	New Westminster Southern						
58	Nosbonsing and Nipissing						



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TABLE 14.—*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.
			Tons.		Tons.		Tons.
59	Nova Scotia Steel and Coal Co.....	2	30	15	150		
60	Orford Mountain.....			11	220		
61	Ottawa and New York.....	4	80	14	280		
62	Phillipsburg Ry. and Quarry Co.....						
63	Princeton Branch of Washington Co. Ry.....	25	750	10	300		
64	Père Marquette Ry.....	1,370	44,890	143	3,910	36	1,050
65	Quebec Central.....	308	7,415	325	7,260	74	1,965
66	Quebec and Lake St. John.....	569	16,880	281	6,770	22	525
67	Quebec Ry. Light and Power Co.....	17	340	79	1,580		
68	Quebec Montreal and Southern.....	1,401	42,030	48	960		
69	Red Mountain.....	9	180	7	140		
70	Rutland and Noyan.....	50	1,500	5	150	2	40
71	Salisbury and Harvey.....	3	60	29	435	1	10
72	Schomberg and Aurora.....			15	150		
73	Stanstead, Shefford and Chambly.....	56	1,680	109	3,270	1	30
74	St. Clair Tunnel.....						
75	St. Lawrence and Adirondack.....	75	1,500	30	600		
76	Sydney and Louisburg, (Dom. Coal Co.).....	16	320	66	1,020		
77	Temiscouata.....	74	1,830	61	1,320		
78	Temiskaming and Northern Ontario.....	50	1,500	494	16,820	10	300
79	Thousand Islands.....			1	20		
80	Toronto, Hamilton and Buffalo.....	188	5,640	93	2,665	10	300
81	Vancouver, Victoria and Eastern.....			15	300		
82	Vancouver Westminster and Yukon.....						
83	Victoria and Sydney B.C.....	2	40	15	300		
84	Victoria Terminal Ry. and Ferry Co.....						
85	Wabash Railroad Co. (in Canada.).....	559	17,640	22	750	86	2,520
86	Wellington Colliery Co.....	5	70	14	190		
87	Wellington Colliery Co. (Ladysmith Extension.).....			17	175		
88	York and Carleton.....			4	60		
	Total.....	72,862	2,048,227	21,781	592,946	5,047	133,578

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Year ending June 30, 1908, showing Number and Aggregate Capacity.

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		Number.
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
26	523							43	700	59
								11	220	60
								18	360	61
										62
								35	1,050	63
635	21,075			11	325			2,195	11,250	64
				6	180			713	16,820	65
				4	60			945	25,670	66
69	1,405							110	2,200	67
14	280							1,449	42,990	68
								16	320	69
								59	1,770	70
2	80							33	565	71
								15	150	72
10	300			1	30			177	5,310	73
										74
								105	2,100	75
								1,506	30,880	76
1,424	29,540							135	3,150	77
								554	18,620	78
								1	20	79
								291	8,695	80
						248	12,400	263	12,700	81
										82
								17	340	83
										84
94	3,720			172	5,160			933	29,790	85
172	4,410							191	4,670	86
236	4,380					11	110	264	4,665	87
								4	60	88
11,616	362,233	197	4,000	2,423	69,000	1,941	67,410	115,867	3,277,394	







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TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.—Continued.

Number.	NAME OF RAILWAY.	BRIDGES.						TRESTLES.					
		COMBINATION.			TOTAL.			COMBINATION.			TOTAL.		
		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.	
1	Alberta Ry. and Irrigation Co.				4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0	
2	Algoma Central and Hudson Bay	2	591 0	481 0	510 0	4	1,464 0		45	12,191 0	56 0	1,624 0	
3	Atlantic and Lake Superior	2	350 0			7	2,227 0		9	1,346 0			
4	*Atlantic, Quebec and Western												
5	Bay of Quinte				13	1,070 0			12	3,407 0	65 0	767 0	
6	Bedford and Nelson				1	75 0							
7	Beersville Coal and Ry. Co.				1	150 0			30	2,322 4	16 0	702 4	
8	British Yukon				51	554 0			2	1,275 0	575 0	700 0	
9	Brookville, Westport and North Western			12 0	1	252 0			28	3,183 0	56 0	418 0	
10	Brandon, Saskatchewan and Hudson Bay				1								
11	Bruce Mines and Algoma												
12	Buctouche and Moncton												
13	Canada Coal and Ry. Co.												
14	Canada Southern				82	6,936 2			34	2,191 6	9 0	508 0	
15	Canadian Govt. Railways—												
	Intercolonial				490	41,654 2			22	9,669 4	41 0	2,964 0	
16	Prince Edward Island				58	5,110 0							
17	Canadian Northern				47	14,866 0			1,500	136,115 0	8 0	3,750 0	
18	Canadian Northern Ontario	2	49 0	22 0	27 0	22	2,363 0		81	9,983 0	15 0	675 0	
19	Canadian Northern Quebec	11	8,400 0	16 0	3,485 6	31	13,711 7		34	4,137 0	12 0	450 0	
20	Canadian Pacific	418	13,104 6	3 4	1,706 0	2,480	191,363 0		1,386	200,073 5	5 0	9,085 0	
21	Cape Breton				4	309 0		33 0				370 0	
22	Caracquet and Gulf Shore				9	1,175 0		50 0				400 0	
23	Carillon and Grenville												
24	Central Ontario				12	1,179 0							
25	Crow's Nest Southern				8	2,254 0			32	9,212 0	14 0	1,702 0	
26	Cumberland Ry. and Coal Co.												
27	Donnison Atlantic				24	6,337 8			29	8,418 0			
28	Edgin and Havelock				3	150 0		50 0	6	1,070 0	30 0	400 0	
29	Esquimault and Nanaimo												

\* Under construction.





TABLE 15.—Continued—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.

Number.	Name of Railway.	LEVEL CROSSINGS.				OVERHEAD HIGHWAY CROSSINGS.												
		Guarded.		Un-guarded.	Total.	Bridges.		Conduits.		Trestles.		Total.						
						No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.		No.	Height of lowest above rail.				
			Feet In.															
1	Alberta Railway and Irrigation Co.																	
2	Algoma Central and Hudson Bay.	2		10	12													
3	Atlantic and Lake Superior					3	21 0									3	21 0	
4	Atlantic, Quebec and Western.																	
5	Bay of Quinte.			73	73	3										3		
6	Bedlington and Nelson.			3	3	3												
7	Beersville Coal and Railway Co.			3	3													
8	British Yukon.																	
9	Brockville, Westport and Northwestern.			35	35													
10	Bruce Mines and Algoma.			77	77													
11	Brandon, Saskatchewan and Hudson Bay.			21	21													
12	Buctouche and Moncton.			3	12													
13	Canada Coals and Railway Co.	9		3	12													
14	Canada Southern.	28		412	440	1	22 0					16	21 0			17	21 0	
15	Canada Government Railways:—																	
16	Intercolonial.			934	957	33	18 9									33	18 9	
17	Prince Edward Island.	23		1,018	1,018	2	16 6									2	16 6	
18	Canadian Northern.	3		36	39													
19	Canadian Northern Ontario.					1	21 0					5	22 6			6	21 0	
20	Canadian Northern Quebec.	3			3													
21	Canadian Pacific.	2,888		3,538	6,426	61	15 8					20	19 2			81	15 8	
22	Cape Breton.			12	12													
23	Caraguet.			21	21													
24	Carillon and Grenville.	1		8	9	1	16 0									1	16 0	
25	Central Ontario.			105	105													
26	Crow's Nest Southern			6	6													
27	Cumberland Railway and Coal Co.				17													
28	Dominion Atlantic	17			17													
29	Elgin and Havelock.	2		230	232	5	22 0									5	22 0	
				12	12													

\*Under construction.

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30	Esquimalt and Nanaimo.....	11	309	320	5	20	6	5	20	6					
31	Grand Trunk (Canada, Atlantic).....	99	3,001	3,100	48	16	6	177	16	6					
32	Grand Trunk Pacific.....														
33	Gulf Shore.....		239												
34	Halifax and Southwestern.....		21												
35	Hamilton and St. Martin's.....		29												
36	Hereford.....		3												
37	Hillcrest Railway, Coal and Coke Co.....		59												
38	Inverness Railway and Coal Co.....		17												
39	Irondale, Bancroft and Ottawa.....		9												
40	Kaslo and Slocan.....		2												
41	Kent Northern.....														
42	Kettle River Valley.....		56		1	16	5		1	16	5				
43	Kingston and Pembroke.....														
44	Klondyke Mines.....		255												
45	London and Port Stanley.....	10	33					4	20	0	4	20	0		
46	Liverpool and Milton.....	2													
47	Lake Erie and Detroit River.....		9												
48	Lotbinière and Mégantic.....		4												
49	Magnétawan River.....														
50	Manitoulin and North Shore.....	1	28		1	17	2		1	17	2				
51	Massawippi Valley.....		182						1	18	10		1	18	10
52	Montreal and Atlantic.....		38												
53	Montreal and Province Line.....		23												
54	Montreal and Vermont Junction.....		2												
55	Morrissey, Ferme and Michel.....		120												
56	Midland of Manitoba.....														
57	Nakusp and Slocan.....		18												
58	Napierville Junction.....		5												
59	Nelson and Fort Sheppard.....														
60	New Brunswick Coal and Railway Co.....														
61	New Brunswick and P. E. Island.....		26												
62	New Brunswick Southern.....		55												
63	New Westminster Southern.....		25												
64	Nosbonsing and Nipissing.....		2		2	22	0								
65	Nova Scotia Steel and Coal Co.....		4												
66	Orford Mountain.....		43												
67	Ottawa and New York.....		69						1	20	0		1	20	0
68	Phillipsburg Railway and Quarry Co.....														
69	Princeston Branch of Washington Co. Railway.....														
70	Quebec Central.....		115						2	11	0		2	11	0
71	Quebec and Lake St. John.....	1													
72	Quebec Railway, Light and Power Co.....		17												
73	Quebec, Montreal and Southern.....		98												
74	Red Mountain.....		7												
75	Ratland and Noyau.....														
76	Salisbury and Harvey.....								2	15	0		2	15	0
77	Schomberg and Aurora.....														
78	Stanstead, Shefford and Chambly.....		44												

TABLE 15.—SUMMARY OF BRIDGES, TRESTLES AND TUNNELS FOR THE YEAR ENDING JUNE 30, 1908—Continued.

Number.	NAME OF RAILWAY.	LEVEL CROSSINGS.				OVERHEAD HIGHWAY CROSSINGS.							
		Guarded.		Total.	Bridges.		Conduits.		Trestles.		Total.		
		No.	Un-guarded.		No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.			
		No.	No.	No.	Ft. In.	No.	Ft. In.	No.	Ft. In.	No.	Ft. In.		
78	St. Clair Tunnel.....			35									
79	St. Lawrence and Adirondaek.....	2	33	35				1	20 0	1	20 0	1	20 0
80	Sydney and Louisburg (Dom. Coal Co.).....			37	2	16 6						2	16 6
81	Temiscouata.....		37	37	2	16 0						2	16 0
82	Temiscaming and Northern Ontario.....		50	50									
83	Thousand Islands.....		20	20									
84	Toronto, Hamilton and Buffalo.....	7	132	139				7	21 6	7	21 6	7	21 6
85	Vancouver Copper Co.'s Railway.....			54									
86	Vancouver, Victoria and Eastern.....	3	51	54	2	22 0						2	22 0
87	Vancouver, Westminster and Yukon.....		17	17									
88	Victoria and Sidney.....		14	14				1		1			
89	Victoria Terminal Railway and Ferry Co.....		6	6									
90	Wellington Colliery Co.'s Railway.....	3		9									
91	York and Carleton.....												
	Final Total.....	3,115	11,884	14,999	173			237		237		410	

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TABLE No. 15 (Concluded).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.

Number.	NAME OF RAILWAY.	OVERHEAD RAILWAY CROSSINGS.										TUNNELS.	
		Bridges.		Conduits.		Trestles.		Total.		No.	Height of lowest above rail.	No.	Height of lowest above rail.
		No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.				
			Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
1	Alberta Railway and Irrigation Co.												
2	Algoma Central and Hudson Bay	1	16 2					1	16 2				
3	Atlantic and Lake Superior												
4*	Atlantic, Quebec and Western												
5	Bay of Quinte	2						2					
6	Bedlington and Nelson												
7	Beersville Coal and Railway Co.												
8	Brandon, Saskatchewan and Hudson Bay												
9	British Yukon												
10	Brookville, Westport and Northwestern	1	32 5					1	32 5				
11	Bruce Mines and Algoma												
12	Buctouche and Moncton												
13	Canada Coals and Railway Co.												
14	Canada Southern	2	21 4					2	21 4				
15	Canadian Government Railways—												
16	Intercolonial												
17	Prince Edward Island	1	16 8					1	16 8	1			
18	Canadian Northern												
19	Canadian Northern Ontario	3	22 10					3	22 10				
20	Canadian Northern Quebec												
21	Canadian Pacific	38	14 6					5	16 0	43	16 0	54	17 6
22	Cape Breton												
23	Caracquet and Gulf Shore												
24	Carillon and Grenville												
25	Central Ontario	1	20 1½					1	20 1½			1	20 0
26	Crow's Nest Southern												
27	Cumberland Railway and Coal Co.												
28	Dominion Atlantic												
29	Elgin and Havelock												
30	Esquimault and Nanaimo												

\* Under construction.





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TABLE 16A.—Summary of Accidents to Persons for the

A,—ACCIDENTS RESULTING FROM THE MOVEMENT  
PASSEN-

Number.	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. ....										
	Canadian Government Railways—										
2	Intercolonial. ....		5		10					1	4
3	Prince Edward Island. ....		1								
4	Canadian Northern. ....										
5	Canadian Pacific. ....	2	35	8	56					3	12
6	Grand Trunk. ....		34		31		1			2	4
7	Kingston and Pembroke. ....										
8	Montreal and Atlantic. ....										
9	Montreal and Province Line. ....										
10	Morrissey, Fernie and Michel. ....										
11	Nelson and Fort Sheppard. ....				7						
12	Quebec Ry., Light and Power Co..										
13	Temiscaming and Northern Ontario										
14	Toronto, Hamilton and Buffalo. ....										
15	Wabash Railway, in Canada. ....		13		27						
	Total. ....	2	88	8	131	.....	1	.....	.....	6	20

Postal Clerks, Express and Pullman Employees—Injured, 3. C.P.R.: Injured, 6; killed, 3. G.T.R.

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Year ending June 30, 1908, showing kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

TERS.

ACCIDENT.												Number.
JUMPING ON OR OFF TRAINS, LOCOMOTIVES OR CARS.		STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						OTHER CAUSES.		TOTAL ACCIDENTS TO PASSENGERS.		
		At Highway Crossings.		At Stations.		At other points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
.....	6	.....	.....	.....	.....	.....	.....	.....	2	1	27	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	3
1	3	.....	.....	.....	.....	.....	.....	1	5	2	8	4
3	21	.....	.....	2	.....	1	.....	.....	20	19	144	5
1	15	.....	.....	1	4	1	1	.....	12	5	102	6
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	9
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	10
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	8	11
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	12
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	13
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	15
6	50	.....	.....	3	5	2	1	1	41	28	337	

Injured, 6. Wabash Railway : Injured, 1. Total—Injured, 16 ; killed, 3.

