

DOMINION OF CANADA

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ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS  
AND CANALS

For the Fiscal Year from April 1st, 1918,  
to March 31st, 1919

Submitted in accordance with the provisions of the Revised Statutes of Canada  
1916, Chapter 35, Section 33.

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J. DE LABROQUERIE TACHÉ

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1920

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DEPARTMENT OF THE INTERIOR

GENERAL LAND OFFICE

DEPARTMENT OF RAILWAYS  
AND CANALS

Office of the Secretary of the Department of Railways and Canals

Washington, D. C.

1910



Printed and Bound by the Government Printing Office

*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,  
Governor General and Commander in Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1919.

J. D. REID,  
*Minister of Railways and Canals.*



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**REPORT**

OF THE

**DEPUTY MINISTER OF RAILWAYS AND CANALS**

**FOR THE YEAR ENDING MARCH 31, 1919.**

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To the Honourable J. D. REID,  
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ending March 31, 1919.

The policy of strictest economy in the matter of printing is closely followed again, as in previous years. The highly condensed form of the statements of former years has been continued, these, however, giving full particulars as to all revenues and expenditures.

The statements of the Canadian Government Railways and of the Canadian Northern Railway System have been kept separate throughout, as this latter railway makes a separate annual report.

The fiscal year of the Canadian Northern Railway System ends December 31 under the authority of chapter 13, 9-10, George V.

The summary of the result of the operation of both railways is contained in the statements following:—

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,  
*Deputy Minister*

**I.—CANADIAN NATIONAL RAILWAYS.**  
**STATEMENT OF REVENUE AND EXPENDITURE.**

Operating Revenues.	Canadian Government Railways, 12 months ending Mar. 31, 1919.	St. John and Quebec, 12 months ending Mar. 31, 1919.	Canadian Northern Railway System, 12 months ending Dec. 31, 1918.	Grand total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Passenger traffic.....	8,850,909 57	32,270 14	7,824,444 44	16,707,624 15
Freight traffic.....	27,251,553 41	101,987 94	36,735,869 46	64,089,410 81
Mails and express.....	1,240,359 36	3,407 11	1,209,804 67	2,453,571 14
Miscellaneous.....	181,874 93	.....	1,539,893 34	1,721,768 27
Ocean traffic.....	538,966 83	.....	.....	538,966 83
<b>Total revenue.....</b>	<b>*38,063,664 10</b>	<b>137,665 19</b>	<b>47,310,011 91</b>	<b>85,511,341 20</b>
<i>Operating Expenses.</i>				
Maintenance of way and structures.....	10,177,188 59	80,555 26	9,060,264 79	19,318,008 64
Maintenance of way and structures, equipment	7,861,706 77	8,787 92	8,498,673 11	16,369,167 80
Traffic expenditure.....	514,046 59	4,043 47	797,181 68	1,315,271 74
Transportation expenditure.....	23,121,416 15	95,572 19	23,907,348 28	47,124,336 62
Miscellaneous expenditure.....	642,370 96	.....	576,071 12	1,218,442 08
General expenditure.....	686,402 74	3,731 21	1,223,410 96	1,913,544 91
<b>Operating expenditure, total.....</b>	<b>43,003,131 80</b>	<b>192,690 05</b>	<b>44,062,949 94</b>	<b>87,258,771 79</b>
Hire of equipment.....	157,866 22	29,737 38	.....	187,603 60
Taxes, rental, joint facilities, etc.....	693,804 22	46,174 85	1,599,325 32	2,339,304 39
<b>Total.....</b>	<b>43,854,802 24</b>	<b>268,602 28</b>	<b>45,662,275 26</b>	<b>89,785,679 78</b>
<i>Summary.</i>				
Revenue.....	38,063,664 10	137,665 19	47,310,011 91	85,511,341 20
Expenditure.....	43,854,802 24	268,602 28	45,662,275 26	89,785,679 78
Net earnings, Canadian Northern Ry.....	.....	.....	1,647,736 65	.....
Deficit, Canadian Government Rys.....	5,791,138 14	.....	.....	.....
Deficit, St. John and Quebec Ry.....	.....	130,937 09	.....	.....
<b>Net deficit, all lines.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>4,274,338 58</b>

\*Hire of equipment in connection with the Canadian Government Railways is not deducted. It is added to working expenses in above statement to conform with Canadian Northern Railway System statement.

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## II.—CANADIAN NORTHERN RAILWAY SYSTEM.

## STATEMENT OF OPERATING EXPENDITURE AND REVENUE.

The purchase of the Canadian Northern Railway stock by the Dominion Government having been made as from September 30, 1917, the annual report concerning Revenue and Operating Expenses, etc., has been made in two periods, as follows: From the 1st of October, 1917, to December 31, 1917, and from January 1, 1918, to December 31, 1918.

## STATEMENT OF REVENUE AND EXPENDITURE FOR THE FIRST PERIOD.

<i>Revenue.</i>		
Revenue.. . . . .	\$11,264,978 56	
Miscellaneous earnings.. . . . .	361,566 21	
	<hr/>	\$11,626,544 77
<i>Expenditure.</i>		
Working expenses.. . . . .	\$ 9,853,944 56	
Rental, taxes, etc.. . . . .	326,934 21	
	<hr/>	10,180,878 77
Net earnings.. . . . .		<hr/>
Other expenditure, fixed charges (system), interest, etc.. . . . .		\$ 1,445,666 00
		3,779,718 53
Net deficit.. . . . .		<hr/>
		\$ 2,334,052 53

The results of the operation of the System for the second period are as follows:—

<i>Gross earnings—</i>		
Passenger traffic.. . . . .	\$ 7,824,444 44	
Freight traffic.. . . . .	36,735,869 46	
Express, mail and telegraphs.. . . . .	1,212,881 95	
Miscellaneous earnings.. . . . .	1,536,816 06	
	<hr/>	
Interest and profits from elevator, subsidiary companies, investments, etc.	47,310,011 91	
	1,752,700 59	
	<hr/>	\$49,062,712 50
Working expenses.. . . . .	\$44,062,949 94	
Hire of equipment, taxes, rentals, etc.. . . . .	1,599,325 32	
	<hr/>	45,662,275 26
Net earnings.. . . . .		<hr/>
Interest charges.. . . . .		\$ 3,400,437 24
		17,898,246 74
Net deficit.. . . . .		<hr/>
		\$14,497,809 74
The total deficit for 15 months to December 31, 1918, amounts to.. . . . .		<hr/>
		\$16,831,862 27

*Mileage.*—The mileage in operation December 31, 1918, was 9,566.5.

*Operating Revenues.*—The gross earnings for 1918 increased by \$5,839,990.07 over 1917 or 14.08 per cent.