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TABLE 16 B.—Summary of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE MOVE

EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derail- ments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Bay of Quinté .....		1								
2	Canada Coals and Railway Co. ....						2				
3	Canada Southern .....	1	9		3		2				
4	Canadian Government Railways— Intercolonial.....	2	21		4		2			1	1
5	Prince Edward Island.....		1								
6	Canadian Northern .....		8			1	1		1		2
7	Canadian Northern Ontario.....						1				
8	Canadian Northern Quebec.....		1								
9	Canadian Pacific .....	7	52	13	19	7	18		3		8
10	Crow's Nest Southern.....				1						
11	Dominion Atlantic.....		2								
12	Grand Trunk.....	5	36	6	25	3	9		5		4
13	Grand Trunk (Canada Atlantic)..		4	1	4	2	5				
14	Hereford.....										
15	Lake Erie and Detroit River.....										
16	Massawippi Valley.....										
17	Montreal and Atlantic.....		1								
18	Montreal and Province Line.....										
19	Montreal and Vermont Junction..										
20	Morrissey, Fernie and Michel.....		2								
21	Nelson and Fort Sheppard.....										
22	Orford Mountain.....										
23	Quebec Central.....		1			1	1				
24	Quebec Ry., Light and Power Co. .										
25	Quebec and Lake St. John.....		1	1	2	1	3				
26	Quebec, Montreal and Southern..							1			
27	Salisbury and Harvey.....										
28	Stanstead, Shefford and Chambly.										
29	Sydney and Louisburg.....	1	1								
30	Temiscouata.....		5								
31	Temiscaming & Northern Ontario.										
32	Thousand Islands .....		1								
33	Vancouver, Victoria and Eastern.		2				2				
34	Wabash Railway, in Canada.....		2	2	6		1				
35	Wellington Colliery Co.....										
	Total.....	16	151	23	64	15	47		10	1	15

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Year ending June 30, 1908, showing Kind of Accident.

MENT OF TRAINS, LOCOMOTIVES OR CARS.

TRAINMEN.

ACCIDENT.										Total Accidents to Trainmen.		Number.
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.	Injured.			Killed.
.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	3	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
.....	12	1	2	1	1	.....	.....	.....	13	3	42	3
1	7	.....	3	1	.....	.....	.....	.....	13	5	51	4
.....	.....	.....	2	1	.....	.....	.....	.....	3	1	6	5
3	3	.....	3	2	1	1	.....	.....	17	7	36	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	7
.....	1	.....	3	.....	1	.....	.....	.....	5	.....	11	8
11	53	.....	27	6	17	.....	3	3	65	47	265	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	11
4	56	3	25	5	20	.....	9	3	69	29	258	12
.....	2	.....	1	.....	.....	.....	.....	1	3	4	19	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	14
.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	2	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	16
.....	4	.....	1	.....	.....	.....	.....	.....	3	.....	9	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	18
1	.....	.....	.....	.....	.....	.....	.....	.....	2	1	4	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	2	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	21
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	23
.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	7	25
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	26
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	27
.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2	28
.....	1	.....	.....	.....	1	.....	.....	.....	2	1	5	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	30
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	32
1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	7	1
1	1	.....	.....	.....	.....	.....	.....	.....	3	5	6	12
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	35
22	144	5	74	16	42	1	12	10	221	109	780	

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TABLE 16, C.—Summary of Accidents to Persons

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES—

Number.	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	Algoma Central and Hudson Bay										
2	Bay of Quinté										1
3	Canada Southern										
	Canadian Government Railways:										
4	Intercolonial				3						
5	Prince Edward Is and										
6	Canadian Northern										
7	Canadian Northern Ontario										
8	Canadian Northern Quebec										
9	Canadian Pacific				4		1				
10	Crow's Nest Southern										
11	Grand Trunk										
12	Inverness Railway and Coal Co.										
13	Massawippi Valley										
14	New Brunswick Southern										
15	Stanstead, Shefford and Chambly						1				
16	Toronto, Hamilton and Buffalo										
17	Wabash Railway in Canada										
	Total				7		2				1

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for the Year ending June 30, 1908, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

TRACKMEN.

ACCIDENT.										Total Accidents to Trackmen.		Number.	
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.	Injured.			Killed.	Injured.
			1									1	1
					1				1			3	2
			2	4	1				1	4		4	3
				1	2					1	1	6	4
			2									2	5
1					2					1	1	3	6
	1				2							3	7
									1			1	8
2	11		9	21	11	1	2	1	37	25		75	9
	1			1	5					1		1	10
												5	11
	1											1	12
					1							1	13
			1									1	14
												1	15
			1									1	16
									2			2	17
3	14		16	27	25	1	2	1	44	32		111	

TABLE 16, D.—Summary of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES—

Number.	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	Canada Southern .....										
2	Canadian Northern.....		2								
3	Canadian Pacific.....	2	4								
	Total. ....	2	6								

EMPLOYEES—SWITCH TENDERS

1	Canadian Northern.....		6							
2	Canadian Pacific.....		4							
3	Grand Trunk.....		8							
4	Vancouver, Victoria and Eastern.....					1				
5	Wabash Railway in Canada.....									
	Total.....		18			1				

EMPLOYEES—

1	Canada Southern.....		1							
2	Canadian Northern.....					1				
3	Canadian Northern Quebec.....									
4	Canadian Pacific.....	1	1			1				
5	Toronto, Hamilton and Buffalo.....				2					
	Total.....	1	2		2	2				

EMPLOYEES—

1	Canadian Northern.....									
2	Canadian Pacific.....									
3	Grand Trunk.....			1	2					
	Total.....			1	2					

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Year ending June 30, 1908, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

STATION MEN.

ACCIDENT.										Total Accidents. to Station men.		Number.
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.	Injured.	Killed.	Injured.	
.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2	1
1	3	.....	3	.....	1	.....	.....	.....	5	3	13	2
1½	3	.....	4	.....	2	.....	.....	.....	6	3	21	5

CROSSING TENDERS AND WATCHMEN.

1	2	.....	.....	.....	.....	1	.....	.....	.....	2	8	1
.....	3	.....	1	1	.....	.....	.....	2	5	3	10	2
.....	.....	.....	.....	5	7	.....	.....	1	2	6	20	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	5
1	5	.....	1	6	7	1	.....	3	8	11	40	.....

SHOPMEN.

.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	2
.....	1	.....	1	3	1	.....	.....	1	8	.....	8	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	13	5	18	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3	5
.....	1	.....	1	3	2	.....	.....	1	23	5	33	.....

TELEGRAPH EMPLOYEES.

.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	1	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	3
.....	.....	.....	1	1	.....	.....	.....	.....	1	2	4	.....

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TABLE 16, D. (Concluded).—Summary of Accidents to Persons

ACCIDENTS RESULTING FROM THE MOVEMENT  
EMPLOYEES

Number.	NAME OF RAILWAY.	KIND OF							
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Canada Southern .....								
	Canadian Government Rys.—								
2	Intercolonial .....						1		
3	Canadian Northern .....								
4	Canadian Northern Quebec.....				2		4	1	
5	Canadian Pacific .....								
6	Central Ontario .....								
7	Crow's Nest Southern .....								
8	Grand Trunk .....	1	4	1	3				
9	Kingston and Pembroke.....								
10	Massawippi Valley.....								1
11	Nelson and Fort Sheppard.....								
12	New Westminster Southern.....								
13	Temiscouata .....								
14	Temiscaming & Northern Ontario .						1		
15	Vancouver, Victoria and Eastern.....						1		
16	Wabash Railway in Canada.....		2				1		
	Total.....	1	6	1	5		8	1	1

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for the Year ending June 30, 1908, showing kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

OTHER EMPLOYEES.

ACCIDENT.												Total Accidents to other Employees.		Number.
Locomotives or Cars breaking down.		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	In- jured.	
Killed	In- jured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.			
						2	1					2	1	1
			1			2					2	2	4	2
			1		2		3				4		10	3
		1	3	1	2	2	8			1	7	6	26	4
						1						1	26	5
			1									1	6	6
		4	4	1	6	20	20				16	27	2	7
				1								27	53	8
						1					1	1	1	9
											1	1	2	10
			2								1		3	11
			3										3	12
											1		1	13
			3		1						2		1	14
							3				1		7	15
													7	16
		5	18	3	11	28	36			1	37	40	122	





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TABLE 16G.—Summary of Accidents to Persons for the  
 B. ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING  
 EMPLOYEES—STATION

Name of Railway.		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.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Bay of Quinté .....		1								
2	Canada Southern .....										2
	Canadian Govt. Ry.—										
3	Prince Edward Island .....										
4	Canadian Northern .....		1		1					1	1
5	Canadian Northern Ontario .....										
6	Canadian Northern Quebec .....		1								
7	Canadian Pacific .....		18		2		1				7
8	Grand Trunk .....		5								1
9	Montreal and Atlantic .....										1
10	Quebec Ry. Light and Power Co. ....		1								
11	Temiscouata .....		1								
12	Toronto, Hamilton and Buffalo .....		1								
	Total .....		29		3		1			1	12

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Year ending June 30, 1908, 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.	
		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.	Killed.	Injured.	Killed.	Injured.	Number.	
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1		1
.....	2	.....	.....	.....	13	.....	8	.....	1	.....	5	.....	27	2	
.....	.....	.....	.....	.....	15	.....	.....	.....	1	.....	4	.....	20	3	
1	3	.....	.....	.....	23	.....	.....	.....	.....	.....	1	.....	24	4	
.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2	5	
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	
.....	28	.....	5	2	102	.....	8	.....	3	2	20	.....	138	7	
.....	6	.....	1	1	11	1	2	.....	.....	.....	6	.....	19	8	
.....	1	.....	.....	.....	6	.....	3	.....	1	.....	1	.....	11	9	
.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	10	
.....	1	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	11	
.....	1	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	3	12	
1	45	.....	10	3	174	1	23	.....	6	2	38	6	251		

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TABLE 16H.—Summary of Accidents to Persons for the

B. ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING  
EMPLOYEES—TRACKMEN

Number.		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	Algoma Central and Hudson Bay										
2	Bay of Quinté					2					
3	Canada Southern					2				4	
	Canadian Govt. Ry.—										
4	Prince Edward Island			7						1	
5	Canadian Northern		1			3				3	
6	Canadian Northern Ontario							2			
7	Canadian Northern Quebec								1		
8	Canadian Pacific			26		41			2	51	
9	Crow's Nest Southern										
10	Grand Trunk			1	1	27		1		9	
11	Midland of Manitoba									1	
12	Montreal and Atlantic									4	
13	Montreal and Province Line										
14	New Westminster Southern										
15	Quebec Ry. Light and Power Co.				2						
16	Quebec and Lake St. John										
17	Quebec, Montreal and Southern										
18	Red Mountain										
19	Stanstead, Shefford and Chambly			1							
20	Temiscouata									3	
21	Temiskaming and Northern Ontario										
22	Thousand Islands					3					
23	Vancouver, Victoria and Eastern									1	
	Total		1	1	37		78		3	77	

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Year ending June 30, 1908, 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.		Number.
		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.	Killed.	Injured.	Killed.	Injured.	
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1	1	1
.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
.....	6	.....	.....	.....	3	.....	1	.....	9	2	10	2	23	3
.....	8	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	4
.....	7	.....	2	.....	3	.....	5	.....	.....	2	12	2	22	5
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	7
2	118	.....	23	.....	21	.....	11	.....	.....	2	32	2	87	8
.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3	.....	6	9
1	38	.....	13	2	1	.....	.....	.....	3	.....	12	2	29	10
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2	1	2	11
.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	12
.....	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	1	13
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	14
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	17
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	18
.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2	21
.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	3	.....	4	23
4	196	.....	41	2	29	.....	24	.....	12	9	81	11	190	

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## ELECTRIC RAILWAY

## No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	Length of Line Completed and Rails Laid.	ORDINARY SHARE CAPITAL.		
			Authorized.	Subscribed.	Paid up.
			£ cts.	£ cts.	£ cts.
		Miles.			
1	Berlin and Waterloo.....	3·12			
2	Leased Line—Berlin and Bridgeport.....	2·38	50,000 00		17,000 00
3	Brantford Street.....	7·00	200,000 00	200,000 00	200,000 00
4	Brantford and Hamilton Electric.....	23·00		300,000 00	300,000 00
5	British Columbia.....	78·93	34,728 62	2,986,196 00	2,986,196 00
6	Cape Breton.....	11·90	1,000,000 00	1,000,000 00	1,000,000 00
7	*Chatham, Wallaceburg and Lake Erie.....	21·50	1,100,000 00	484,625 00	484,625 00
8	Cornwall Street.....	6·50	100,000 00	100,000 00	100,000 00
9	Egerton Tramway Co., N.S.....	8·10	300,000 00	250,000 00	250,000 00
10	Galt, Preston and Hespeler.....	9·00	100,000 00	49,850 00	31,310 00
11	Leased Line—Preston to Berlin.....	10·75	100,000 00	1,000 00	1,000 00
12	Grand Valley.....	23·50	2,000,000 00	700,000 00	700,000 00
13	Guelph Radial.....	6·00	131,000 00	131,000 00	126,000 00
14	Halifax Tramway.....	12·13	650,000 00	500,000 00	500,000 00
15	Hamilton and Dundas.....	7·25	100,000 00	100,000 00	100,000 00
16	Hamilton, Grimsby and Beamsville.....	22·00	200,000 00	200,000 00	200,000 00
17	Hamilton Radial.....	24·75	36,250 00	36,250 00	36,250 00
18	Hamilton Street.....	22·00	205,000 00	205,000 00	205,000 00
19	Hull.....	16·75	300,000 00	292,700 00	292,000 00
20	International Transit Co.....	3·37	150,000 00	150,000 00	150,000 00
21	Kingston, Portsmouth and Cataraqui.....	8·00	40,000 00	40,000 00	40,000 00
22	Levis County.....	10·25	250,000 00	250,000 00	250,000 00
23	London Street.....	26·46	750,000 00	550,000 00	544,640 00
24	Montreal Park and Island.....	23·60	1,000,000 00	720,900 00	720,900 00
25	Montreal Street.....	71·82	18,000,000 00	9,000,000 00	9,000,000 00
26	Montreal Terminal.....	20·89	5,000,000 00	1,000,000 00	1,000,000 00
27	Nelson Tramway Co.....	3·00	250,000 00	250,000 00	250,000 00
28	Niagara Falls, Park and River.....	11·75	1,000,000 00	600,000 00	600,000 00
29	Niagara, St. Catharines and Toronto.....	30·00	1,000,000 00	925,000 00	925,000 00
30	Niagara Falls, Wesley Park and Clifton.....	4·50	100,000 00	50,000 00	50,000 00
31	Oshawa.....	8·83	200,000 00	40,000 00	40,000 00
32	Ottawa.....	23·38	2,000,000 00	1,247,700 00	1,247,700 00
33	Peterborough Radial.....	6·00	500,000 00	100,000 00	100,000 00
34	Port Arthur Street.....	9·00			
35	Port Dalhousie, St. Catharines and Thorold.....	8·17	100,000 00	100,000 00	77,500 00
36	Quebec Ry., Light & Power Co. (Citadel).....	17·22	2,500,000 00	1,000,000 00	1,000,000 00
37	Quebec Ry., Light & Power Co., (Montmorency).....	25·00	2,500,000 00	2,500,000 00	2,500,000 00
38	Sandwich, Windsor and Amherstburg.....	35·44	500,000 00	350,000 00	297,000 00
39	Sarnia.....	8·00	100,000 00	87,200 00	84,317 50
40	Sherbrooke Street.....	7·00	200,000 00	200,000 00	200,000 00
41	South-western Traction Co.....	28·50	1,000,000 00	464,000 00	437,726 00
42	St. John.....	12·50	1,000,000 00	800,000 00	800,000 00
43	St. Stephen, N.B.....	7·00	100,000 00	100,000 00	100,000 00
44	St. Thomas Street.....	7·50			
45	Sydney and Glace Bay.....	18·80	500,000 00	500,000 00	500,000 00
46	Toronto Street.....	52·39	8,000,000 00	8,000,000 00	8,000,000 00
47	Toronto Suburban.....	9·81	1,000,000 00	80,000 00	80,000 00
48	Toronto and York Radial.....	78·05	2,000,000 00	2,000,000 00	2,000,000 00
49	Windsor, Essex and Lake Shore Rapid.....	37·28	750,000 00	750,000 00	750,000 00
50	Windsor and Tecumseh.....				
51	Winnipeg Street.....	52·66	6,000,000 00	6,000,000 00	5,996,894 00
52	Woodstock, Thames Valley and Ingersoll.....	11·50	300,000 00	100,000 00	100,000 00
53	Yarmouth Street.....	2·00	100,000 00	54,500 00	54,500 00
	Totals.....	992·03	66,845,112 00	45,545,921 00	45,425,558 60

\* 14 miles under construction.

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STATISTICS.

Railways, for the Year ended June 30, 1908.

PREFERENCE SHARE CAPITAL.			BONDED DEBT.			
Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.	Rate of Interest.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Per Cent.
			103,200 00	103,200 00	103,200 00	7
					2,200 00	2
			125,000 00	125,000 00	125,000 00	5 3
3,959,774 00	3,473,108 00	3,473,108 00	3,747,332 00	3,665,572 00	3,665,572 00	4½ & 4¼ 5
250,000 00	234,000 00	234,000 00	1,500,000 00	890,000 00	890,000 00	5 6
			680,000 00	454,000 00	454,000 00	5 7
100,000 00	100,000 00	100,000 00				5 8
			175,000 00	175,000 00	175,000 00	5 9
						10
			20,000 00	450,000 00	450,000 00	5 12
						13
			300,000 00	300,000 00	300,000 00	
			100,000 00	100,000 00	100,000 00	5 15
			150,000 00	150,000 00	150,000 00	5 16
74,900 00	74,900 00	74,900 00	160,000 00	160,000 00	160,000 00	5 17
			500,000 00	500,000 00	500,000 00	4½ 18
			1,000,000 00	1,000,000 00	300,000 00	5 19
50,000 00	43,100 00	43,100 00	100,000 00	100,000 00	100,000 00	4 20
129,600 00	129,600 00	129,600 00	500,000 00	500,000 00	149,100 00	5 21
			750,000 00	500,000 00	500,000 00	5 22
408,800 00	315,000 00	315,000 00	1,025,000 00	1,025,000 00	1,025,000 00	6 23
			4,420,000 00	4,420,000 00	4,420,000 00	4½ 24
			744,900 00	613,000 00	613,000 00	5 25
			50,000 00	50,000 00	35,000 00	5 26
			600,000 00	600,000 00	600,000 00	5 27
						28
				910,000 00	910,000 00	5 29
			100,000 00	100,000 00	100,000 00	5 30
			88,452 16	88,452 16	88,452 16	5 31
			1,000,000 00	500,000 00	500,000 00	4 32
			500,000 00	50,000 00	50,000 00	5 33
			255,000 00	255,000 00	255,000 00	5 34
				60,000 00	60,000 00	5 35
500,000 00	500,000 00	500,000 00	2,500,000 00	500,000 00	500,000 00	5 36
500,000 00	500,000 00		2,500,000 00	2,500,000 00	2,500,000 00	5 37
			600,000 00	490,000 00	490,000 00	4½ 38
			66,900 00	66,900 00	66,900 00	5 39
			150,000 00	150,000 00	150,000 00	5 40
			725,000 00	667,500 00	667,500 00	5 41
			1,000,000 00	760,000 00	760,000 00	5 42
			100,000 00	100,000 00	100,000 00	5 43
			50,000 00	50,000 00	50,000 00	4 44
			500,000 00	400,000 00	400,000 00	4½ & 6 45
				3,998,326 66	3,998,326 66	5 46
			300,000 00	140,000 00		5 47
			1,560,000 00	1,560,000 00	1,520,000 00	5 48
			750,000 00	750,000 00	750,000 00	5 49
						50
			5,000,000 00	5,000,000 00	5,000,000 00	5 51
			200,000 00	140,000 00	113,800 00	5 52
			100,000 00	12,700 00	12,700 00	5 53
5,973,074 00	5,369,708 00	4,869,708 00	34,795,784 16	35,129,650 82	33,859,650 82	5 54

8-9 EDWARD VII., A. 1909

## No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	TOTAL CAPITAL.		FLOATING
		Subscribed.	Paid up.	Amount.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	103,200 00	103,200 00	.....
2	Leased Line—Berlin and Bridgeport.....		31,692 46	.....
3	Brantford Street.....	325,000 00	325,000 00	27,956 46
4	Brantford and Hamilton Electric.....	960,000 00	960,000 00	.....
5	British Columbia.....	10,124,876 00	10,124,876 00	267,734 75
6	Cape Breton.....	2,124,000 00	2,124,000 00	20,000 00
7	Chatham, Wallaceburg and Lake Erie.....	938,625 00	973,625 00	95,180 27
8	Cornwall Street.....	200,000 00	200,000 00	.....
9	Egerton Tramway Co., N.S.....	425,000 00	425,000 00	9,591 30
10	Galt, Preston and Hespeler.....	49,850 00	31,310 00	100,000 00
11	Leased Line—Preston to Berlin.....	1,000 00	1,000 00	.....
12	Grand Valley.....	1,150,000 00	1,150,000 00	64,367 94
13	Guelph Radial.....	131,100 00	126,000 00	.....
14	Halifax Tramway.....	800,000 00	800,000 00	120,000 00
15	Hamilton and Dundas.....	450,000 00	450,000 00	.....
16	Hamilton, Grimsby and Beamsville.....	350,000 00	378,000 00	.....
17	Hamilton Radial.....	2,271,150 00	2,271,150 00	192,431 43
18	Hamilton Street.....	705,000 00	705,000 00	87,062 41
19	Hull.....	292,700 00	292,000 00	.....
20	International Transit Co.....	1,150,000 00	456,000 00	141,724 36
21	Kingston, Portsmouth and Cataraqui.....	183,100 00	183,100 00	.....
22	Levis County.....	879,600 00	528,700 00	106,068 50
23	London Street.....	1,050,000 00	1,044,640 00	46,874 57
24	Montreal Park and Island.....	2,060,900 00	2,060,900 00	1,247,895 86
25	Montreal Street.....	13,420,000 00	13,420,000 00	690,912 56
26	Montreal Terminal.....	1,613,600 00	1,613,000 00	104,474 98
27	Nelson Tramway Co.....	300,000 00	285,000 00	.....
28	Niagara Falls, Park and River.....	1,200,000 00	1,200,000 00	.....
29	Niagara, St. Catharines and Toronto.....	1,835,000 00	1,835,000 00	.....
30	Niagara Falls, Wesley Park and Clifton.....	150,000 00	150,000 00	.....
31	Oshawa.....	128,452 16	155,852 16	12,493 27
32	Ottawa.....	1,747,700 00	1,747,700 00	49,616 00
33	Peterborough Radial.....	150,000 00	150,000 00	28,911 23
34	Port Arthur Street.....	255,000 00	255,000 00	.....
35	Port Dalhousie, St. Catharines and Thorold.....	160,000 00	137,500 00	.....
36	Quebec Ry., Light & Power Co. ((Citadel).....	2,000,000 00	2,000,000 00	} 317,234 87
37	Quebec Ry., Light & Power Co. (Montmorency).....	5,500,000 00	5,402,945 50	
38	Sandwich, Windsor and Amherstburg.....	840,000 00	787,000 00	242,715 62
39	Sarnia.....	154,100 00	151,217 50	.....
40	Sherbrooke Street.....	350,000 00	350,000 00	11,800 00
41	South-western Traction Co.....	1,131,500 00	1,105,226 00	.....
42	St. John.....	1,560,000 00	1,767,000 00	207,000 00
43	St. Stephen, N.B.....	200,000 00	200,000 00	14,520 00
44	St. Thomas Street.....	50,000 00	50,000 00	.....
45	Sydney and Glace Bay.....	900,000 00	900,000 00	.....
46	Toronto Street.....	11,998,326 66	11,998,326 66	450,214 94
47	Toronto Suburban.....	220,000 00	80,000 00	100,000 00
48	Toronto and York Radial.....	3,560,000 00	3,520,000 00	557,858 48
49	Windsor, Essex and Lake Shore Rapid.....	1,625,475 78	1,625,475 78	47,191 93
50	Windsor and Tecumseh.....			.....
51	Winnipeg Street.....	11,000,000 00	10,996,894 00	.....
52	Woodstock, Thames Valley and Ingersoll.....	240,000 00	213,800 00	1,487 97
53	Yarmouth Street.....	67,206 00	67,200 00	.....
	Totals.....	89,080,755 60	87,903,231 06	5,363,319 70

In addition to the above, and included in the total, the following items under the head of Capital from Dundas, \$250,000; Hamilton Radial, \$2,000,000; St. John Street, \$207,000; Windsor, Essex & Lake \$22,400; Quebec Ry., L. & P. Co., \$96,090. Provincial Govt. aid: Quebec Ry., L. & P. Co., \$306,945.50. Niagara, St. Catharines & Toronto, \$140,000; Oshawa, \$5,000.

## SESSIONAL PAPER No. 20b

Railways, for the Year ended June 30, 1908—*Concluded.*

DEBT.	Total Cost of Railway and Rolling Stock.	Number.	REMARKS.
Rate of Interest.			
p.c.	\$ cts.		
.....	104,510 76	1	
.....	31,692 46	2	
.....	1,105,519 47	3	Cost not ascertainable.
.....		4	
.....	2,198,624 75	5	Present company result of amalgamations.
5 & 6		6	
6 & 7		7	
.....	201,204 22	8	
.....	439,858 15	9	
5	126,223 86	10	
.....	476,413 34	11	
.....		12	Cost covered by agreement with Van Echa Co.
.....	109,192 42	13	
6	740,000 00	14	
.....	345,647 36	15	
.....	331,790 00	16	
.....	1,407,351 56	17	
.....	708,043 68	18	
.....	598,744 37	19	
.....	321,361 03	20	
.....		21	Cost not ascertainable.
5	615,070 09	22	
.....	1,112,395 27	23	
6	2,455,684 31	24	
5 & 6	11,874,288 07	25	
.....	1,667,963 25	26	
.....	96,394 81	27	
.....	1,154,841 35	28	
.....	1,932,564 79	29	
.....	100,000 00	30	Purchased for \$100,000 by N. St. C. & T. Ry.
6	213,331 01	31	
5 & 5½	2,091,784 47	32	
6	176,731 34	33	
.....	175,870 72	34	
.....	90,000 00	35	
6 & 7	1,219,804 17	36	
6	1,092,648 43	37	
.....	169,056 46	38	Includes Windsor and Tecumseh.
6	350,000 00	39	
.....	750,000 00	40	
6½		41	
.....	200,000 00	42	
.....		43	
.....	999,122 37	44	Taken over by city.
.....	13,541,020 06	45	
4½	132,240 24	46	
6	3,982,551 05	47	
6	783,558 15	48	
.....		49	
.....	3,186,761 34	50	
.....		51	
.....	63,555 74	52	Not shown in return.
.....		53	
.....	59,473,414 92		

other Sources:—Berlin and Bridgeport, \$12,492.46; Brantford and Hamilton, \$660,000; Hamilton and Shore, \$125,475.78. Dominion Government aid: Niagara, St. Catharines & Toronto, \$38,400; Oshawa, Municipal aid: Chatham, Wallaceburg & Lake Erie, \$35,000; Hamilton, Grimsby & Beamsville, \$28,000;

## 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	88,961		88,961	
2	Leased Line—Berlin and Bridgeport.....	2·38	34,384		34,384	
3	Brantford Street.....	7·00	125,722		125,722	
4	Brantford and Hamilton Electric.....	23·00	28,362		28,362	
5	British Columbia.....	78·93	3,857,049	97,302	3,954,351	
6	Cape Breton.....	11·90	320,591		320,591	
7	Chatham, Wallaceburg and Lake Erie.....	21·50	116,480		116,480	
8	Cornwall Street.....	6·30	198,016		198,016	7,718
9	Egerton Tramway Co.....	8·10	134,386	5,054	139,440	
10	Galt, Preston and Hespeler.....	9·00	220,557	27,945	284,502	
11	Leased Line—Preston to Berlin.....	10·75				
12	Grand Valley.....	23·50	152,303		152,303	
13	Guelph Radial.....	6·00	180,000	2,500	182,500	
14	Halifax Tramway Co.....	12·13	806,411		806,411	
15	Hamilton and Dundas.....	7·25	96,981		96,981	
16	Hamilton, Grimsby and Beamsville.....	22·00	285,225		285,225	
17	Hamilton Radial.....	24·75	394,022		394,022	
18	Hamilton Street.....	22·00	1,610,402		1,610,402	
19	Hull.....	16·75	499,998	12,038	512,036	
20	International Transit Co.....	3·37	263,881		263,881	
21	Kingston, Portsmouth and Cataragui.....	8·00	199,680		199,680	
22	Levis County.....	10·25	274,674		274,674	
23	London Street.....	26·46	1,425,995		1,425,995	
24	Montreal, Park and Island.....	23·60	897,680	17,115	914,795	
25	Montreal Street.....	71·82	14,418,605		14,418,605	
26	Montreal Terminal.....	20·89	491,977	37,883	529,860	
27	Nelson Tramway Co.....	3·00	26,880		26,880	
28	Niagara Falls Park and River.....	11·75	367,727	552	368,279	
29	Niagara, St. Catharines and Toronto.....	30·00	285,672	251,385	537,057	251,385
30	Niagara Falls, Wesley Park and Clifton.....	4·50	184,670		184,670	
31	Oshawa.....	8·83	25,460	18,032	43,492	43,492
32	Ottawa.....	23·38	3,335,324		3,335,324	
33	Peterborough Radial.....	6·00	264,813		264,813	
34	Port Arthur Street.....	9·00	196,078		196,078	
35	Port Dalhousie, St. Catharines and Thorold.....	8·17	124,125		124,125	
36	Quebec Ry., Light and Power Co. (Citadel Div.).....	17·22	1,332,310		1,332,310	
37	" " " (Montmorency Div.).....	25·00	269,485		269,485	
38	Sandwich, Windsor and Amherstburg.....	35·44	665,855		665,855	
39	Sarnia.....	8·00	149,400		149,400	
40	Sherbrooke Street.....	7·00	288,322		288,322	
41	Southwestern Traction Co.....	28·50	241,357	15,669	256,926	
42	St. John, N. B.....	12·50	916,391		916,391	
43	St. Stephen, N. B.....	3·00	183,960		183,960	
44	St. Thomas Street.....	7·50	338,040		338,040	
45	Sydney and Glace Bay.....	18·80	302,674		302,674	
46	Toronto Street.....	52·39	14,843,574		14,843,574	
47	Toronto Suburban.....	9·81	202,386		202,386	
48	Toronto and York Radial.....	78·05	936,508	66,675	1,003,183	
49	Windsor, Essex and Lake Shore Rapid.....	37·28	109,108	796	109,904	796
50	Windsor and Tecumseh.....					
51	Winnipeg Street.....	52·66	3,500,270		3,500,270	
52	Woodstock, Thames Valley and Ingersoll.....	11·50	114,184		114,184	
53	Yarmouth Street.....	2·00	85,120		85,120	
	Total.....	992·03	56,412,035	552,846	56,964,881	303,391

## SESSIONAL PAPER No. 20b

Year and Mileage, for the Year ended June 30, 1908.