*Traffic.*—The passenger traffic shows an increase of \$769,016.63 over the previous year, although about 389,000 passengers less were carried. The number of revenue tons decreased by 545,035 tons, largely due to the poor grain crop of 1917. The statement shows a decrease of 18,986,113 bushels of grain handled as compared with the previous twelve months.

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*Operating Expenses.*—These increased considerably due principally to the increase in wages and a most severe winter without parallel in the history of railway operation.

During the year the payroll increased from \$1,890,000 to \$2,815,000, an increase of \$925,000, or almost 50 per cent. Apart from wages, other operating expenses also show large advances. Under these exceptional conditions the cost of operation for the year has advanced \$10,036,297.51 or 29.40 per cent.

*Land Sales.*—Since the last annual report land sales amounted to \$1,588,264.14, an average of \$19.45 an acre; 818,958 acres still remain unsold.

*New Equipment.*—To provide for additional train service, the following equipment was ordered and delivered during the year:—

70 Locomotives,	500 flatcars,
150 Refrigerator cars,	250 Gondola cars,
5,000 Box cars,	500 Flat cars,
300 Stock cars,	40 Tank cars.

*Lines acquired.*—The Toronto Suburban Railway (operated by electricity), with a mileage of 65 miles constructed and in operation and 19 miles of line under construction, was acquired during the year.

*Terminals.*—The Leaside terminal at Toronto was put in operation during the summer of 1919. This plant provides repair facilities to the Ontario lines.

*Montreal Tunnel.*—This tunnel is in use since October 21, 1919.

*Construction and Betterments.*—A programme of construction was adopted providing for the completion of partly constructed and also of projected lines.

For further details on the management of the Canadian Northern Railway System, the annual report published by the management should be consulted.

#### OCEAN STEAMSHIP SERVICES.

Early in 1918 the Dominion Government, realizing the need of a mercantile fleet to develop Canadian export trade, placed orders with Canadian shipbuilding firms for a large number of ocean-going steamships. The Government has arranged for these steamers to be operated by a company under the charter name of the Canadian Government Merchant Marine, Limited, the directors of which company are members of the Railway Board. Up to date twelve boats have been delivered, and the following services have been established: Montreal and St. Johns, Newfoundland, Cuba, the West Indies, South America and various United Kingdom ports, which services will continue from Halifax or St. John during the winter months. Cargoes have also been carried to French ports and from Vancouver to United Kingdom ports via the Panama canal, and a service from Vancouver to Australia is just about to be established. Additional services have been arranged for as soon as other vessels are delivered by the builders, and the operation of the boats is confidently expected to reflect most satisfactory results in the building up of Canadian trade, from which the Canadian National railways should receive substantial benefits in traffic returns.

SESSIONAL PAPER No. 20

## III.—GENERAL SUMMARY.

## \*EXPENDITURE OF THE CANADIAN GOVERNMENT RAILWAYS.

The expenditure made by or through the department during the fiscal year ended March 31, 1919, amounted to \$92,227,084.05, of which \$85,390,725.60 was for railways, \$3,964,508.74 for canals, and \$2,871,849.71 for general expenditure.

The railway expenditure chargeable to capital account amounted to \$40,849,942.43, of which \$12,767,481.83 was for the Canadian Government railways rolling stock, \$10,537,031.24 for the Intercolonial railway; \$3,489,313.53 for the purchase of the Quebec and Saguenay railway, \$1,149,900.79 on construction of the Quebec and Saguenay railway, also \$207,092.20 for rails, etc., on the same railway; \$732,752.53 for the Prince Edward Island railway; \$126,201.30 for the New Brunswick and Prince Edward Island railway; \$1,450,304.31, less \$660,000 received from the sale of the car ferry *Leonard*, and also less \$149,799.91 for a cheque in favour of J. G. Hearn returned and deposited to the credit of the Receiver General, for the National Transcontinental railway; \$37,829.31 for the Moncton and Buctouche railway; \$42,304.58 for the Salisbury and Albert railway; \$34,566.47 for the St. Martins railway; \$7,250.60 for the York and Carleton railway; \$47,209.98 for the Elgin and Havelock railway, and \$9,733,333.24 for the purchase of the stock of the Canadian Northern railway; \$562,557.80 for the Hudson Bay railway, and \$77,849.84 for the International railway.

The expenditure for the Quebec Bridge amounted to \$656,761.79.

The railway expenditure chargeable to working expenses amounted to \$43,889,626.07, as follows: \$28,242,111.11 for the Intercolonial railway, \$549,310.26 for the International railway of New Brunswick, \$13,028,381.49 for the National Transcontinental railway, \$1,596,049.91 for the Prince Edward Island railway, \$192,690.05 for the St. John and Quebec railway, \$68,432.48 for the Moncton and Buctouche railway, \$95,967.51 for the Salisbury and Albert railway, \$45,930.81 for the St. Martins railway, \$22,409.05 for the York and Carleton railway, and \$48,343.40 for the Elgin and Havelock railway.

The amount paid for miscellaneous railway expenditure amounted to \$432,351.78, of which the amount chargeable to revenue is \$17,000, and the amount chargeable to income account \$415,351.78.

The expenditure on railway subsidies amounted to \$218,805.32.

## EXPENDITURE ON CANALS.

The expenditure on canals, which amounted to \$3,964,508.74, was as follows: \$2,211,935.48 on capital account, \$164,046.18 on income account, \$1,588,527.08 on revenue account. Of this last sum, \$846,533.98 was chargeable to staff and \$741,933.10 to repairs.

The miscellaneous expenditure amounting to \$2,871,849.71, was expended as follows: \$744,575.08 for war appropriation, \$335,384.68 for Halifax Restoration, \$1,791,331.97 for miscellaneous open railway equipment account, statutes of 1918, chap. 38, and \$557.98 for sundries.

\* Canadian Northern Railway System not included.

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## REVENUE.

The revenue received from both the railways and canals amounted to \$38,400,379.69.

The revenue from the railways amounted to \$38,013,725.69 as follows: \$26,435,343.78 was received from the Intercolonial railway, including the New Brunswick and Prince Edward Island railway; \$202,354.27 from the International railway; \$10,412,407.56 from the National Transcontinental railway; \$741,514.58 from the Prince Edward Island railway; \$107,927.81 from the St. John and Quebec railway; \$32,610.20 from the Moncton and Buctouche railway; \$13,447.08 from the Elgin and Havelock railway; \$16,694.06 from the St. Martins railway; \$6,954.35 from the York and Carleton railway, and \$44,472 from the Salisbury and Albert railway.

The revenue from the canals amounted to \$387,654.90. Of this, the receipts from the Port Colborne elevator amounted to \$129,676.68, the balance having been received for rents, harbour dues, etc.

## WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to \$43,889,626.07, and the revenue amounting to \$38,013,725.69 only, leaves a deficit of \$5,875,900.38 on the operation of the Canadian Government railways.