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.
621,916		7.4		1	
138,000				2	
485,213		10		3	
21,879	5	25		4	
21,328,180	37,859	8.50	8.50	5	In operation one month only.
1,586,062		8.3		6	
159,700	8,450	18	12	7	
368,070		12		8	
920,413				9	
708,296	92,063	10	6	10	
				11	
207,582		15		12	
636,976	12,000			13	
3,928,892		6		14	
462,063	480	14		15	
473,099	16,095	15	15	16	
1,003,009	1,945	20		17	
8,078,816		12		18	
1,112,898	9,927	23	19	19	
956,329		8		20	
821,754		9		21	
1,483,732		10		22	
6,325,541		9		23	
3,539,049	39,400	15	10	24	
91,120,394		8		25	
1,151,011	88,277	20	12	26	
196,327				27	
1,440,058		9.2	7	28	
977,561	112,597	30	20	29	
762,437		8		30	
141,085	91,568			31	
13,445,041		8		32	
665,430		8		33	
1,652,018		15		34	
441,664		8		35	
6,049,203		8		36	
1,265,890		21		37	
2,690,473		12		38	Includes Windsor and Tecumseh.
633,545		8		39	
901,533		10		40	
324,167	1,184	30	30	41	
3,433,809		7.5		42	
586,956				43	
511,604		11		44	
2,210,939				45	
87,964,425				46	
862,590		9		47	
2,920,696	220,000	20	15	48	
138,710	625	20	15	49	
				50	
21,292,004		10		51	
387,500		15		52	
230,000		8		53	
299,099,309	732,475				

8-9 EDWARD VII., A. 1909

## No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Electric Railway.	Mileage.	Passenger	Freight	Mails and
			Traffic.	Traffic.	Express
			\$	\$	\$
			cts.	cts.	cts.
1	Berlin and Waterloo.....	3.12	26,037 70		1,318 14
2	Leased—Berlin and Bridgeport.....	2.38	5,824 40		
3	Brantford Street.....	7.00	20,946 52		
4	Brantford and Hamilton Electric.....	23.00	6,249 91	43 95	
5	British Columbia.....	78.93	1,124,786 76	70,157 04	2,237 12
6	Cape Preton.....	11.90	79,303 16		141 30
7	Chatham, Wallaceburg and Lake Erie.....	21.50	25,101 68	10,617 57	502 86
8	Cornwall Street.....	6.30	16,486 94	7,505 08	
9	Egerton Tramway Co.....	8.10	43,299 90	1,470 36	
10	Galt, Preston and Hespeler.....	9.00	55,289 12	48,346 86	4,208 82
11	Leased—Preston to Berlin.....	10.75			
12	Grand Valley.....	23.50	35,024 56	30 00	770 48
13	Guelph Radial.....	6.00	26,078 36	1,067 86	
14	Halifax Tramway.....	12.13	173,570 64		
15	Hamilton and Dundas.....	7.25	42,638 20	1,513 38	116 31
16	Hamilton, Grimsby and Beamsville.....	22.00	70,417 87	12,056 65	5,546 38
17	Hamilton Radial.....	24.75	103,178 86	6,510 24	503 03
18	Hamilton Street.....	22.00	322,133 70		
19	Hull.....	16.75	58,547 26	9,825 67	2,463 91
20	International Transit Co.....	3.37	39,404 70		
21	Kingston, Portsmouth and Cataraqui.....	8.00	28,385 85		
22	Levis County.....	10.25	52,950 21	1,731 58	355 93
23	London Street.....	26.46	226,552 08		1,412 42
24	Montreal, Park and Island.....	23.60	270,175 66	7,517 98	
25	Montreal Street.....	71.82	3,606,446 54		
26	Montreal Terminal.....	20.89	76,487 86	17,205 21	500 00
27	Nelson Tramway Co.....	3.00	5,418 25		
28	Niagara Falls, Park and River.....	11.75	133,068 84	1,181 35	539 33
29	Niagara, St. Catharines and Toronto.....	30.00	101,383 37	56,517 48	1,081 84
30	Niagara Falls, Wesley Park and Clifton.....	4.50	32,546 29		
31	Oshawa.....	8.83	7,294 93	46,708 29	2,937 70
32	Ottawa.....	23.38	570,251 73		8,091 00
33	Peterborough Radial.....	6.00	30,256 43		
34	Port Arthur Street.....	9.00	82,922 00	990 10	
35	Port Dalhousie, St. Catharines and Thorold..	8.17	21,043 68		
36	Quebec Ry., Light and Power Co. (Citadel Div.)	17.22	252,776 00		750 00
37	Quebec Ry., Light and Power Co. (Mont- morency Division).....	25.00	127,842 75		1,230 88
38	Sandwich, Windsor and Amherstburg.....	35.44	144,842 97		5,346 97
39	Sarnia.....	8.00	27,593 30	3,504 45	1,006 50
40	Sherbrooke Street.....	7.00	33,885 05		
41	South Western Traction Co.....	28.50	56,428 18		4,015 72
42	St. John, N.B.....	12.50	156,254 31		
43	St. Stephen, N.B.....	3.00	28,125 55		
44	St. Thomas Street.....	7.50	11,175 43		
45	Sydney and Glace Bay.....	18.80	102,722 10	4,650 24	1,573 88
46	Toronto Street.....	52.39	3,511,656 74		4,800 00
47	Toronto Suburban.....	9.81	36,963 18		
48	Toronto and York Radial.....	78.05	258,422 51	36,595 14	2,000 00
49	Windsor, Essex and Lake Shore Rapid.....	37.28	34,653 77	274 45	401 77
50	Windsor and Tecumseh.....				
51	Winnipeg Street.....	52.66	901,264 61		
52	Woodstock, Thames Valley and Ingersoll....	11.50	18,479 40		855 50
53	Yarmouth Street.....	2.00	10,834 27		175 00
Totals.....		992.03	13,233,724 08	346,020 93	54,882 79

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for the Year ending June 30, 1908.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Working Expenses to Earnings.	Earnings per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	Cts.		
2,606 85	29,962 69	9,662 64	67.75	33.68	1	
428 42	6,252 82	565 50	90.95	18.21	2	
11,962 66	32,909 18	2,773 72	91.57	26.17	3	
231 55	6,525 41	1,311 99	79.89	23.00	4	In operation one month only.
2,700 53	1,199,831 45	445,062 20	62.90	30.34	5	
9,755 01	89,199 47	32,656 01	63.38	27.82	6	
6,984 59	43,206 70	1,703 53	96.05	37.09	7	
2,252 74	26,244 76	3,784 79	85.57	13.25	8	
2,458 91	47,229 17	13,817 07	70.74	33.87	9	
1,258 83	109,103 63	36,789 77	66.28	43.90	10	
					11	
1,122 06	36,947 10	2,162 26	105.85	24.25	12	
1,157 79	28,304 01	7,017 94	75.20	15.50	13	
775 98	174,646 62	55,186 44	68.40	21.66	14	
3,324 44	47,592 33	14,996 85	68.50	49.07	15	
2,161 81	90,182 71	22,279 66	75.30	31.61	16	
4,606 07	114,798 20	27,173 21	76.32	29.13	17	
809 40	322,943 10	75,296 55	76.68	20.05	18	
3,474 67	74,311 51	13,568 88	118.25	14.51	19	
614 03	40,018 73	3,237 74	79.41	15.16	20	
1,326 04	29,711 89	1,911 92	106.43	14.88	21	
662 20	55,699 92	5,218 44	109.36	20.24	22	
3,971 15	231,935 65	64,099 46	72.36	16.26	23	
5,583 15	283,276 79	97,470 88	65.59	30.96	24	
130,173 96	3,736,620 50	1,565,858 31	58.09	25.91	25	
3,161 77	97,354 84	4,185 88	104.29	18.37	26	
	5,418 25	11,680 99	315.58	20.15	27	
7,726 50	142,516 02	65,637 43	53.94	38.69	28	
1,432 82	160,415 51	47,950 69	70.10	29.86	29	
	32,546 29	15,102 79	53.59	17.62	30	
1,432 04	58,372 96	8,064 05	86.18	134.21	31	
19,666 89	598,009 62	207,307 56	65.33	17.92	32	
786 02	31,042 45	3,099 82	90.01	11.72	33	
3,454 91	87,367 01	25,938 11	70.31	44.50	34	
	21,043 68	7,145 57	66.04	16.95	35	
2,150 00	255,676 00	71,819 49	71.90	19.19	36	
10,925 63	139,999 26	47,781 74	65.87	51.95	37	
9,769 00	159,958 94	66,220 17	58.60	24.00	38	Includes Windsor and Tecumseh Ry.
5,331 46	37,435 71	1,974 02		25.05	39	
247 50	34,132 55	2,422 70	92.90	11.83	40	
61 33	60,505 23	8,902 84	85.28	23.12	41	
400 00	156,654 31	9,714 94	93.80	17.09	42	
167 75	28,293 30	3,699 71	113.07	15.43	43	
388 33	11,563 76	4,402 62	137.98	3.42	44	
1,751 62	110,697 84	52,549 40	52.52	36.57	45	
92,761 61	3,609,218 35	1,633,879 94	54.73	24.31	46	
2,046 48	39,009 66	4,785 68	87.73	19.27	47	
2,794 39	299,812 04	108,021 01	63.97	29.88	48	
255 63	35,585 62	11,852 03	66.69	32.37	48	
					50	
1,920 00	903,164 61	465,080 57	48.51	25.80	51	
200 00	19,534 90	3,820 20	80.44	17.10	52	
3,187 16	14,196 43	3,185 26	77.56	16.67	53	
372,421 68	14,007,049 48	5,311,169 57				

8-9 EDWARD VII., A. 1909:

## 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	2,495	46	6,185	90	3,604	31
2	Leased—Berlin and Bridgeport .....	2 38		324 26				
3	Brantford Street .....	7 00	1,631	71	11,267	39	4,017	34
4	Brantford and Hamilton Electric .....	23 00		171 04		2,337 25		783 66
5	British Columbia.....	78 93	68,237	72			68,515	65
6	Cape Breton.....	11 90	4,077	59	21,575	49	5,271	28
7	Chatham, Wallaceburg and Lake Erie .....	21 50		54 64		19,178 04		311 71
8	Cornwall Street.....	6 30	2,824	46	11,265	77	4,742	53
9	Egerton Tramway Co.....	8 10		1,926 21		7,833 27		4,587 56
10	Galt, Preston and Hespeler.....	9 00	11,639	13	26,077	72		
11	Leased—Preston and Berlin .....	10 75						
12	Grand Valley.....	23 50	2,873	90	20,807	33	2,693	18
13	Guelph Radial.....	6 00	1,167	67	4,381	75	3,654	86
14	Halifax Tramway Co.....	12 13	17,638	42	22,409	11	19,361	43
15	Hamilton and Dundas.....	7 25	4,632	54	7,978	85	3,361	30
16	Hamilton, Grimsby and Beamsville .....	22 00	10,130	58	20,454	83	9,346	03
17	Hamilton Radial.....	24 75	9,728	85	28,236	08	9,236	26
18	Hamilton Street.....	22 00	19,063	02	87,727	29	25,703	25
19	Hull.....	16 75	22,375	37	8,668	76	17,398	17
20	International Transit Co.....	3 37	1,507	46	7,000	00	3,139	99
21	Kingston, Portsmouth and Cataraqui .....	8 00	4,839	90	536	74	4,283	76
22	Lévis County.....	10 25	9,298	02	12,314	04	8,038	23
23	London Street.....	26 46	16,813	98	31,975	44	25,291	98
24	Montreal Park and Island.....	23 60	27,422	32	40,655	67	16,025	80
25	Montreal Street.....	71 82	238,933	12	401,811	50	274,353	24
26	Montreal Terminal.....	20 89	22,689	93	18,817	68	13,735	09
27	Nelson Tramway Co.....	3 00	4,036	13	1,600	00		
28	Niagara Falls, Park and River.....	11 75	13,777	94	7,378	15	4,211	24
29	Niagara, St. Catharines and Toronto.....	30 60	13,748	65	20,385	41	11,541	27
30	Niagara Falls, Wesley Park and Clifton .....	4 50	2,075	20	260	50	2,741	95
31	Oshawa.....	8 83	6,317	47	18,571	57	5,503	82
32	Ottawa.....	23 38	61,161	18	24,652	23	49,794	35
33	Peterborough Radial.....	6 00	3,427	74	1,630	00	4,716	85
34	Port Arthur Street.....	9 00	12,340	39	6,615	12	12,067	58
35	Port Dalhousie, St. Catharines and Thorold .....	8 17	1,632	41	789	58	2,738	65
36	Quebec Railway, Light and Power Company (Citadel Division).....	17 22	29,399	66	104,218	62	19,478	49
37	Quebec Railway, Light and Power Company (Montmorency Division).....	25 00	16,125	52	18,194	91	6,380	16
38	Sandwich, Windsor and Amherstburg.....	35 44	10,810	72	26,106	19	6,192	43
39	Sarnia.....	8 00	1,565	58	4,923	61	1,911	44
40	Sherbrooke Street.....	7 00	4,203	13	552	38	20,441	72
41	Southwestern Traction Co.....	28 50	6,827	83	18,314	60	6,244	96
42	St. John, N. B.....	12 50	20,041	70	77,698	56	29,922	51
43	St. Stephen, N. B.....	3 00	2,364	21	10,292	93	3,957	91
44	St. Thomas Street.....	7 50	1,268	88	10,256	72	2,757	28
45	Sydney and Glace Bay.....	18 80	4,847	88	26,413	48	12,657	22
46	Toronto Street.....	52 39	124,896	90	363,670	74	233,484	20
47	Toronto Suburban.....	9 81	4,885	63	12,869	31	4,050	62
48	Toronto and York Radial.....	78 05	32,215	86	51,254	38	25,931	97
49	Windsor, Essex and Lake Shore Rapid.....	37 28	3,257	83	19,303	60	3,335	07
50	Windsor and Tecumseh.....							
51	Winnipeg Street.....	52 66	27,753	93	151,510	06	70,246	33
52	Woodstock, Thames Valley and Ingersoll.....	11 50	1,124	30	7,621	92	762	85
53	Yarmouth Street.....	2 00		325 12		8,242 98		397 07
	Total.....	992 03	912,929	09	1,803,723	45	1,118,924	55

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Expenses for the Year ended June 30, 1908.

General and Operating charges.	Total.	Cost of Operating per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	Cts.		
8,014 38	20,300 05	22·81	1	
5,363 06	5,687 32	16·54	2	
13,219 62	30,135 46	23·97	3	
1,921 47	5,213 42	18·30	4	In operation one month only.
618,065 88	754,819 25	19·56	5	
25,619 10	56,543 46	17·63	6	
21,958 78	41,503 17	35·63	7	
3,627 21	22,459 97	11·34	8	
19,065 06	33,412 10	23·96	9	
34,597 01	72,313 86	29·09	10	
.....	.....	.....	11	
12,734 95	39,109 36	25·67	12	
12,081 79	21,286 07	11·66	13	
60,051 22	119,460 18	14·82	14	
16,622 79	32,595 48	33·61	15	
27,971 61	67,903 05	23·80	16	
40,423 80	87,624 99	22·23	17	
115,152 99	247,646 55	15·37	18	
39,438 09	87,880 39	17·16	19	
20,133 54	31,780 99	12·04	20	
21,963 41	31,623 81	15·83	21	
31,268 07	60,918 36	22·17	22	
93,754 79	167,836 19	11·76	23	
101,702 12	185,805 91	20·31	24	
1,255,664 33	2,170,762 19	15·05	25	
46,298 02	101,540 72	19·16	26	
11,463 11	17,099 24	63·61	27	
51,611 26	76,878 59	20·87	28	
66,789 49	112,464 82	20·94	29	
12,365 85	17,443 50	9·44	30	
19,916 05	50,308 91	115·67	31	
255,094 30	390,702 06	11·71	32	
18,168 04	27,942 63	10·55	33	
30,405 81	61,423 90	31·33	34	
8,737 47	13,898 11	11·19	35	
30,759 74	183,856 51	13·79	36	
51,516 93	92,217 52	34·22	37	
50,629 43	93,738 77	14·07	38	Includes Windsor and Tecumseh.
27,061 06	35,461 69	23·73	39	
6,512 62	31,709 85	10·99	40	
20,215 00	51,602 39	20·08	41	
19,276 60	146,939 37	16·63	42	
15,377 96	31,993 01	17·39	43	
1,683 50	15,966 38	4·72	44	
14,229 86	58,148 44	19·21	45	
1,203,286 57	1,975,338 41	13·38	46	
12,418 42	34,223 98	16·91	47	
82,388 82	191,791 03	19·11	48	
6,837 09	23,733 59	21·59	49	
.....	.....	.....	50	
188,593 72	438,104 04	12·28	51	
6,205 63	15,714 70	13·76	52	
2,046 00	11,011 17	12·93	53	
4,860,302 82	8,695,879 91			

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## No. 8.—SUMMARY of Accidents for

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Berlin and Waterloo .....	3·12	Passengers .....				1		
2	Brantford Street .....	7·00	Passengers .....						
3	British Columbia .....	78·93	{ Passengers .....		5	1	29		
			{ Employees .....						
			{ Others .....						
4	Brantford and Hamilton .....	23·00	Passengers .....				1		
5	Cape Breton .....	11·90	Others .....						
6	Egerton Tramway .....	8·10	Others .....				1		
7	Galt, Preston and Hespeler .....	9·00	{ Passengers .....				1		
			{ Others .....						
8	Grand Valley .....	23·50	{ Passengers .....						
			{ Employees .....						
9	Halifax .....	12·13	{ Passengers .....				3		
			{ Others .....						
10	Hamilton and Dundas .....	7·25	Passengers .....		2				
11	Hamilton, Grimsby and Beamsville ..	22·00	" .....				1		
12	Hamilton Radial .....	24·75	" .....				3		
13	Hamilton Street .....	22·00	" .....				40		
14	Hull .....	16·75	{ Passengers .....		3		2		
			{ Others .....						
15	International Transit .....	3·37	{ Passengers .....						
			{ Others .....						
16	Kingston, Portsmouth and Cataraqui	8·00	{ Passengers .....				1		
			{ Others .....						
17	Levis County .....	10·25	{ Employees .....						
			{ Others .....						
18	London Street .....	26·46	{ Passengers .....		12		42		
			{ Employees .....				1		
			{ Others .....						
19	Montreal Street .....	71·82	{ Passengers .....			1	288		
			{ Employees .....				1		
			{ Others .....						
20	Montreal Terminal .....	20·89	{ Passengers .....				1		
			{ Others .....						
21	Montreal Park and Island .....	23·60	{ Passengers .....				12		
			{ Employees .....						
			{ Others .....						
22	Niagara Falls, Park and River .....	11·75	{ Passengers .....		4		1		
			{ Employees .....		1				
			{ Others .....						
23	Niagara, St. Catharines and Toronto.	30·00	{ Passengers .....				3		
			{ Others .....						
24	Oshawa .....	8·83	Employees .....						
25	Ottawa .....	23·38	{ Passengers .....				26		
			{ Employees .....		2				
			{ Others .....						
26	Peterborough Radial .....	6·00	Others .....						
27	Port Arthur .....	9·00	{ Passengers .....						
			{ Employees .....	1					
28	Port Dalhousie, St. Catharines and Thorold .....	8·17	Passengers .....				1		
29	Quebec Railway, Light and Power Co. (Citadel Division) .....	17·22	Passengers .....		7		27		
30	Quebec Railway, Light and Power Co. (Montmorency Division) .....	25·00	{ Passengers .....				1		
			{ Employees .....						1
			{ Others .....						
31	Sandwich, Windsor and Amherstburg.	35·44	Passengers .....				1		
32	South Western Traction Co. ....	28·50	Others .....						
33	Sydney and Glace Bay .....	18·80	{ Passengers .....						
			{ Others .....						



8-9 EDWARD VII., A. 1909

## No. 8—SUMMARY of Accidents for

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines. when in motion.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
34	Toronto Street.....	52·39	{ Passengers..	4	.....	4	411	.....	.....
			{ Employees..	.....	28	.....	3	.....	.....
			{ Others .....	.....	.....	.....	.....	.....	.....
35	Sarnia Street. ....	8·00	Passengers...	.....	.....	.....	1	.....	.....
36	Windsor, Essex and Lake Shore Rapid	37·28	{ Employees..	.....	.....	.....	1	.....	.....
			{ Others .....	.....	.....	.....	.....	.....	.....
37	Winnipeg.....	52·66	{ Passengers..	.....	1	.....	6	.....	.....
			{ Employees..	.....	.....	.....	.....	.....	.....
38	Woodstock, Thames Valley and Ingersoll	11·50	Employees....	.....	.....	.....	1	.....	.....
				5	65	6	911	.....	1

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the Year ended June 30, 1908—*Concluded.*

Putting arms or heads out of Windows.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Struck by Engine or Cars at Highway Crossing.		Walking standing, lying or being on Track.		Striking Bridges.		Other Causes.		Total.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
.....	.....	.....	3	.....	70	3	.....	.....	.....	.....	.....	.....	.....	11	481	34
.....	.....	.....	.....	.....	12	3	.....	.....	.....	.....	.....	1	104	1	153	
.....	.....	.....	.....	.....	.....	.....	68	5	84	.....	.....	.....	53	5	205	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	2	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	19	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1	10	.....	5	3	164	30	114	15	136	.....	3	7	474	67	1,883	

APPENDIX "A."  
HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1835-6	Champlain and St. Lawrence.	La Prairie to St. John's, P. Q.	16	16	16	5½ miles abandoned. G. T. R.
1846-7	St. Lawrence and Atlantic.	Longueuil to St. Hyacinthe.	29½			
"	Montreal and Lachine.	Montreal to Lachine.	8	37½	53½	"
1847-8	"	"	0		53½	
1848-9	"	"	0		53½	
1849-0	St. Lawrence and Industry.	L'Epiphanie to Joliette.	12		65½	G. T. R.
1850-1	Champlain and St. Lawrence.	St. John's to Rouse's Point, La Prairie Junction to St. Lambert and Montreal to Brousseau.	51½			"
"	Ottawa and Prescott.	Prescott to Ottawa.	59	110½	176	C. P. R.
1851-2	Erie and Niagara.	Niagara to Chipman.	17½			G. T. R.
"	Lake St. Louis and Province Line.	Iberville to Highgate Springs.	29		222½	"
1852-3	Great Western.	Suspension Bridge to London.	119½	46½		"
"	Northern.	Toronto to Allandale.	60½			"
"	St. Lawrence and Atlantic.	St. Hyacinthe to International Boundary.	96½			"
1853-4	Carillon and Grenville.	Carillon to Grenville.	13	276½	489	"
"	Cobourg, Peterborough and Marmora.	Cobourg to Peterborough.	28			13½ miles abandoned.
"	Grand Trunk.	Richmond to Chaudiere and Hadlow to Point Lewis.	89½			G. T. R.
"	Great Western.	London to Windsor, Harrisburg to Galt.	121½			
1854-5	Grand Trunk.	Chaudiere to St. Thomas.	37	252	751	"
"	Great Western.	Toronto to Hamilton, Galt to Preston.	41			"
"	Northern.	Allandale to Collingwood.	31½			"
1855-6	Buffalo and Lake Huron.	Blackrock to Stratford.	115			"
"	Grand Trunk.	Point St. Charles to Toronto and branch to Kensington.	335½	169½	860½	"
"	London and Port Stanley.	London to Port Stanley.	24			"
1856-7	European and North American.	Moncton to Point du Chene.	19	474½	1,334½	Père Marquette. Intercolonial.

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Year	Line	Length (miles)	Cost (\$)	Station	Notes	Company
"	Great Western	11	1,364½	Preston to Guelph		G.T.R.
1857-8	Brookville and Ottawa	45	48½	Brookville to Carleton Place		"
"	Buffalo and Lake Huron	43½	189½	Straford to Goderich		"
"	Grand Trunk	56	62	St. Mary's to London, Toronto to Sarnia		"
"	Great Western	62	32	Komoka to Sarnia and Petrolia Branch		Intercolonial
"	Nova Scotia	32	54½	Halifax to Truro		"
"	Port Hope, Lindsay and Beaverton	54½	468	Windsor Junction to Windsor		G.T.R.
"	Port Hope, Lindsay and Beaverton	54½	1,847½	Port Hope to Lindsay, Millbrook to Peterborough		"
1858-9	Brookville and Ottawa	11	45½	Smith's Falls to Perth		C.P.R.
"	European and North American	52	33½	St. John to Sussex		Intercolonial
"	Grand Trunk	27	4½	St. Thomas to St. Paschal		"
"	Welland	4½	44	Pt. Dalhousie to Pt. Colborne, Allandale to Clifton		G.T.R.
1859-0	European and North American	44	78½	Sussex to Moncton		Intercolonial
"	Grand Trunk	27	85½	St. Paschal to Riviere du Loup		G.T.R.
"	St. Lawrence and Atlantic	4½	75½	St. Hubert to Victoria Bridge		"
0-1	Grand Trunk	7	8	Berton to Doon		"
"	Buffalo and Lake Huron	0½	0	Goderich to Goderich Elevator		"
"	New Brunswick and Canada	78½	85½	Watt Junction to St. Andrews, McAdam to Woodstock		C.P.R.
1861-2	"	8	2,150½	Houlton to Debec Junction		"
1862-3	"	0	2,158½	"		"
1863-4	Grand Trunk	35½	35½	Athabaska to Doucet's Landing		"
1864-5	Grand Trunk	10	2,193½	Waterloo to Elmira		"
"	Nova Scotia	51	2,193½	Truro to Pictou		Intercolonial
1865-6	New Brunswick and Canada	34	61	Debec Junction to Maine Boundary, McAdam to St. Stephen		"
1866-7	"	0	2,288½	"		C.P.R.
1867-8	"	0	2,288½	"		"
1868-9	Eastern Extension of N.B. Massachusetts Valley	37	2,288½	Painsee to Musquash		Intercolonial
"	"	35	91	Leamoxville to Vermont Boundary, Stanstead Junction to Stanstead		"
"	St. John & Maine	43	290	St. John to Vanceboro		C.P.R.
"	Stanstead, Sheffield & Chambly	84	2,578½	St. Johns to Waterloo		Vermont Central
"	Windsor & Annapolis	77	994	Windsor to Annapolis		Dominion Atlantic
1869	Canada Central	224	2,677½	Carleton Place to Penbrooke		C.P.R.
"	Wellington, Grey & Bruce	224	994	Guelph to Alton		G.T.R.

APPENDIX "A"—Continued.  
HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1870-1	Intercolonial	Musquash to Amherst.	4			Intercolonial.
"	Midland	Peterborough to Lakefield.	10			G. T. R.
"	Port Hope, Lindsay & Beaverton.	Lindsay to Beaverton.	23			"
"	Quebec & Lake St. John.	Quebec to Gosford.	25½			Canadian Northern.
"	Wellington, Grey & Bruce.	Alma to Harriston.	26	88½	2,766½	G. T. R.
1871-2	Intercolonial	Truro to Amherst.	77			Intercolonial.
"	Northern.	Collingwood to Meaford.	20½			G. T. R.
"	Port Hope, Lindsay & Beaverton.	Beaverton to Orillia.	20½			"
"	Toronto & Nipissing.	Scarboro to Coboonk.	78			"
"	Wellington, Grey & Bruce.	Harriston to Clifford.	6½	202½	2,968½	"
1872-3	Canada Southern.	International Bridge to Amherstburg, St. Clair Junction to Cartwright.	323½			C. P. R.
"	Grand Trunk.	Doom to Galt.	6			G. T. R.
"	Great Western.	Glencoe Loop to Fort Erie, Harrisburg to Brantford.	153½			C. P. R.
"	New Brunswick.	Fredricton to Woodstock.	63			C. P. R.
"	Toronto, Grey & Bruce.	Toronto to Owen Sound.	116½			"
"	Wellington, Grey & Bruce.	Clifford to Southampton.	46½	709	3,677½	G. T. R.
1873-4	Intercolonial.	Riviere du Loup to St. Flavie.	84			C. P. R.
"	Toronto, Grey & Bruce.	Orangedale to Teeswater.	67			G. T. R.
"	Wellington, Grey & Bruce.	Panneston to Kincardine.	66	217	3,894½	"
1874-5	Hamilton & Lake Erie.	Hamilton to Port Dover.	40½			"
"	London, Huron & Bruce.	London Junction to Wingham.	69			"
"	Montreal, Portland & Boston.	Farham to Grandby.	15			"
"	New Brunswick.	Hartland to Andover.	36			C. P. R.
"	Northern.	Barrie to Muskoka.	47½			G. T. R.
"	Port Hope, Lindsay & Beaverton.	Orillia to Wauhashene, Wauhasheno to Midland.	32			"
"	Prince Edward Island.	Souris to Charlottetown, Georgetown to Tignish Junction.	197			Vermont Central.
"	South Eastern.	Stanstead, Sheffield & Chambly Ry. to Province Line.	44			G. T. R.
1875-6	Whitby and Port Perry.	Whitby to Port Perry.	20	501	4,395½	

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1875-6	Brantford, Norfolk and Port Burwell.....	Brantford to Tilsonburg.....	34½	G. T. R.	
"	Brookville and Ottawa.....	Carleton Place to Ottawa.....	29	C. P. R.	
"	Chatham Branch.....	Chatham Junction to Chatham.....	9	Intercolonial.	
"	Intercolonial.....	Moncton to Campbellton.....	185	C. P. R.	
"	Kingson and Pembroke.....	Kingston to Sharbot Lake.....	47½	"	
"	Montreal and Vermont Junction.....	St. John's, P. Q., to International Boundary.....	23½	"	
"	New Brunswick.....	McAdam Junction to Benton.....	33	G. T. R.	
"	Port Dover and Lake Huron.....	Port Dover to Stratford.....	55½	"	
"	South Eastern.....	Sorel to Sutton Junction.....	21	G. T. R.	
"	Whitby and Port Perry.....	Whitby to Port Perry.....	20	"	
1876-7	Albert Southern.....	Salisbury to Harvey.....	45		457
"	Canada Central.....	Pembroke to Moose Lake.....	34½	C. P. R.	
"	Intercolonial.....	Campbellton to St. Flavie.....	105½	"	
"	Lake Simcoe Junction.....	Stouffville to Jackson's Point.....	27	G. T. R.	
"	Levis and Kamabee.....	Black Lake to Harlaka Junction.....	74	"	
"	Massawippi Valley.....	Extension to Lennoxville.....	1	Montreal and Province	
"	Montreal, Portland and Boston.....	Richelieu to Farnham.....	9	Line.	
"	New Brunswick.....	Aroostook to Edmundston.....	20	C. P. R.	
"	Petitcodiac and Elgin.....	Petitcodiac to Elgin.....	14	Elgin and Havelock.	
"	Quebec Central.....	Sherbrooke to Black Lake.....	64	"	
"	Whitby and Port Perry.....	Port Perry to Mamilla.....	13½	G. T. R.	407½
1877-8	Canada Southern.....	Extension to Cartwright.....	4		5,200
"	Grand Trunk.....	Berlin to Waterloo.....	1½	G. T. R.	
"	Hamilton and South Western.....	Hamilton to Allandale.....	95½	"	
"	Intercolonial.....	Extension to Halifax.....	2	C. P. R.	
"	Intercolonial.....	Sherbrooke to Megantic.....	57½	"	
"	Kingson and Pembroke.....	Sharbot Lake to Mississippi.....	14	C. P. R.	
"	Laurentian.....	St. Therese to St. Lin.....	15	"	
"	Montreal, Portland and Boston.....	St. Lambert to Richelieu.....	23	C. P. R.	
"	New Brunswick.....	To Edmundston.....	38	G. T. R.	
"	Port Dover and Port Huron.....	Saratford to Dover.....	27½	"	
"	Quebec Central.....	Beauce Junction to St. Flavie.....	15	C. P. R.	
"	Quebec, Montreal and Ottawa.....	Montreal to Ottawa.....	117½	"	
"	South Eastern.....	To Sutton Junction.....	72	C. P. R.	
"	Victoria.....	Haliburton to Victoria Junction.....	54½	G. T. R.	
"	Waterloo and Magog.....	Waterloo to Magog.....	23	"	
1878-9	Grand Junction.....	Bellefleur to Lakefield Junction.....	63½	G. T. R.	560
"	Intercolonial.....	Megantic to Maine Boundary.....	12	"	
"	Hamilton and South Western.....	Berlin to Lake Junction.....	41	G. T. R.	
"	Missisquoi and Black River.....		10	"	
"	Quebec, Montreal, Ottawa and Occidental.....	Quebec to St. Martin's Jct., 150 miles; Piles Jct. to Grand Piles, 275 miles; Joliette to St. Felix, 17 miles; Bertia Jct. to Berthelville, 2 miles.....	212	C. P. R.	
"	St. Martin's and Hampton.....	Hampton to St. Martin's.....	30	"	
1878-9	Springhill and Parrsboro.....	Springhill to Parrsboro.....	32	"	400½
					6,220½

## APPENDIX "A"—Continued.

## HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1879-80	Belleville and North Hastings	North Hastings Junction to Elerado.	22			
"	Canadian Pacific	Emerson to Winnipeg, 65 miles; Winnipeg to Ingolf, 101 miles; Fort Arthur to English River, 114 miles	280			
"	Carleton Branch	Carleton to Junction	2			
"	Grand Southern of New Brunswick	St. John to St. Stephen	82			
"	Halifax and Cape Breton	New Glasgow to Strait Canso	79			
"	Kent Western	Kent Junction to Richibucto	3½			Kent Northern. C. P. R.
"	Kingston and Pembroke	Mississippi to Snow Road	2			G. T. R. C. P. R.
"	Lake Champlain and St. Lawrence	Standbridge to Gullmore.	60½			Central Ontario. Dominion Atlantic.
"	Midland	McAdam to Vanceboro.	4½			
"	New Brunswick and Canada	Pictou to Trenton.	7			
"	Prince Edward County	Digby to Yarmouth.	32			
"	Western Counties.		67	641½	6,862	C. P. R.
1880-1	Canada Central.	Moose Lake to Mattawa.	47½			
"	Credit Valley	Toronto to St. Thomas; Streetsville to Orangeville; Church Falls to Stone	183½			"
"	Grand Trunk	Sarnia to Point Edward	4½			Intercolonial.
"	Halifax and Cape Breton.	Strait Canso to Mulgigan Wharf	1			
"	Intercolonial	Small Extension.	1¾			
"	Kent Western.	Extension to Richibucto.	7¾			Kent Northern, Montreal and Province Line.
"	Montreal, Portland and Boston.	St. Ringmonti to St. Carsiar	4			
"	North Simcoe	Colwell to Penetanguishene	33½			Canada Northern.
"	Quebec and Lake St. John.	To Roberville.	36	319½	7,181½	
1881-2	Bay of Quinté	Deseronto to Deseronto Junction.	4			G. T. R.
"	Canada Atlantic	Coteau Junction to Casselman	48½			C. P. R.
"	Canada Central	Mattawa to Callander.	38			
"	Canadian Pacific.	Callander to Verme.	51½			
"	Canadian Pacific.	St. Therese to St. Eustache.	8			
"	Georgian Bay and Lake Erie.	Palmerston to Hynorth.	56			G. T. R.
"	Kent Western	To Richibucto.	7			Kent Northern.