The deficit of each of the railways operated by the Government is shown in detail in Appendix II, the report of the management of the Canadian Government railways.

## IV.—CANADIAN GOVERNMENT RAILWAYS.

## COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, ocean traffic, etc., less hire of equipment amounting to \$157,866.22, amounted on government-owned lines in 1917-18 to \$27,176,518.58, and in 1918-19 to \$37,905,797.88, an increase of \$10,729,279.30.

The total of working expenses on the government-owned lines in 1917-18 was \$33,259,488.02 and in 1918-19 \$43,696,936.02, an increase of \$10,437,448.

The maintenance of ways and structures and equipment in 1917-18 amounted to \$13,268,810.39 and in 1918-19 to \$18,038,895.36, an increase of \$4,770,084.97.

The traffic expenses in 1917-18 amounted to \$442,456.42 and in 1918-19 to \$514,046.59, an increase of \$71,590.17.

The transportation expenditure on government-owned lines amounted to \$17,877,073.67 in 1917-18, and to \$23,121,416.15 in 1918-19, an increase of \$5,244,342.48.

Miscellaneous expenditure chargeable to working expenses, (including rental of leased lines), which in 1917-18 amounted to \$1,671,147.54, amounted to \$2,022,577.92 in 1918-19, an increase of \$351,430.38.

The repairs to locomotives, freight and passenger cars, which amounted in 1917-18 to \$5,069,880.37, amounted in 1918-19 to \$6,702,137.81, an increase of \$1,632,257.44.

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The mileage of the government-owned railways in operation amounted to 4,092.98 miles and 120.35 miles for the St. John and Quebec Railway, a total in operation of 4,213.33 miles, not including 80.16 miles of second main line; 338.03 miles of passing sidings, and 735.16 of other sidings and spurs, the grand total of mileage of track being 5366.68 miles.

The earnings per miles of railway for the government-owned lines in 1917-18 were \$6,765.95 and in 1918-19, \$9,149.29, an increase of \$2,383.34.

The expenditure per mile of railway for the government-owned lines in 1917-18 was \$8,310.96 and in 1918-19 \$10,541.39, an increase of \$2,230.43.

The earnings per train mile of government-owned lines in 1917-18 amounted to \$2.15 and in 1918-19 to \$2.98, an increase of 83 cents.

The expenditure per train mile on same railways in 1917-18 amounted to \$2.63<sup>49</sup>/<sub>100</sub> and in 1918-19 to \$3.44<sup>11</sup>/<sub>100</sub>; an increase of 80<sup>62</sup>/<sub>100</sub> cents.

The total train mileage on the government-owned railways amounted to 12,471,308 miles in 1917-18 and to 12,538,149 miles in 1918-19, an increase of 66,841 train miles.

## ST. JOHN AND QUEBEC RAILWAY.

The earnings for passenger, freight traffic, and mails and express amounted, in 1917-18, to \$64,438.29 and in 1918-19 to \$107,927.81, an increase of \$43,489.52.

The transportation expenditure in 1917-18 amounted to \$80,713.93 and in 1918-19, to \$192,690.05, an increase of \$111,976.12.

The maintenance of way and structures and maintenance of equipment in 1917-18, amounted to \$53,414.05 and in 1918-19 to \$89,343.18, an increase of \$35,929.13.

The earnings per mile in 1917-18 were \$537.57 and in 1918-19 \$896.78, an increase of \$359.21.

The expenditure per mile in 1917-18 amounted to \$1,176.04 and in 1918-19 to \$1,601.08, an increase of \$425.04.

The total train mileage in 1917-18 was 75,491 and in 1918-19, 79,496, an increase of 4,005 miles.

## CANADIAN GOVERNMENT RAILWAYS—

## STORES.

The value of stores purchased, and charges from other departments, was \$29,225,669.49, and the value of stores issued \$22,627,004.55 and sold \$1,633,211.14. There is yet on hand a balance of \$11,497,649.13:

## SUNDRIES.

The report of the Management of the Canadian Government Railways (Appendix II) contains in tabulated form the complete statements concerning the operation and maintenance of the Canadian Government railways, and should be referred to for details.

The report of the Accountant of the Department, Appendix I, will show all the revenue received and the expenditure incurred by the department in properly classified statements.

## GRAND TOTALS OF EXPENDITURE AND REVENUE.

The grand total of the expenditure to March 31, 1919, amounts to \$1,067,463,303.67, of which \$890,503,207.64 was for railways, \$171,432,799.73 for canals, and \$5,527,296.30 for sundries.

The grand total of the revenue received to March 31, 1919, amounts to \$331,117,775.47, of which \$313,649,981.03 is from railways and \$17,467,794.44 for canals.

## TOLLS.

No tolls have been collected on the canals since the close of navigation in 1903.

## V.—RAILWAYS IN OPERATION.

## INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney to Ste. Rosalie, in the province of Quebec, with running rights over the Grand Trunk railway from this point to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, was extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria Bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway, from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1.33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12.52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney, and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Québec and Montreal.

The total length of the road operated during the year ended March 31, 1919, was 1,563.81 miles, including 5.95 miles for the Vale railway.

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## WINDSOR BRANCH RAILWAY.

This road runs from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., where it connects with the Dominion Atlantic railway. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of \$22,500.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement dated March 18, 1915, ratified by the Act of 1915, chapter 16, and under Order in Council of May 12, 1915, this railway has been purchased by the Government, as part of the government railway system, for the sum of \$270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36.05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine, and Borden, Prince Edward Island.

This railway during the present has been operated as a part of District No. 3 of the Intercolonial railway.

## PRINCE EDWARD ISLAND RAILWAY.

This railway extends the full length of the island, from Tignish, in the extreme northwest, to Elmira in the east, with branches to Borden, Murray Harbour, Georgetown and Souris.

The mileage in operation amounts to 276.29 miles of railway, and is of the narrow gauge of three feet six inches in width.

The distance from Charlottetown to Summerside and from Emerald Junction to Borden has been laid with a third rail making this part of the line available for the use of standard gauge rolling stock.

The connection with the mainland, across Northumberland strait, is made by the government-owned car ferry *Prince Edward Island*, which crosses the strait between Borden and Cape Tormentine, N.B.

The steamer *Northumberland* also crosses the strait from Summerside to Pointe du Chêne on the mainland. By the means of these ferries the Island railways are placed in direct connection with the Canadian Government Railways on the mainland.

The track to Cape Traverse for about one and one-half miles has been lifted and the line diverted to Borden, a station having been built at the first point to accommodate local traffic.

## INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chapter 16, and under an Order in Council of August 27, 1914, a lease of this railway has

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been entered into by the Government for a term not exceeding five years, at an annual rental of \$90,000, payable half-yearly, with option of purchase at any time within that period for the sum of \$2,700,000. The road was taken over, as part of the Government railway system, on August 1, 1914. It is 111.30 miles in length, extending from the Intercolonial Railway at Campbellton, N.B., to St. Leonards, N.B., on the Edmundston Branch of the Canadian Pacific Railway. The line is equipped with telegraph and telephone owned by the company, and is satisfactorily built and completed in all details.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

### ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated March 5, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 120.35 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways (Appendix II).

### HUDSON BAY RAILWAY.

This railway will extend from The Pas, Manitoba, a point on the river Saskatchewan, where connection is made with the Canadian Northern Railway system, to Port Nelson, on the Western coast of Hudson bay. Tide tables of Hudson bay, Hudson strait and James bay have lately been prepared by the Naval Service Department.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake junction to Port Nelson, on December 17, 1912.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles.

The main line and sidings necessary for the operation of light traffic extend for 334 miles from The Pas to Kettle rapids on the Nelson river.

The railway was taken over from the contractor October 9, 1918, and has since been operated by the Canadian Government Railways' Management.

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There remains a distance of 90 miles of line on which track has yet to be laid. The piers and abutments of the Kettle Rapids bridge are completed and the steel erected.

The work of constructing the railway terminus at Port Nelson is being carried on by the Department. The deep water development of this harbour consists of an artificially constructed island, about two-thirds of a mile from shore, on the outer edge of the tidal flats. It is connected with the main land by a bridge of seventeen spans. This island is one-half of a mile in length, and enclosed on three sides by crib-work, which has been partly filled, and partly back-filled, with gravel, rock, etc .

The preparation of a new set of charts of the Nelson River estuary was carried through. Surveys were made and the findings therefrom indicate very satisfactory conditions for navigation.

Further details of these works will be found in Appendix III, the report of the Chief Engineer of the Department.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas. The wireless station was closed temporarily at the end of the season.

The expenditure for the fiscal year ended March 31, 1919, was \$562,557.80, making the total expenditure up to that date, \$20,796,445.17.

## VALE RAILWAY.

Under an Order in Council dated January 8, 1917, and authority of the Act of 1915, cap. 16, Geo. V, the Government has entered into an agreement with the Acadia Coal Co., Limited, for the leasing of the Vale railway for a period of ten years, at the rate of \$1,200 a year from May 1, 1915, with the option of purchasing the railway at any time during the said period of ten years for the sum of \$30,000.

This railway, which is about five and three-quarter miles in length, connects the coal mines at Thorburn, N.S., with the Intercolonial railway at New Glasgow.

The railway is operated by the Canadian Government Railways.

## ST. MARTIN'S RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated July 18, 1918, was entered into between the Government and the St. Martins Railway Company for the purchase by His Majesty the King of the St. Martins railway for the consideration of \$65,000, plus a release to the company of the outstanding accounts due the Canadian Government Railway system existing at June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway joins the Intercolonial railway at Hampton, 22 miles from St. John, and runs southward to St. Martin's on the Bay of Fundy, a distance of thirty miles. It was taken over for operation as part of the Canadian Government Railways system on June 1, 1918.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to \$45,930.81, and the revenue to \$16,694.06. Further details on the operation of this railway will be found in Appendix II.

## SALISBURY AND ALBERT RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated April 10, 1919, was entered into between the Government and the Salisbury and Albert Railway for the purchase of the line at the price of \$75,000, plus the outstanding accounts due to the Canadian Government Railways, amounting to about \$74,785.82.

This railway extends from Salisbury on the Intercolonial railway to Albert on Chignecto bay, a distance of forty-five miles, and has been operated since July 1, 1918, as part of the Canadian Government Railways system.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to \$95,967.51, and the revenue to \$44,472.

Further details concerning the operation of this railway will be found in Appendix II.

## YORK AND CARLETON RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated August 29, 1918, was entered into between the Government and the York and Carleton Railway Company for the purchase of the York and Carleton railway for the consideration of \$18,000, plus a release to the company from all claims in favour of the Canadian Government Railways system amounting to about \$1,398.93, existing on June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway, which is 10½ miles in length, extends from Cross Creek on the Fredericton branch of the Canadian Government railways to Ryan Brook. The railway has been taken over and operated as part of the Government Railway system since June 1, 1918.

The working expenses of the road during the fiscal year amounted to \$22,409.05, and the revenue to \$6,954.35. Details relating to the operation will be found in Appendix II.

## MONCTON AND BUCTOUCHE RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Moncton and Buctouche Railway Company for the purchase, by His Majesty the King, of the Moncton and Buctouche railway for the consideration of \$70,000 and a release to the company from all outstanding claims, amounting to about \$42,026.27, existing up to and on June 1, 1918, when the Canadian Government Railway system took the line over for operation.

This railway is about 30 miles in length and extends from Moncton, N.B., to Buctouche on Northumberland strait.

The working expenses of the road amounted to \$68,432.48, and the revenue to \$32,610.20, during the last fiscal year.

Further details concerning operation will be found in Appendix II.

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## ELGIN AND HAVELOCK RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Elgin and Havelock Railway Company for the purchase of the Elgin and Havelock railway by His Majesty the King for the consideration of \$30,000, plus a release to the company from all claims existing on June 1, 1918, in favour of the Canadian Government Railway system, amounting to about \$6,860.85.

This railway extends from Petitecodiac, westward, to Havelock, 12 miles, with a one-mile siding to Havelock Mineral Springs, and from Petitecodiac, southward, to Elgin, 14 miles.

The road was taken over for operation as part of the Canadian Government Railway system on June 1, 1918.

The working expenses of the railway during the fiscal year ended March 31, 1919, amounted to \$48,343.40, and the revenue to \$13,447.08.

Further details in connection with the operation of this road will be found in Appendix II.

## REMARKS.

Owing to the fact that the several New Brunswick railways mentioned above have not a right of way of a definite width with clearly established boundaries, the province of New Brunswick passed an Act, 9 Geo. V, cap. 19, assented to April 15, 1919, to remedy this defect.

## QUEBEC AND SAGUENAY RAILWAY.

Under the authority of the Acts of 1915, chapter 16, and 1916, chapter 22, an agreement dated July 25, 1916, was entered into by His Majesty the King and the Quebec and Saguenay Railway Company; the Quebec Railway Light and Power Company; the Lotbinière and Megantic Railway Company and the Quebec Railway Light, Heat and Power Company, for the purchase of the Quebec and Saguenay railway, described as extending from St. Joachim, Que., to Nairn Falls; the Lotbinière and Megantic railway, extending from Lyster to St. Jean des Chaillons, and the Quebec Railway, Light and Power Company's line extending from Quebec to St. Joachim.

The purchase price was to be the value thereof as determined by the Exchequer Court of Canada on certain basis set out in section 2 of the Act of 1916, chapter 22, and the date that the Government was to take the lines over fixed at June 30, 1916.