APPENDIX "A."—Continued.  
HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1885-5.	Manitoba Northwestern.	Minnedosa to Salt Coats.	51			C. P. R.
"	Northern Pacific Branch.	Gravenhurst to Sundridge.	71½			"
"	Northwest Coal and Navigation Co.	Dunnore to Lethbridge.	109½			Canadian Northern.
"	Quebec and Lake St. John.	To Roberville.	18			
"	St. John Bridge and Railway.	N. B. Railway to T. C. Railway.	13			
"	Waterloo and Magog.	Waterloo to Sherbrooke.	16	485½	10,821¼	
1886-7.	Canadian Pacific.	Revelstoke to Vancouver.	469½			
"	Canadian Pacific.		10½			
"	Caracquet.	Caracquet to Shippegan.	16			
"	Erie and Huron.	Wallaceburg to Sarma.	31½			L. E. and D. Ry.
"	Esquimalt and Nanaimo.	Victoria to Wellington.	78			
"	Great Northern.	St. Jerome to New Glasgow.	8			
"	Intercolonial.	Fredericton Branch.	14			
"	Lake Temiskaming.	Long Sault to Lake Temiskaming.	6			
"	L'Assomption.	L'Epiphane to L'Assomption.	3½			
"	Manitoba and Southwestern.	Domefield to Deloraine.	46			
"	Manitoba Northwestern.	Binacarth to Russell, Minnedosa to Rapid City, Salt Coats to Laugenburg.	77½			C. P. R.
"	New Brunswick and P. E. I. Ry.	Sackville to Cape Tormentine.	36			"
1886-7.	Northern Pacific Junction.	Sundridge to Nipissing.	40½			
"	Northern and Western, N. B.	Gibson and Chatham Junction, 107 miles, Blackville to Fredericton.	116			Intercolonial.
"	Nipissing and Nipissing.	Lake Nipissing to Lake Nobsbousing.	5½			
"	Pontiac Pacific Junction.	Aylmer to Coulonge Village.	61			C. P. R.
"	Qu'Appelle, Long Lake and Saskatchewan.	Regina to Craven.	23	1,033¼	11,854½	Canadian Northern.
1887-8.	Atlantic and North Western.	Mile End to Farnham.	44½			C. P. R.
"	Buctouche and Moncton.	Moncton to Buctouche.	32			G. T. R.
"	Canada Atlantic.		2			
"	Canadian Pacific.	Sudbury to Copper Mines.	5			
"	Canadian Pacific.	Algona to Salt Ste. Marie.	86½			
"	Caracquet.	Shippegan to Tracadie Mills.	8			
"	Chatham Branch.	Chatham Station to Wharf.	2			
"	Intercolonial.	Pictou Town Branch.	14			Intercolonial.

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"	Joggins Mines	McCann Station to Joggins Mines	12		Maritime R. C. & P. Co.
"	Leamington and Lake St. Clair	Comber Station to Leamington	16		Canada Southern
"	Ontario and Quebec	Perth to Montreal	140		C. P. R.
"	Toronto, Grey and Bruce	Glenamama to Wingham	5		"
"	West Ontario Pacific	Woodstock to London	26½	393½	"
1888-9	Atlantic and North Western	Farnham to Maine Boundary	138	12,248	C. P. R.
"	Beauharnois Junction	St. Martin's to Valleyfield	30½		G. T. R.
"	Canada Atlantic		7½		"
"	Dominion Line	Dudville Junction to Dudville	4½		Elgin and Havelock
"	Elgin, Pelee and Havelock	Havelock to Kilham's Mills	13		Intercolonial
"	Fredericton and St. Mary's Bridge	Bridge to St. Mary's	14		C. P. R.
"	Guelph Junction	Guelph	15		"
"	Lake Temiskaming	Kippelon Branch	94		Pere Marquette
"	Lake Erie, Essex and Detroit	Walkerville to Leamington	32		Can. Northern, Que.
"	Lower Laurentian	St. Tede Junction to St. Pierre Junction	22		C. P. R.
"	Manitoba North Western	Sandberge to Salt Coats	22½		"
"	Montreal and Lake Maskinonge	St. Felix to St. Gabriel	10		Canadian Northern
"	Ontario and Quebec	Montreal to Windsor Junction	43		Kent Northern
"	Quebec and Lake St. John	To Roberville	123		G. T. R.
"	Sarnia, Chatham and Erie	Oils Springs Branch	2½		"
"	St. Louis and Richibucto	St. Louis to Richibucto	7		N. B. C. and R.
"	South Norfolk	Sincoo to Port Rowan	17		L. E. and D. R.
"	Temiscouata	Rivière du Loup to Edmundston	81		"
"	Thousand Islands	G. T. R. Junction to Gananoque Wharf	1	533½	"
1889-0	Central, N.B.	Norton to Chipman	4½	12,784	"
"	Erie and Huron	Branches	24		"
"	Great Northern	New Glasgow to St. Julian	10½		"
"	Hereford	Vermont Junction to Dudville	48½		"
"	Kingston, Napanee and Tamworth	Yonker to Harrowsville, 7 miles, Tamworth to Tweed, 2½ miles	28		"
"	Montreal and Lake Maskinonge	To St. Gabriel	3		Can. Pac. Ry.
"	Northern Pacific and Manitoba	Winnipeg to International Boundary	65½		Can. Northern Ry.
"	Northern Pacific and Manitoba	Winnipeg to Portage La Prairie	52½		"
"	Northern Pacific and Manitoba	Morris to Brandon	148		"
"	Ontario and Quebec	London to Windsor	112½		C. P. R.
"	Pontiac and Renfrew	Wymon to Bristol Iron Mines	44		"
"	Quebec and Lake St. John	Branch to Roberville	14		C. N. R.
"	Quebec, Montmurency and Charlevoix	Hellville to St. Anne	20½	551	Que. Ry. L. & P. Co.
1890-1	Alberta Railway and Coal Co.	Leithbridge to Coultis	66½	13,332½	C. P. R.
"	Canadian Pacific	Winnipeg to Glenboro	6½		"
"	Columbia and Kootenay	Robson to Nelson	27½		"
"	Cornwallis Valley	Kentville to King's Port	14		D. A. R.
"	Drummond County	St. Rosalie to Nicolet	45		Intercolonial
"	Great Northern	St. Andrew's to Lachine	7		C. N. Quebec
"	Intercolonial	Point Tupper to Sydney	90		"
"	Intercolonial	North Sydney Branch	5		"
"	Intercolonial	Oxford Junction to Brown's Point	67		"

APPENDIX "A"—Continued.  
HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now Operated by
1890-1	Intercolonial	Pugwash Branch.	5			
"	Lake, Erie, Essex and Detroit	Fosters to Deacons Mills	4			Pere Marquette.
"	Manitoba Northwestern.		13			C. P. R.
"	Montreal and Ottawa.	Vaudreuil to Rigaud.	16½			"
"	Nova Scotia Central.	Middletown to Lunenburg	74			Halifax and South-western.
"	Qu'Appelle, Long Lake and Saskatchewan.	Regina to Prince Albert.	224			Canadian Northern.
"	Quebec and Lake St. John.	Chamford Junction to Chateau.	6			"
"	Salisbury and Harvey	Albert to Prescott.	1			C. P. R.
"	Saskatchewan and Western.	Minnedosa to Rapid City.	15	676	14,008½	"
1891-2	Albert Southern.	Harvey Bank to Alma.	16			
"	Brockville, Westport and S. Ste. Marie.	Brockville to Westport.	45			Brockville, Westport and Northwestern.
"	Calgary and Edmonton.	Calgary to Edmonton, 190½ miles; Calgary to Edmonton, 63½ miles.	254			C. P. R.
"	Central Counties	Glen Robertson to Hawkesbury.	21			G. T. R.
"	Canadian Pacific.	Kenway to Oxbow.	114			"
"	Canadian Pacific.	Elmsboro to Nesbot.	27			"
"	Canadian Pacific.	Missouri to Missouri Junction.	10			"
"	Grand Trunk.	Blackwell to Sarnia.	5			"
"	Great Northwest Central.	Chato to Lenore.	51			C. P. R.
"	Great Eastern.	Yanaska to River St. Francis, 6 miles; Nicolet to Junction with G. T. R., 7 miles.	13			"
"	Lower Laurentian.	To St. Pierre Junction.	17½			C. N. Quebec.
"	North Pacific and Manitoba.	Connections with C. P. R. at Winnipeg.	14			C. N. R.
"	Orford Mountain.	Eastman to Lawrenceville.	10			"
"	Ottawa and Gatineau Valley.	Junction C. P. R., Hull to Farrelton.	30			C. P. R.
"	Qu'Appelle, Long Lake and Saskatchewan.	To Prince Albert.	7			C. N. R.
"	Shuswap and Okanagan.	Sonoma to Okanagan.	51			C. P. R.
"	St. Lawrence and Adirondack.	Valleyfield to International Boundary.	20			"
"	St. Clair Tunnel.	Sarnia to Port Huron.	24			"
"	Temiscouata.	Edmundston to Connors.	32			"
"	Waterloo Junction.	Edmundston to Connors.	104			"
"	Western Counties.	Annapolis to Digby.	20			Dominion Atlantic.

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Year	Line	Length (miles)	Value (\$)	Station	Notes	
1892-3	Windsor and Annapolis	3½	760½	14,769	"	
	Wilnot to Torbrook	22½		C. P. R.		
	Atlantic and Northwestern	424		"		
	Bay of Quinté	185				
	Calgary and Edmonton	311				
	Canadian Pacific	413				
	Canadian Pacific	187				
	Canadian Pacific	21				
	Fredericton and St. Mary's	13			Père Marquette,	
	Grand Trunk	46			"	
	Grand Trunk	7			"	
	Lake Erie and Detroit River	30½			"	
	Lake Erie and Port Stanley	12½			"	
	London and Port Stanley	10			"	
	Montreal and Ottawa	85½			C. N. R.	
	Montreal and Western	46			"	
	New Glasgow Iron and Coal	80	471½	15,240½		
	Ottawa and Gatineau Valley	17			G. T. R.	
	Port Arthur, Duluth and Western	160½			Intercolonial.	
	Quebec and Lake St. John	20				
	1893-4	Bato des Chaleurs	4½			
		Brantford, Waterloo and Lake Erie	10½			
Canadian Pacific		39½				
Drummond County		10				
Fondale, Bancroft and Ottawa		20				
Kingston, Napanee and Tunworth		4½				
Lake Temiskaming Col.		10½				
Montreal and Western		89½				
Montford Colonization		10				
Nelson and Fort Sheppard		55½				
Orford Mountain		26½				
Ottawa and Gatineau		16				
Ottawa, Arnprior and Parry Sound		85				
Ontario and Quebec		51				
Parry Sound Colonization		29½				
Phillipsburg Junction		6½				
Thousand Islands		4				
Tobique Valley		28				
United Counties		30				
1894-5		Canada Central	10	644	15,880½	Quebec, Montreal and St. Hyacinthe.
		Drummond County	8			C. P. R.
		Grand Trunk	124			Intercolonial.
	Great Northern	10			C. N. Quebec.	
	Fondale, Bancroft and Ottawa	10				
	Lake Temiskaming Colonization	20½				
	Lodbriere and Mecanic	23½				
	Montford Colonization	11				
	Montford to Folland Lake					
	System Junction to St. Jean de Chalteau					
Perth Junction to Plaster Rock						
St. Hyacinthe to Iberville Junction						
Extension across Ganoquo Line						
Standbridge to Phillipsburg						
Scotia to Eglington						
Leaside Junction to Toronto						
Ontario and Quebec						
Ontario and Western						
Parry Sound Colonization						
Phillipsburg Junction						
Thousand Islands						
Tobique Valley						
United Counties						
St. Leonard Junction to Lemieux						
G. T. R. Junction to Bancroft						
To Sydenham						
Matfawa westwards						
St. Agathe to La Belle						
Montreal to Montford						
Five Mile Point to Fort Sheppard						
Laurenceville to Kingsbury						
Junction C. P. R. to Wright						
Ottawa to Golden Lake						
Leaside Junction to Toronto						
Scotia to Eglington						
Standbridge to Phillipsburg						
Extension across Ganoquo Line						
Perth Junction to Plaster Rock						
St. Hyacinthe to Iberville Junction						
Junction with Lower Laurentian to St. Flore						
Lemieux to Mauseau						
Owen Sound Branch						
Lower Laurentian to St. Flore						
To Bancroft						
System Junction to St. Jean de Chalteau						
Montford to Folland Lake						

APPENDIX "A."—Continued.  
HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1894-5	Nakusp and Slocan.	Nakusp to Three Forks.	37			C. P. R.
"	Ottawa, Arnprior and Parry Sound.	Golden Lake to Whitney.	61			G. T. R.
"	Parry Sound Colonization.	Eglington to Rose Point.	18 $\frac{1}{2}$			"
"	Quebec, Montmorency and Charlebois	St. Anne's to Cape Tourmant.	9			Quebec Ry., Light and Power Co.
"	Sydney and Louisburg.	{ Branches to Coal Mines, 12 $\frac{1}{2}$ miles. (Sydney to Louisburg, 39 $\frac{1}{2}$ miles.	52 $\frac{3}{4}$			
"	Toronto, Hamilton and Buffalo.	Waterford to Hamilton.	43			Quebec, Montreal and Southern.
"	United Counties.	Floville to St. Hyacinthe.	31			
"	Victoria and Sydney, B. C.	Victoria to Sydney.	16 $\frac{1}{2}$	37 $\frac{3}{4}$	16,253 $\frac{3}{4}$	Canada Southern.
1895-6.	Sarnia, Chatham and Erie.	Oil City to Petrolia.	7 $\frac{1}{2}$			G. T. R.
"	Canadian Pacific.	South Indian to Rockland.	74 $\frac{1}{2}$			C. N. Quebec.
"	Central Counties.	St. Flore to Shawenegan.	16			
"	Great-Northern.	Windsor Junction to Dartmouth.	11			
"	Intercolonial.	To Baneroff.	12			
"	Irondale, Baneroff and Ottawa.	Kaslo to Slocan.	15			
"	Kaslo and Slocan.	Whitney to Algonquin Park.	31			
"	Ottawa and Gatineau.	Twing Junction to Megantic.	2			
"	Ottawa, Arnprior and Parry Sound.	Sydney Junction to Sydney.	29 $\frac{3}{4}$			
"	Quebec Central.	Hamilton to Welland.	60			
"	Sydney and Louisburg.	Port Burwell to Tilsonburg.	14			
"	Toronto, Hamilton and Buffalo.		42			
"	Tilsonburg, Lake Erie and Pacific.		16			
1896-7.	Can de la Madeline.	Piles Junction to Cap de la Madeline.	2 $\frac{1}{2}$			C. P. R.
"	Lake Manitoba and Canals.	Gladstone to Sifton.	100 $\frac{1}{2}$			"
"	Lofbriere and Megantic.	To St. Jean Chaleur.	7			
"	Massawippi Valley.	Stanstead Junction.	2			
"	Montreal and Ottawa.	Rigaud to Alfred.	29 $\frac{1}{2}$			
"	Ontario, Belmont and Western.	Central Ontario Junction Iron Mines.	9 $\frac{1}{2}$			
"	Ottawa, Arnprior and Parry Sound.	Algonquin Park to Scotia Junction.	44 $\frac{3}{4}$			
"	Red Mountain, B. C.	International Boundary to Rossland.	9 $\frac{1}{2}$			G. T. R.
"	St. Lawrence and Adirondack.	Brauharnois to Adirondack.	13			

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"	St. Stephen and Milltown.....	St. Stephen to Milltown.....	4 <sup>3</sup>	222 <sup>3</sup>	16,792	C. P. R.
1897-8.	Albert Southern.....	Albert to Harvey Bank	3			
"	Baie des Chaleurs.....	Caplin to Paspébiac.....	20			
"	Canadian Pacific.....	Yarmouth to Pubnico.....	18			
"	Coast Railway.....	Manseau to Chaudière.....	20			C. P. R.
"	Columbia and Western.....	Caracquet Junction to Poenonce.....	31			L. R. C.
"	Drummond County.....	Joliette to St. Boniface.....	43			C. N. Quebec.
"	Gulf Shore.....	Yanaska to Sorel.....	16 <sup>3</sup>			
"	Great Northern.....	To Bancroft Station.....	10			
"	Great Eastern.....	Sifton to Winnipegosis.....	3			C. P. R.
"	Iroquois, Bancroft and Ottawa.....	Toland Lake to Herberdan.....	22 <sup>3</sup>			
"	Lake Manitoba and Canals.....	Rose Point to Depot Harbor.....	12			G. T. R.
"	Montreal Colonization.....	To Phillipsburg.....	2 <sup>3</sup>			
"	Ottawa, Armprior and Parry Sound.....	To Tilsonburg.....	4			C. P. R.
"	Phillipsburg Junction.....	Nelson to Proctor.....	20 <sup>3</sup>	223 <sup>1</sup>	17,015 <sup>1</sup>	C. P. R.
"	Tilsonburg, Lake Erie and Pacific.....	Lethbridge to Kootenay Landing.....	1 <sup>3</sup>			
1898-9.	British Columbia Southern.....	Castroga Junction to Rossland and Boundary.....	181 <sup>3</sup>			C. P. R.
"	Canadian Northern.....	Iberville to Norren Junction.....	35 <sup>3</sup>			Quebec Montreal and Southern.
"	Canadian Pacific.....	Alfred to C. A. Railway Junction.....	22 <sup>3</sup>			
"	Columbia and Western.....	Montreal Station to Montreal Junction.....	40 <sup>3</sup>			C. P. R.
"	East Richelieu Valley.....	Ottawa to St. Lawrence River.....	46 <sup>3</sup>			C. N. R.
"	Montreal and Ottawa.....	Golden Lake to Pembroke.....	5 <sup>3</sup>			C. P. R.
"	Northern Pacific and Manitoba.....	White Pass to White Horse Spur.....	57 <sup>3</sup>			G. T. R.
"	Ontario and Quebec.....	Castroga Jct. to Midway, 101 miles; Mining Spur to Boundary Creek, 23 miles.....	21	432 <sup>1</sup>	17,447 <sup>3</sup>	
"	Ottawa and New York.....	Pubnico to Slag Harbour.....	64 <sup>3</sup>			C. P. R.
"	Pembroke Southern.....	Sorel to Yanaska.....	92			Halifax & S. Western.
1899-0.	British Yukon.....	Sault Ste. Marie to Ogilaka.....	68 <sup>3</sup>			C. P. R.
"	Canadian Northern.....	Port Hill to C. P. R.	124			C. N. R.
"	Canadian Pacific.....	Branch to White Horse.....	12			Que., Mont <sup>1</sup> & S <sup>thm</sup> .
"	Columbia and Western.....	Branch in Ottawa.....	2 <sup>3</sup>	412 <sup>3</sup>	17,860	
"	Halifax and Yarmouth.....	To Bancroft and Coe Hill Mines.....	24			G. T. R.
"	Manitoba Northwestern.....	Port Hawkesbury to Inverness.....	2 <sup>3</sup>			
"	Portage and Northwestern.....		19			C. P. R.
"	Montreal and Sorel.....		48			C. N. Que.
1900-1.	Algoma Central and Hudson Bay.....		13 <sup>3</sup>			Inverness Coal & Ry. Co
"	Bedington and Nelson.....		25 <sup>3</sup>			
"	British Yukon.....		1 <sup>3</sup>			
"	Canada Atlantic.....		94			
"	Canadian Pacific.....		172 <sup>3</sup>			
"	Canadian Northern.....		21			
"	Central Ontario.....		20			
"	Great Northwest Central.....		100			
"	Great Northern.....		56 <sup>3</sup>			
"	Inverness and Richmond.....					

APPENDIX "A"—Continued.  
HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic in each year.	Now operated by
1900-1	Lenora and Mount Sicker	Lenora Mines to Crofton	6½			Que., Montl' & S'thrm.
"	Montreal and Sorel	To Yamaska	7			C. N. R.
"	New Westminster Southern	Douglas to South Westminster	24			C. P. R.
"	Northern Pacific and Manitoba		4½			C. N. R.
"	Ottawa and Gatineau		1½			
"	Portage and Northwestern		5½			
"	Rutland and Noyan	International Boundary to Noyan	3½			
"	St. Mary's River	Sterling to Cardston	30			Alta. Ry. & Irrig't'n Co.
"	Thousand Islands	To Gananoque Station	2			
"	York and Carleton	Cross Creek to Stanley	5½			
1901-2	Algoma Central and Hudson Bay	Cglidaka to Panglossin	32½		18,505½	
"	Canadian Northern	Josephine Yards to Josephine Mines	370½			
"	Canadian Pacific		28½			
"	Central Counties		21			G. T. R.
"	Grand Trunk	Glen Robertson to Hawkesbury	2			
"	Inverness and Richmond	Meaford to Meaford Harbour	1½			
"	Lake Erie and Detroit River	L. R. C. Jct. Point Tupper to Hawkesbury	4½			Inverness Coal & Ry. Co.
"	Lenora and Mount Sicker	To St. Thomas	44½			
"	Liverpool and Milton	Lenora Mines to Crofton	5½			
"	Mantoulin and North Shore	Liverpool to Milton	5½			
"		Sudbury to Gertrude, 13½ miles; Stanley Jct. to Spanish River, 1½ miles; Elsie Jct. to Mines, 1 mile				
"	Midland (N.S.)	Windsor to Truro	16			
"	Ottawa and Gatineau	Extension to Hull	58			Dominion Atlantic.
"	Pontiac Pacific Jct.	Aylmer to near Hull	1½			C. P. R.
"	Toronto, Hamilton and Buffalo	Hamilton Jct. to Hamilton	7			"
"	Victoria and Sidney, B.C.	Terminal to Ferry	3½			
"			1½			
1902-3	Algoma Central and Hudson Bay	Michipicotin to Mines	12	601½	19,107	
"	Baie des Chaleurs	To Paspébiac	2			
"	Bay of Quinte	Yarker to Sydenham	11½			
"	Bruce Mines and Algoma	Bruce Mines to Rock Lake	17½			
"	Canadian Pacific		69			
"	Crow's Nest Southern	International Boundary to Fernie	53½			

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Year	Company	Line	Miles	Company	Miles
"	Edmonton, Yukon and Pacific.	Strathcona to Edmonton	4½	C. N. R.	
"	Halifax and Yarmouth.	Shag Harbour to Barrington	18	Halifax & S. Western.	
"	Inferromial	Riviere Ouelle Branch	6		
"	Kootenay and Arrowhead.	Lardo to Gerard	33½	C. P. R.	
"	Kettle River Valley.	Grand Falls to Republic.	3½		
"	Pontiac Pacific Jct.	Davidson to Waltham.	10	C. P. R.	
"	Quebec and Lake St. John.	Chamford Jct. to Chicoutimi.	44	C. N. R.	
"	Tilsenburg, Lake Erie and Pacific.	Tilsenburg to Ingersoll.	15½	C. P. R.	
"	Vancouver and Lulu Island.	Vancouver to Steveston	17½	"	
"	Vancouver, Victoria and Eastern.	Laurica to Grand Forks, 14½ miles; Grand Forks Jct. to Danville, 2 miles.	16½		
"	Victoria Terminal Railway and Ferry Co.	Cloverdale to Port Guichon, 16 m.; into Victoria, 1½ m	17½		
1903-4.	Albert	To Bannockburn, Deseronto.	2		19,458½
"	Bay of Quinté	To West Deseronto.	20½		351½
"	Canadian Pacific.	Point Tupper to St. Peters	84½		
"	Cape Breton Extension.	Forest to Lenora	31		
"	Great Northwest Central.		40	C. P. R.	
"	Halifax and Southwestern.		22		
"	Manitoba Southeastern.	Yorktown to Sheho.	107		
"	Manitoba and Northwestern.	Farnham to Freightsburg.	42½	C. P. R.	
"	Montreal and Province Line.	Swainson to Carbonada.	18	C. P. R.	
"	Morrissey, Fernie and Michel.	Burk's Falls to Maganetawan.	4½		
"	Maganetawan River.		2		
"	Ontario and Ranny River		9½	C. N. R.	
"	Ottawa, Northern and Western.	Blue Sea Lake to Maniwaki.	22	C. P. R.	
"	Restigouche and Western.	Campbellton, 18 miles west.	18	Int'l of N. Bk.	
"	Schouberg and Aurora	Bard Lake to Schouberg	14½		
"	St. Mary's River.	To Cardstone	17		
"	Wellington Colliery	Senior Bay to Cumberland	10½	Alberta Ry Irrigation Co.	
1904-5.	Beersville Coal	Adamsville to Mount Carlisle.	8½		19,924½
"	Canadian Northern	Gaterhugay to Lyleton, 22 miles.	527½		466½
"	Canadian Pacific.	Delorsane to Lyleton, 365½ miles	173½		
"		Arcola to Regina, 113 miles.			
"	Crow's Nest.	Montreal to Joliette.	10	Can. Nth'n Que.	
"	Chateaugay and Northern.		36½		
"	Halifax and Southwestern.	Dawson City to Steward River	97		
"	Klondyke Mines.	Burkton Jct. to Bobaygeon	2	C. P. R.	
"	Lindsay, Bobaygeon and Pontypool.	To Carbonada.	38½		
"	Morrissey, Fernie and Michel.	Labelle to Nominque.	6	"	
"	Northern Colonization	Eastman to Bolton Line.	23½		
"	Orford Mountain.	Milltown to International Boundary.	12		
"	Princeton Branch	Valcarlier to St. Gabriel	5		
"	Quebec and Lake St. John.	Campbellton.	4	C. N. R.	
"	Restigouche and Western.	Branch.	20	Int'l of N. Bk.	
"	Sydney and Louisburg.	North Bay to New Liskeard.	4		
"	Teniskaming and Northern Ontario	Copper Jct. to Phenix and Branch.	113		
"	Vancouver, Victoria and Eastern.		29½		

APPENDIX "A" — *Concluded.*  
HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by.
1904-5.....	Vancouver, Westminster and Yukon.....	Vancouver to New Westminster.....	14 $\frac{3}{4}$	1,125 $\frac{1}{4}$	21,050	
1905-6.....	Algona Central and Hudson Bay .....	Branch to Maple Camp, 1 mile; Lake Wild to Breathing Mine, 2 miles; branches to Chippewa River, 1 mile.....	4			
"	Prince Edward Island.....	Charlottetown to Murray Harbour, 52 $\frac{1}{2}$ mile; Montague Jet. to Montague, 6 $\frac{1}{2}$ miles.....	58 $\frac{1}{2}$			
"	Central of N.B.....	Chipman to Minfo.....	13 $\frac{1}{2}$			
"	Klondyke Mines Ry.....	To Steward River.....	13			N. B. Coal & Ry.
"	International of N.B. (formerly Restigouche and Western).....	Campbellton, 28 miles west.....	28			
				116 $\frac{1}{2}$	21,166 $\frac{3}{4}$	

**APPENDIX B.****RAILWAY STATISTICS.**

A REPORT BY MR. JOHN MURPHY, ELECTRICAL ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS, AND OF THE RAILWAY COMMISSION, ON THE SUBJECT OF RAILWAY SIGNALLING.

DECEMBER 28, 1908.

*Re Railway Signalling.*

M. J. BUTLER, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals.

DEAR SIR,—In accordance with the directions contained in your letter of March 17, 1908, I have made a general investigation of the signal systems in use on some of the leading railways on this continent, and, with the object in view of obtaining further information upon the subject of railway signalling, I visited a number of the manufacturers of signals and signal apparatus. I also attended in October last, the annual meeting of the Railway Signal Association at Washington, D. C.

Your credential, dated June 3, 1908, was intended to obtain for me 'the sympathetic co-operation of railway officers' in my work of signal investigation and I beg to state that this co-operation was extended in such a generous manner that I deem the action of the railway officers whom I met to be deserving of special mention. The Signal Engineer is a prominent and busy official on large railway systems; but I found none too closely engaged to give me all the attention which I desired.

After conferring with Mr. J. L. Payne, the Comptroller of Railway Statistics, as you directed me to do in your letter of March 17, 1908, I secured from the signal manufacturers lists of railway signal installations which best represented modern practice. I also obtained from them the names of some prominent signal engineers whom I could meet on my itinerary which extended as far west as Chicago and south to Washington, D.C. The kind assistance rendered by the manufacturers in this connection and in tendering information upon the subject of railway signalling is as deserving of gratitude as that received from the railway officials to whom reference is above made.

The Railway Signal Association had on November 17, 1908, a membership of 1,225, and this figure, in itself, will convey an idea of the extent to which the art, profession and business of railway signalling has grown. One important work which the Railway Signal Association has already accomplished is in connection with the standardization of signal practice and signal appliances. Formerly an engineman going over the various railway lines on this continent might meet 105 different 'aspects' (i.e. signals the indications of which conveyed certain directions or information), but the Railway Signal Association has reduced this number below 25. In this standardization work the association has had for its object the simplification of the language of fixed signals. In railway operation it is agreed that the burden on the engineman's memory should be lightened so that he may act almost automatically and without conscious effort at the instant

a signal 'indication' is presented to him. Judging by the reports of committees, and the discussions following their presentation at the annual meeting, it is evident that the work of standardization was only accomplished after much labour. When it is recalled that each railway had, without regard to any other, developed standards of its own, it can readily be imagined that these were not laid aside before the whole question had been thoroughly canvassed and the best designs selected. The committees which have drawn up detailed specifications for the materials used in the various branches of the signal business have also done a vast amount of useful work. Two recommendations adopted by the Railway Signal Association are worthy of special attention on account of their apparent reasonableness. One of these is in connection with the discontinuance of the use of the 'clear' light altogether, as a signal, and the other is in connection with semaphores. It is considered advisable to do away with the use of a clear light for the 'proceed' indication, because the red glass roundel of a 'stop' signal may be broken and a 'clear' signal be then wrongfully displayed. A green light should be used for 'proceed,' and a yellow light should be the 'caution' signal. In the event of any of the coloured glasses becoming broken, and a clear light being displayed, it is the duty of the engineman to 'stop and investigate' when this colour scheme is in vogue. The association goes further than this and recommends that two lights be placed in defined positions on every automatic and train order signal, and three lights on interlocking signals so that the enginemen cannot be misled by false signals. The semaphore recommended for use by the Railway Signal Association is the one which moves in the 'upper quadrant.' In the horizontal position it indicates: 'stop'; at an angle of 45° above the horizontal: 'caution'; and when vertical (90° above horizontal): 'proceed.' When this semaphore is out of order—overburdened for example, with sleet or snow—it cannot do worse than fall to, or stay at, the horizontal position and stop a train.