At the close of the fiscal year the Quebec and Saguenay Railway is the only railway of the above-mentioned lines yet taken over. This railway not being fully completed and the need of its being promptly completed being recognized, it was recommended by Mr. Gordon Grant, chief engineer of the Transcontinental Railway Commission, that the company's plan of contracting for the completion of the road with the original contractors, Messrs. O'Brien and Doheny, was the best and most reasonable way of completing the said railway.

Under authority of Orders in Council dated August 31, 1916, and February 15, 1917, an agreement was entered into by the Government with the contractors and

the Quebec and Saguenay Railway to pay the contractors out of the parliamentary vote available for the work to be performed on the railway under the direction of the chief engineer of the Transcontinental Railway Commission, the contractors agreeing that in the event of the Government not wishing to proceed any further with the acquisition of the railway that they would, upon notice, repay to the Government the sums paid to them as above mentioned, and, that, in the case of the acquisition of the railway being completed, any payments made to them would be considered as part payment on the purchase price. The railway company agreed to repay the contractors should these be called upon to make a refund of the amounts paid as above mentioned, the whole without prejudice to the rights of the Government and the railway company under the legislation and agreement existing between them in relation to the acquisition of the railway.

Under this agreement there was paid to March 31, 1918, the sum of \$1,703,589.90, and in 1918-19, \$1,149,900.79.

Under authority of the Appropriation Act of 1918, chapter 22, and of Order in Council dated March 4, 1919, the railway was finally purchased, free and clear of all charges, at public sale, held March 4, 1919, in Montreal, for the sum of \$3,489,313.53, making the total cost of the road to date \$6,342,804.22.

The line extends from Cap Tourmente, P.Q., to Murray Bay wharf, 55 miles, and from this point to Nairn's Falls, 7.3 miles, a total distance of 62.3 miles. Cap Tourmente is 30.5 miles distant from the city of Quebec.

#### NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the "Eastern Division," between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the "Western Division," between Winnipeg and the Pacific ocean. The "Eastern Division" has been constructed by the Government under commissioners appointed by the Governor in Council, and on completion was to be leased to and maintained and operated by the company, who undertook to construct at their own cost, and maintain and operate, the "Western Division." The lease of the "Eastern Division" was to be for a period of fifty years, at a rental of 3 per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than \$20,000,000.

By the Act of 1912, chapter 39, the construction of the "Eastern Division," and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure.

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By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the chairman of the commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chapter 43.

The several government expenditures on the "Eastern Division" were made from appropriations by Parliament for the purpose, on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities were furnished monthly.

*Eastern Division—Moncton to Winnipeg.*

Track laying between Moncton and Winnipeg was completed (with the exception of the Quebec Bridge) in November, 1913, the last spike being driven on the 17th of that month.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285.25 miles, between Moncton, N.B., and Escourt, Que., a point 54.85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455.15 miles.

On May 1, 1915, the National Transcontinental Railway from the city of Quebec to Winnipeg, a distance of 1,355.95 miles, was taken over for operation as part of the Canadian Government Railways system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior Branch between Lake Superior Junction, on the Transcontinental Railway, and Fort William, Lake Superior, 191.75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the Government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 18, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of \$600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for \$13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, under the Act of 1914, chapter 43, the distance being 2,006.75 miles, including the Lake Superior Branch, 191.75 miles, and the two branches into Quebec City; namely: the Cadorna branch, 5.88 miles, and the Champlain Market branch, 6.48 miles. The Quebec Bridge, 0.61 mile, is not included.

Details of the expenditure and of the revenue will be found in the statements of the Comptroller and Treasurer of Government Railways herewith (Appendix II), and also in the statements of the Accountant, (Appendix I).

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*Western Division (Grand Trunk Pacific Railway).*

The Western division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the shore line of the terminal grounds.

It is divided into two sections, namely, the "Prairie Section" extending from Winnipeg, 915 miles to the east bank of Wolfe creek—a point 120 miles west of Edmonton, the capital of the province of Alberta, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of 3½ miles around the water front of the city of Prince Rupert.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

By way of assistance to the company in the construction of the "Western Division," it was provided that the Government should guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed \$13,000 per mile in respect of the "Prairie Section," from Winnipeg to the eastern limit of the Rocky Mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second, dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the "Western Division," were made from time to time on certificates given by the Government chief engineer of this division, showing approved expenditure.

By the Act of 1909, chapter 19, authority was given for aiding in the completion of the construction of the "Prairie Section," by a loan to the company of \$10,000,000, to be secured as collateral, subject to any prior lien, by a mortgage on the "Prairie Section" of the road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which was dealt with by the Department of Finance, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chapter 23, authority was given for a loan to the company not exceeding \$15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, \$15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

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By the Act of 1913, chapter 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of £6,800,000, has been purchased by the Government.

By the Act of 1914, chapter 34, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding \$16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), section 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for the completion of the "Western Division" shall be the 31st of December, one thousand nine hundred and fifteen." By section 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1915, chapter 4, George V, assented to April 8th, 1915, authority was granted for a loan of \$6,000,000 to the Grand Trunk Pacific Railway against a pledge by the company of its guaranteed securities, issued in pursuance of the provisions of "The Grand Trunk Pacific Guarantee Act 1914." The loan was made against a pledge of \$7,500,000 of 4 per cent Sterling Bonds, part of \$16,000,000 guaranteed by the Government. This loan is repayable May 1, 1919. The first \$2,000,000 of this loan is at the rate of 5 per cent, and the balance at 6 per cent per annum.

By the Act of 1916, chapter 29, 6-7 George V (appropriation Act No. 2), authority was granted for a loan of \$8,000,000 at 6 per cent interest to the Grand Trunk Pacific Railway System to meet interest on securities and deficit on operation.

Under this Act loans to the amount of \$7,081,783.45 were made. This loan is repayable on demand.

By the Act of 1917, chapter 7-8 George V (appropriation Act No. 4), authority was granted for a loan to the Grand Trunk Pacific Railway System, of \$7,500,000 at 6 per cent interest, repayable on demand. This loan was authorized for the payment of interest on securities and deficit on operation. Under this Act loans to the amount of \$5,038,053.72 were made.

By the Act of 1918, chapter 52, 8-9 George V (appropriation Act No. 2), authority was granted for a second loan of \$7,500,000 at 6 per cent interest, to the Grand Trunk Pacific Railway System, repayable on demand. This loan was authorized for the payment of interest on securities, deficit on operation, for betterments, and the purchase of equipment. Under this Act loans to the amount of \$7,471,399.93 were made.

The Western Division, including the Lake Superior Branch, is commonly called the "Grand Trunk Pacific Railway."

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## VI.—STATEMENT OF THE GRAND TRUNK PACIFIC RAILWAY SYSTEM.