Another source of very valuable information in connection with this general investigation of railway signalling was the 'report of the Interstate Commerce Commission on Block Signal Systems and Appliances for the Automatic Control of Railway Trains,' dated February 23, 1907. This report contains a comprehensive treatment of these subjects and it deals concisely with all phases of the question of safety in railway operation.

In the absence of definite directions regarding the features of railway signalling which I was expected to investigate, I looked into the question from the following view points:—

1. What signal practices are the largest signal manufacturers advocating?
2. What signalling is being done by the largest railways, and, what are their signal engineers advising to be done?
3. How successfully are the various signal systems operated?
4. What railway signalling should be done in Canada?

(1) I found that the signal manufacturers are exceedingly cautious in the matter of tendering advice, but they are willing to make almost any apparatus that is required. They are anxiously waiting for the adoption, by all the railways, of 'standards'—such as those recently approved by the Railway Signal Association—so that the production of standard apparatus can be systematized and, consequently, cheapened. Their energies seem to have been concentrated during the last few years upon automatic signals and interlocking outfits, on account of the great demand for these devices which have been developed to a high state of perfection. The cheapest signal apparatus—the non-automatic—is the kind that is most costly to operate. The reverse is true of automatic apparatus, and as the automatic features are multiplied so the first cost is increased. The signal manufacturers while exhibiting automatic devices did not, however, attempt to prescribe the indiscriminate installation of automatic signal apparatus. It was gratifying to note that they were as anxious to know

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all the conditions in connection with any railway before attempting to offer advice as though they were acting in the capacity of consulting signal engineers.

(2) The largest railway companies seem to have their attention centered on the subject of automatic signals and their signal engineers are impatiently waiting for authority, and funds, to automatically signal all important pieces of track which are not already so equipped. A great deal of automatic signalling has been done recently—about 4,000 miles of track in the year and a quarter ending January 1, 1908—and, I was informed in many quarters, a very large amount of this class of work would also have been carried out in 1908 but for the prevailing financial stringency.

(3) The successful operation of the automatic signal installations which I inspected may be gauged by the statement that millions of signal movements have been recorded without any failures. Automatic signals show the engineman whether he should or should not 'proceed,' and they also indicate whether the train speed should be limited or not. The condition of the track ahead of a train controls the automatic signal, and the presence of a car in the 'block' ahead, an open switch, a broken rail, or, a part of a train on a diverging track so close that it might be 'side-swiped' by an engine, will prevent an automatic signal from indicating 'proceed' unrestrictedly. All other types of signals are dependent upon the action of men; the automatic signal gives orders directly to the engineman without the intervention or co-operation of anyone.

(4) Although I had the benefit of interviews with some of the best authorities on the art of railway signalling in America, none of these gentlemen would go so far as to say automatic signals should be installed on every railway. Some of them had been afforded the opportunity of studying the question of safe railroad operation in Europe and they said that while they personally favoured the use of automatic signals on their own railroads they could not lose sight of the fact that only a very small amount of automatic work had been done in England and Germany where the records for safe operation were very good. In the United States I found that the tendency seems to be to make automatic signals do all the work. In Europe, it would appear, trained men are more readily retained for long periods in positions of importance which are not very remunerative and, therefore, the necessity for automatic signals is not so acutely felt as it is in the United States. 'In Germany,' said one of my informants, 'every railway signal seems to be supplemented by an attendant.'

The signal engineers who are connected with railroads which operate two or more tracks all agree that these should be automatically signalled. These engineers do not give such an unreserved opinion about single track work. Some of them would only express an opinion upon the signal requirements of any railway after examining the details of its physical and traffic conditions and learning what kind of employees were available. On the other hand the officials of some single track railways which are equipped with automatic signals told me that the investments which they had made in this connection—and which varied in cost from \$900 per mile, in one case, to \$2,400 per mile in another case—were the most satisfactory investments ever made, because (1) the automatic signal increased the capacity of their track and postponed, indefinitely, the necessity for double tracking, and, (2) it made operation more safe; as they said: 'automatic signals *prevent* collisions and run-offs from occurring—it is difficult to estimate what one collision, or a run-off at an open switch or a broken rail may cost.' It is simply lack of funds that prevents these operators from equipping all their single track lines with automatic signals. With a view to handling dense traffic safely and expeditiously, the tendency on all the railways that I visited is to interlock crossings and divergencies and to use semi-automatic signals at these points, i.e. signals which can only be moved by a hand controller to the 'clear' position when the 'route' which it is intended to 'set up' is 'clear.' At all other points automatic signals are to be used, and, as above stated, this removes the

responsibility of safe train movements from the shoulders of everyone but 'the man at the throttle. Tributes to the efficiency of the enginemen are constantly appearing in connection with the reports of what is called 'surprise checking' or 'signal observance records' on the railways which are using automatic signals. As the immediate observance of an automatic signal 'indication' is absolutely necessary in connection with high speed railroading, it is the practice of officials to unexpectedly set signals at the 'stop' position in order to ascertain if the enginemen are alert and obedient. It is not uncommon to find a whole month's work without a single case of disregarding signals being discovered.

With a system of automatic block signals in perfect order, and an ideal group of enginemen, there is only one other contingency to provide against, and that is the sudden death or disablement of the engineman. To provide against the engineman's failure to respond to a 'stop' indication 'automatic train stops' have been developed. There are some automatic stops in actual operation on electrically operated railways in this country, and I have heard of others in Europe. There is, in the opinion of a number of railway operators, a need for automatic stops. This subject has been thoroughly investigated and in this connection I will quote from the last report of the Automatic Stops and Cab Signal Committee of the Railway Signal Association. Under the heading of 'Recommendations' this report says:—  
 'Up to the present time descriptions and drawings of automatic stop and cab signal devices referred to in this committee have not included those which seem to be the best and the most practicable. Your committee is not in a position, and does not think it advisable, to recommend for trial any type of cab signal or automatic stop device with which they are familiar, believing that demonstrations of the practical workings of these systems should be made by the patentee, the manufacturer, or under the auspices of the Block Signal and Train Control Board of the Interstate Commerce Commission.'

In this same connection I beg to quote from the report of the Interstate Commerce Commission on Block Signal Systems and Appliances for the Automatic Control of Railway Trains, dated February 23, 1907. On page 20, after referring to the fact that in their belief an efficient 'automatic stop would prevent that last small percentage of such accidents as are due to the engineman falling dead at his post, and other like causes,' the report goes on, under 'Other Appliances,' to say:—  
 'A considerable number of inventions, embodying cab signals, automatic stops, and combinations of the two, have been brought to the attention of the Commission. Most of these indicate on the part of the inventors entire lack of familiarity either with the practical conditions of railroad operation or with the present state of the art of signalling. Many violate a universally accepted principle that, in the electrical control of signal appliances, the closing of the electric circuit should be necessary for the display of the clear signal, while the breaking of the circuit, intentional or accidental, should result in the stop indication of the signal. Many appear to have merit, but in the absence of actual continued use, or even extended trial on any standard steam railroads, no very definite opinion concerning their practicability can be formed.'

The above opinions expressed by signal engineers and experts of the Interstate Commerce Commission who have every facility for fully investigating these subjects, are, in my opinion, of special interest at the present time.

The need of some kind of a block system, i.e. a space-interval system, for the safe operation of railway trains, is generally recognized. Moving trains must be kept definite distances apart and must receive 'stop' orders at safe stopping distances from obstacles, otherwise collisions will occur. The only point upon which there is any difference of opinion amongst railway operators is in regard to the type of block system which any railway should, or can afford, to instal. My investigation has shown that automatic railway signals and their electrical controlling circuits

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and devices have been developed to such a state of perfection that it is safe to say they would be installed throughout the entire length of every railway if they were not so costly. In regard to their costs it is frequently said, and generally accepted, that \$1,500 per mile is an average estimate for this work on either single or double track railways. As might be expected, the various complications at terminals, railway crossings and switches increase these costs extensively. For example: I learned that one railway had recently spent \$100,000 on the interlocking and automatic signalling of ten miles of railway, between two important cities, and that a similar amount of money had been spent on the interlocking and automatic signalling of 60 miles of railway on another section of the same system—\$10,000 per mile in one case and \$1,667 in the other. The operator of one single track railway claimed to have done his automatic signalling at a total cost of \$900 per mile. Another stated that he had spent \$2,400 per mile in connection with automatic signalling a single track, but that about one-third of this amount had been expended for general track improvement work done at the same time and in connection with the signal work. The cost of yearly maintenance of automatic signals seems to vary from \$75 to \$125 per signal. Some authorities claim that this cost will always be at least \$110 per blade per year if the maintaining organization is properly made up.

A system of railway operation that is highly commended for single track work is called the 'lock and block,' or 'controlled manual block system.' The equipment for this system consists of an instrument costing about \$200 at each station, and one, two or three wires, at a cost of about \$40 per mile for each wire, strung between stations. By means of these instruments 'clear' signals can only be given by the joint action or co-operation of the attendants at both ends of a block. There are, sometimes, no automatic features in this system and dependence is then placed entirely upon the attendants to know that a train has left a block. An improvement consists in the placing of mechanical or electrical contrivances near the ends of the blocks—near stations or signal cabins where the instruments are located—and these contrivances *prevent* the attendants from giving 'clear' signals until a train has actually passed out. A portion of a train may be left between the points in question and no warning of this be given to the attendants. To provide against occurrences of this character the simple lock and block system is supplemented by what is electrically known as the 'track-circuit.' The lock and block, or controlled manual block system, with complete 'track-circuit' control, is considered by many railway operators as being the safest method of train operation. The 'track-circuit' automatically prevents clear signals from being given unless the track is clear and intact and the 'lock' feature makes it essential that the operators at both ends agree to give a clear signal before one can be given.

The basis of the automatic system of railway signalling consists primarily in the employment of the 'track-circuit.' To establish a track-circuit the rails are insulated from each other throughout their entire length, and they are also 'cut,' electrically, into 'sections' approximately 3,000 feet long. Each of the two rails is connected at one end of a 'section' with a terminal from one or two cells of battery, and at the other end with a 'relay'—such as is used in telegraph work. Under normal conditions, i.e. when no wheels and axle join the two rails together electrically, and, when the continuity of the rails is unbroken by an open switch or a broken rail, a feeble current flows from the battery along one rail through the coil in the 'relay' and back along the other rail to the battery again. The continuous passage of current through the 'relay' maintains an 'armature' in a position opposed to gravity. An interruption or diminution in the flow of current—such as would be caused by a broken rail or a train entering the block—releases the armature, the latter in falling changes the electrical connections of the signal operating circuit and a 'stop' indication is given. The

failure of any of the electrical circuits or appliances is responded to by a similar indication. For stretches of railway where protection is wanted, and where money cannot be obtained to do any automatic signal work, it would seem to be wise to instal 'track-circuits' which would show the operators whether the track was intact and clear, or otherwise, and thus prevent them from making errors. The 'lock and block,' or 'controlled manual system,' with track circuit control costs much less than the automatic system; but, of course, it requires men to operate it. The station instruments cost about \$200 each, and the bonding, relays, track insulators and line wires about \$350 per mile. Therefore, two stations and ten miles of single track could be equipped with a complete lock and block outfit for about \$4,000 or at the rate of \$400 per mile. The lock and block system without track-circuit control costs about \$200 per mile. Automatic signals can readily be added to a railway that is 'track-circuited' as soon as the demand for them is made by increased traffic.

The 'train staff' is another scheme sometimes employed on single track railways for giving directions to proceed instead of using train orders. A train must not proceed without a 'staff,' and the removal of a 'staff' from its holder is only possible, at either end of a block, when all other 'staffs' are in the holders. A modification of this scheme provides for the passage of several trains through long blocks, in the same direction, 'permissively,' by dividing the staff into sections, or by using 'tablets' in addition to the staff; but, in any event, all the parts must be delivered at the other end of the block before a staff can be obtained for a train moving in the opposite direction. Devices have been arranged for the picking up of the staff while a train is moving at the rate of about 25 miles an hour. The weakness of any 'permissive' system of railway operation lies in the fact that the safety of two trains is always entirely dependent upon the ability of a man on a forward train, which may have been stopped from any cause, to run back and signal the engineman on a following train, and the latter's action in stopping his train in good time. 'Permissive' running is tolerated on many roads, but no one advocates it or attempts to justify it; the principle is acknowledged to be wrong.

In order to show the extent to which the block signal system is carried out in the United States, the following figures are presented: they are taken from the Interstate Commerce Commission's Block Signal and Train Control Board's compilation up to January 1, 1908:—

	Miles.
Total railway mileage in the United States.....	151,455·2
Non-automatic block signals.. . . . .	47,875·7
Automatic block signals.. . . . .	10,803·0
<hr/>	
Automatic signals on single track	4,363·5
“ “ on double track	5,699·8
“ “ on three track	197·8
“ “ on four track	541·9
	10,803·0

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From September 30, 1906, to January 1, 1908, the increase in block signals in the United States was as follows:—

	Miles	
Manual block, increase. . . . .	5,959·4	
Single track, automatic, increase. . . . .	2,331·1	
2, 3 and 4 track, automatic, increase . . . . .	1,645·0	
	<hr/>	
Total automatic block signal increase . . . . .	3,976·1	3,976·1
	<hr/>	
Total increase. . . . .	3,976·1	3,976·1

N.B. Some 4,000 miles of track are now being operated under a system of telephone dispatching. (Jan. 1, 1908).

To enable enginemen to receive signals during periods of foggy or stormy weather it is suggested that cab signals should be used. While this suggestion seems to have merit I learned that railway operators offer the following objections to the general use of cab signals: (a) the introduction of any device into the cab serves to distract the engineman's attention from the road; (b) in the event of the cab signal's failure, on any part of a run, the engineman has no other guide during the remainder of the run—unless fixed signals are also used along the road; (c) it is essential to be able to check enginemen's observance, or non-observance, of signals; otherwise, an engineman who would persistently disregard caution signals could only be discovered after causing a wreck, and even then it perhaps could not be proven that he had received a 'stop' or 'caution' indication.

Automatic signals have become such a necessity on some railways that what is considered regular traffic could not now be handled without them—unless more tracks were laid. I was unable to collect any figures which would show what saving had actually been effected by their use, but I learned that trains guided by automatic signals were run at normal speeds in the same direction with two mile blocks between them 'with absolute safety.' Without automatic signals this procedure would not be attempted and much greater space and time intervals would be placed between trains. I heard of no case where the use of automatic signals had been discontinued after one trial and the extension of the automatically signalled sections of railways is regarded as inevitable.

To assist in forming an idea of the benefits to be derived from the use of automatic signals the following summary is presented. By the use of automatic railway signals:—

(a) The possibility of human error in misconstruing or disobeying orders or directions is reduced to the minimum—it is placed in the hands of the engineman alone. With the 'automatic stop' it is entirely eliminated.

(b) The engineman will not be given a 'proceed' signal (1) unless the track is intact (i.e. no broken rail, no open switch or drawbridge) and, (2) unless the track is unoccupied.

(c) After a train has received a 'proceed' signal, over a given route, yardmen are (1) *warned*, by indicators, not to open switches, or (2) *prevented*, by automatic locks, from opening switches.

(d) Trains moving in the same direction can be safely spaced two blocks apart—say two miles apart. Without the use of automatic signals, when an absolute block is maintained between trains, the preceding train must leave one station before a following train is permitted to enter the block between stations—without regard to the *distance* between stations. The saving in time effected with the automatic block system when stations are far apart is apparent.

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Keeping in mind the above advantages, which are secured by the use of automatic signals, it is easily understood why some railway operators in busy districts contend that they must be installed irrespective of cost.

The following extract from the Interstate Commerce Commission's report of February 23, 1907, seems to apply with equal force to conditions in Canada: —

'To investigate accidents...may be called an *indirect method* of securing information as to the efficiency with which safeguards to life and property are administered. To investigate signals and signal practice directly, without regard to accidents, would be a more direct method of promoting safety.'

In conclusion I beg to suggest that it would perhaps be well to obtain from the railways operating in Canada detailed statistics concerning the signal systems which they employ. This action in itself would undoubtedly create interest in the question on the part of some of the railways which are now doing no automatic signal work.

I have the honour to be, yours respectfully,

(Sgd.) JOHN MURPHY,  
*Electrical Engineer.*

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