## DESCRIPTION OF THE RAILWAY.

The Grand Trunk Pacific Railway is composed of the Prairie Section and the Mountain Section of the Western Division of the National Transcontinental Railway, extending from Winnipeg, Man., to the sea port of Prince Rupert on the Pacific Ocean coast, and the Lake Superior Branch, extending from Port Arthur on lake Superior to its junction with the National Transcontinental railway, a distance of 194.44 miles. The Prairie Division is 913.82 miles and the Mountain Section 763.95 miles in length, making a total of 1,677.77 miles for the Western Division and a total of 1,872.21 miles including the Lake Superior Branch. The lines of railway leased amount to 3.80 miles and the lines operated under trackage rights to 112.50 miles. These lines are not included in the mileage of 1,677.77 of the Western Division mentioned above. The Lake Superior Branch is operated by the National Transcontinental railway under a lease for 999 years. The Western Division is entirely built from Winnipeg to Prince Rupert and has been in operation since 6th September, 1914.

## GUARANTEES.

Under the authority of the Act of 1905, chapter 98, 3 per cent first mortgage bonds, maturing January 1, 1962, were guaranteed to the amount of £14,000,000 or . . . . .	\$68,133,333 33
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Secured by first mortgage on the Prairie and Mountain Section, under authority of the Act of 1914, chapter 34, 4 per cent sterling bonds maturing January 1, 1862, were guaranteed to the extent of . . . . .	16,000,000 00
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This amount is guaranteed by mortgage on the Western Division of the Grand Trunk Pacific Railway; on the Lake Superior Branch; on the rolling stock of the Eastern Division of the National Transcontinental; also all the shares of the Grand Trunk Pacific Development Company, \$2,999,000 fully paid-up; the Grand Trunk Pacific Branch Lines Company, \$990,000, 20 per cent paid-up; the Grand Trunk Pacific Terminal Elevator Company, \$500,000 fully paid-up; the Grand Trunk Pacific Telegraph Company, \$98,800, 25 per cent paid-up. Of these 4 per cent sterling bonds \$8,440,848 was sold and \$7,500,000 issued as security on a loan of \$6,000,000.

The 2nd guarantee of 3 per cent bonds was accepted by the Grand Trunk Pacific Railway and the Grand Trunk Railway Company as releasing the Dominion from giving under Act of 1905, chapter 98, any further guarantees on construction account of the Western Division of the National Transcontinental Railway.

Total . . . . .	\$84,133,333 33
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LOANS.

Under authority of the Act of 1909, chapter 19, secured by the pledge of 4 per cent bonds maturing April 1, 1919, themselves secured by a mortgage on the Prairie Section and also secured by the Grand Trunk Railway, a loan was made by the Government amounting to . . . . .	\$10,000,000 00
Under authority of the Act of 1913, chapter 23, secured by 4 per cent debentures maturing July 1, 1923, guaranteed by the Grand Trunk Railway, such guarantee by them constituting a liability of the company in priority to all the share capital of the company whether preference, guaranteed, or ordinary stock, a loan was made by the Dominion amounting to . . . . .	15,000,000 00
Secured by a pledge of \$7,500,000 of 4 per cent sterling bonds, maturing January 1, 1962, authorized by the Act, Cap. 4, Geo. V, assented to April 8, 1915, an issue under the Act of 1914, amounting to \$16,000,000, the following loans due May 1, 1919, have been made:—	
Under authority of Order in Council dated September 5, 1914 . . . . .	\$2,000,000 00
Under authority of Order in Council, dated September 26, 1914 . . . . .	2,000,000 00
Under authority of Order in Council, dated October 24, 1914 . . . . .	1,000,000 00
Under authority of Order in Council, dated November 20, 1914 . . . . .	1,000,000 00
	6,000,000 00

On the first loan the rate of interest is 5 per cent, for the next three loans, 6 per cent a year.

Under Appropriation Act No. 2, of 1916, a further loan of \$8,000,000 at 6 per cent interest, was authorized, to pay interest on securities, deficit on operations and the purchase of rolling stock, secured by mortgage on the Western Division and the Lake Superior Branch, and also the shares of stock referred to in the guarantee of \$16,000,000 mentioned above.

Accordingly the following sums were paid under authority of Order in Council, dated July 8, 1916.

Cert. No. 1—Interest . . . . .	\$2,684,042 02
Cert. No. 2—Misc. expenditure . . . . .	524,282 45
Cert. No. 3—Interest . . . . .	1,189,416 96
Cert. No. 4— “ . . . . .	940,585 06
Cert. No. 5— “ . . . . .	554,040 00
Cert. No. 6— “ . . . . .	1,189,416 96

7,081,783 40

Under Appropriation Act No. 4, 1917, a further loan of \$7,500,000 at 6 per cent interest was authorized on the same security as the above loan of \$8,000,000. Under this appropriation the following payments were made:—

Certificate.	Purpose.	Date of O.C.	Amount.
No. 1.	Interest.	Oct. 26, 1917..	\$1,209,965 14
No. 2.	“	Oct. 26, 1917..	403,380 00
No. 3.	“	Oct. 26, 1917..	340,433 28
No. 5.	“	Dec. 24, 1917..	1,189,416 96
No. 6.	Equipment.	Jan. 17, 1918..	36,400 00
No. 7.	“	Jan. 17, 1918..	23,400 00
No. 8.	Interest.	Mar. 7, 1918..	940,585 06
No. 9.	“	Mar. 26, 1918..	554,040 00
No. 10.	“	Apr. 10, 1918..	340,433 28

5,038,053 72

Certificate No. 2 for the amount of \$554,040 was approved and paid for to the amount of \$403,380 only.

Certificate No. 4 was not approved of.

Under Appropriation Act No. 1, of 1918, a second loan of \$7,500,000 at 6 per cent interest was authorized on the same security as the first two loans above. The following payments were made:—

Certificate.	Purpose.	Date of O.C.	Amount.
No. 1.	Interest.	June 3, 1918..	\$1,189,416 96
No. 2.	“	Aug. 5, 1918..	940,585 06
No. 3.	“	Sept. 12, 1918..	554,040 00
No. 4.	“	Sept. 19, 1918..	359,196 41
No. 5.	“	Oct. 4, 1918..	340,433 28
No. 6.	Equipment.	Oct. 17, 1918..	500,000 00
No. 7.	“	Nov. 13, 1918..	500,000 00
No. 8.	Interest.	Dec. 19, 1918..	1,189,416 96
No. 9.	Deficit in operations.	Jan. 9, 1919..	975,000 00
No. 10.	Deficit in operations.	Feb. 17, 1919..	923,311 26

\$ 7,471,399 93

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LOANS.—*Concluded.*

Certificate No. 11 for \$28,600,07, authorized by Order in Council, dated March 3, 1919, was not paid for.

The total of the loans as above amounts to . . . . .	50,591,237 10
The total sum of the guarantees and of the loans as above mentioned amounts to . . . . .	<u>134,724,570 43</u>

## DOMINION GOVERNMENT'S INVESTMENT.

To March 31, 1919, the Dominion has invested in the Grand Trunk Pacific Railway System the following amounts:—

Loans . . . . .	\$50,591,237 10
Purchase of 3 per cent 1962 bonds . . . . .	33,093,333 23
	<u>\$83,684,570 33</u>
Interest due to March 31, 1919 . . . . .	6,341,378 72
	<u>\$90,025,949 05</u>

## DOMINION GOVERNMENT'S LIABILITY.

This liability has been reduced as follows:—

By purchase of 3 per cent bonds . . . . .	\$33,093,333 23
By pledge of 4 per cent bonds, due May 1, 1919, received as security for loan of \$6,000,000 . . . . .	<u>7,500,000 00</u>
	<u>\$40,593,333 23</u>
Balance of bonds, still outstanding guaranteed by the Dominion . . . . .	<u>\$43,540,000 10</u>

## STATEMENTS OF BONDS, DEBENTURES, ETC., ISSUED BY THE GRAND TRUNK PACIFIC RAILWAY.

3 per cent mortgage bonds, maturing January 1, 1962, guaranteed by Dominion Government . . . . .	\$ 68,133,333 33
4 per cent sterling bonds, maturing January 1, 1962, guaranteed by Dominion Government . . . . .	16,000,000 00
Total . . . . .	<u>\$ 84,133,333 33</u>
4 per cent sterling bonds. Series A and B maturing April 1, 1955, amount £4,150,000 guaranteed by the Grand Trunk Railway Company . . . . .	\$ 20,169,000 00
4 per cent first mortgage bonds, maturing April 1, 1955, guaranteed by the Grand Trunk Railway Company . . . . .	7,533,000 00
4 per cent debentures, maturing July 1, 1923, guaranteed by the Grand Trunk Railway Company . . . . .	15,000,000 00
4 per cent mortgage bonds, maturing April 1, 1919, guaranteed by the Grand Trunk Railway Company . . . . .	10,000,000 00
Total . . . . .	<u>\$ 52,702,000 00</u>
4 per cent debenture stock, perpetual, guaranteed by the Grand Trunk Railway Company as to interest only on certain terms . . . . .	<u>\$ 50,000,000 00</u>
\$35,000,000 of this last stock has been issued and \$15,000,000 pledged as security on seven-year 5 per cent notes guaranteed by the Grand Trunk Railway by endorsement for £2,000,000 sterling, sold at a discount for \$9,720,000 par at \$4.866 being . . . . .	<u>\$9,732,000 00</u>

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## GUARANTEES.

Total amount of bonds guaranteed by Dominion Government as above. . . . .	\$ 84,133,333 33
Total amount of bonds and notes guaranteed by the Grand Trunk Railway Company as above, not adding in 4 per cent perpetual debenture stock, guaranteed as to interest only, as shown above. . . . .	62,434,000 00
Loans, guaranteed, as shown in a previous statement. . . . .	50,591,237 10
Total. . . . .	\$113,025,237 10
Interest due on above to March 31, 1919, and still unpaid for. . . . .	6,341,378 72
Total. . . . .	\$119,366,615 82
Interest on perpetual 4 per cent debentures. . . . .	?
Total. . . . .	\$119,366,615 82

## BONDS AND DEBENTURES OWNED BY OR PLEDGED TO THE DOMINION GOVERNMENT.

3 per cent bonds, maturing January 1, 1962, and purchased under authority of Act of 1913, chapter 24. . . . .	\$ 33,093,333 33
Bonds and debentures pledged to the Government as security loans:—	
4 per cent debentures, maturing July 1, 1923. . . . .	15,000,000 00
4 per cent mortgage bonds, maturing April, 1919. . . . .	10,000,000 00
4 per cent sterling bonds, maturing 1962. . . . .	7,500,000 00
	\$ 65,593,333 33

## GRAND TRUNK PACIFIC RAILWAY SYSTEM RECEIVERSHIP.

Following a letter dated March 4, 1919, from Frank Scott, Esq., Vice-President and Treasurer of the Grand Trunk Pacific Railway System, stating that it would not be possible for the Grand Trunk Pacific Railway System to continue its operations after March 10, 1919, an Order in Council, dated March 7, 1919, was passed appointing the Minister of Railways and Canals as Receiver for the Grand Trunk Railway System.

In this Order in Council the Grand Trunk Pacific Railway System is defined in clause "1" as follows:—

1. The lines of railways and their appurtenances and the undertaking and works of the Grand Trunk Pacific Railway Company; of the Grand Trunk Pacific Branch Lines Company, and of the Grand Trunk Saskatchewan Railway Company.

2. The lines of telegraph and their appurtenances and the undertaking and works of the Grand Trunk Pacific Telegraph Company.

3. The steamships, vessels and their appurtenances and the undertaking and works of the Grand Trunk Pacific Steamship Company.

4. The properties, hotels, and appurtenances and the undertaking and works of the Grand Trunk Pacific Development Company.

An Order in Council dated March 13, 1919, also includes with the above,—

The properties, elevators, terminals, appurtenances and the undertaking and works of the Grand Trunk Pacific Terminal Elevator Company, Limited.

The Order in Council of March 7, 1919, defines the powers of the Receiver as follows:—

"2. The Minister of Railways and Canals is hereby appointed Receiver of the Grand Trunk Pacific Railway System, and such Receiver shall have and exercise with respect to the said system and every part thereof and to the companies included therein, powers and duties similar to those of a Receiver under section 26 of the Exchequer Court Act."

The Receiver, by the same Order in Council, was authorized to take possession of the system, as above defined, on March 10, 1919, or on such earlier day as the Grand Trunk Pacific Railway System or any company included in the system may cease to operate efficiently its undertaking and works or any portion thereof.

Clause 9 of the Order in Council limits the responsibility of the Government of Canada and of the Receiver as follows:—

“9. Nothing in this order contained, and nothing done or to be done under the authority hereof, shall render the Government of Canada or the Government Receiver, or any one acting under the authority of the Government Receiver, or of the Exchequer Court, liable to the Grand Trunk Railway Company of Canada, or to any company included in the Grand Trunk Pacific Railway System, or to any creditor, or holder of any bonds, debentures, debenture stock or other securities of the said companies or any of them, for any claim by reason of the making of this order, or of anything done or to be done under the authority hereof, or under the authority of the Government Receiver or of the Exchequer Court, nor shall afford any defence to, nor shall prejudice any claim, action, or proceeding of the Government of Canada which the Government might lawfully make or take had this order not been made.”

The Receiver, as such, and under above mentioned authority, took possession of the Grand Trunk Pacific Railway System on Monday March 10, 1919, at one o'clock.

Up to March 31, 1919, under authority of the Order in Council of March 10, 1919, the Dominion has advanced to the Receiver the sum of \$500,000 for the purpose of keeping the railway in operation.

The Orders in Council of March 7 and 13, 1919, referred to above, were later confirmed by an Act of Parliament, assented to June 6, 1919.

At the date of March 9, 1919, the Grand Trunk Pacific Railway System is reported to have been operating a mileage of 1,988.51 miles, of which 1,872.21 are owned, 3.80 miles leased and 112.50 miles operated under trackage rights.

## VII.—QUEBEC BRIDGE.

The expenditure during the fiscal year amounted to \$656,761.79. The total expenditure by the department on the reconstruction of the bridge amounts to \$14,832,623.64. Other expenditure during previous years, such as \$534,655.14, paid under the head of “Income”; \$374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of \$6,975,266.20, paid by the Finance Department, less the sum of \$100,000, received from the Phoenix Bridge Company, bring the total expenditure to the sum of \$22,616,898.31. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

The total length of the bridge is 3,240 feet, or over three-fifths of a mile.

The first train crossed the bridge December 3, 1917, and since this date traffic on the bridge has been continuous.

Appendix IV, Report of the Chairman of the Board of Engineers, gives the details of the work done for completion of the bridge.

The bridge was taken over from the contractors and accepted as complete on the 18th of November, 1918.

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**VIII.—WELLAND SHIP CANAL.**

This important work has for its object greater and better accommodation for a larger class of vessels than those that can be used on the present Welland canal.

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is  $26\frac{3}{4}$  miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

The proposed Welland Ship Canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half-way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea-level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes,  $325\frac{1}{2}$  feet, is to be overcome by seven lift locks, each having a lift of  $46\frac{1}{2}$  feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in lake Ontario will be placed about  $1\frac{1}{2}$  miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately  $4\frac{1}{2}$  miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

In view of existing war conditions, contract work on the canal was suspended under notices served in January, 1917, and only maintenance work carried on up to January, 1919.

After the armistice it was decided to resume construction again and in January, 1919, contracts were entered into for the resumption of work on sections 1, 2, 3, and 5, on a "cost plus" percentage basis.

During the fiscal year the sum of \$1,823,875.96 was spent on capital account, making the total expenditure under this head, \$16,752,845.54.

**IX.—HALIFAX DISASTER AND RESTORATION.**

In the disaster at Halifax, on December 6, 1917, fifty-six employees and ten pensioners of the Canadian Government Railways were killed. Two employees afterwards died from injuries received in the explosion; thirty of the employees were killed while on duty.

Of the one thousand and seventy-eight employees of the railway living in Halifax and Dartmouth at the time of the explosion, investigation showed that only one hundred and fifty-seven were comparatively unaffected by the disaster. One hundred and seven who owned their own homes, and one hundred and sixty-five who were tenants, had their property totally destroyed; four hundred and thirty-two had properties more or less damaged, requiring, at least, considerable repairs.

Removing the wreckage, clearing track and replacing electrical lines throughout the Richmond yard and North Street station, it was estimated, would cost \$100,000.

One hundred and three Canadian Government Railways' passenger cars, and nine of other lines, were damaged to the extent of \$60,000; thirty-seven Government Railways' freight cars, and fifty-six of other lines were destroyed; the estimated damage was \$50,000. One hundred and twenty Canadian Government Railways' freight cars, and two hundred and twenty-two of other lines were damaged for approximately \$54,000; four Canadian Government Railways' locomotives suffered damages estimated at \$6,000; the Canadian Government steamer *McKee* was also damaged for about \$70,000; the damages at the Willow Park Shops were estimated at \$130,000; piers Nos. 2, 3, and 4, and the adjacent freight sheds and other buildings were much damaged; the elevator was also damaged; the piers at Richmond were all wrecked, and some totally destroyed. Pier No. 9 was repaired as soon as possible.

In order to obtain relief quickly from the effects of the damage to the various shipping facilities, the construction of the two large sheds on pier "A," at the Ocean Terminals Site, was rushed to completion.

The estimated damages are as follows: to H.M.C. dockyards, \$205,000; to the Canadian Government Railways' property, \$1,250,000.

A special report on the restoration is made in the General Manager's report, Appendix II.

It has been estimated that the material damage to property in the city of Halifax, the town of Dartmouth, and the surrounding municipal districts, is over \$16,000,000. The chairman of the commission has reported that the total loss of life through the disaster was probably one thousand eight hundred, and would probably reach two thousand, or even more, making this disaster one of the greatest in the national history of Canada.

The actual expenditure for Restoration on account of Canadian Government Railways for the fiscal year amounted to \$335,354.68, making a total expenditure of \$1,181,690.21 to March 31, 1919.

In addition to the above, an expenditure of \$200,122.50 was made on account of repairs to buildings, etc., at H.M.C. Dockyard, making a total expenditure of \$330,928.69 on this account to March 31, 1919, which amount has been collected from the Department of Naval Service.

The balance of work necessary to repair damage caused to Canadian Government Railways property by disaster at Halifax, N.S., on December 6, 1917, was completed in the year 1918-19, and the staff disbanded.

## X.—RAILWAY SUBSIDIES.

Information as to subsidized railways is given in the statements of the accountant of the department, which will be found in the appendix hereto, Part I. The accountant's statements show all payments made since the beginning of the system of railway subsidies in the year 1883-84.

The payments made on subsidy account during the year ended March 31, 1919, amounted to \$218,805.32.

## XI.—CANADIAN NORTHERN RAILWAY.

### ACQUISITION AND TRANSFER OF THE CAPITAL STOCK.

In 1913, as authorized by clauses Nos. 8 and 9 of Act 3-4 George V, chapter 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable, seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

In 1914, as authorized by clause 5 of Act 4-5 George V, chapter 20, three hundred and thirty thousand fully paid up shares of the par value of one hundred dollars of the Canadian Northern (as defined by the Act) were transferred to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, in consideration of the guaranteeing of the payment of the principal and interest of the bonds, debentures, etc., of the Canadian Northern to an amount not exceeding \$45,000,000.

By clause No. 12 of the same Act, the capital stock of the Canadian Northern was fixed at the sum of one hundred million dollars, subject to increase by Parliament of Canada only. For the purposes of exchanging convertible debentures stock for common stock, the right of which is secured by trust deed to certain trust companies, a further issue of common stock not to exceed twenty-five million dollars might be also issued on such terms as contained in the Act of 1914, 4-5 George V, chapter 20.

At the last session of Parliament, an Act (chapter 24, 7-8 George V), assented to on the twentieth day of September, 1917, was passed, authorizing the acquisition by His Majesty of the capital stock of the Canadian Northern Railway Company. Under the terms of this Act, and as authorized by an order in council dated the fifteenth day of November, 1917, an agreement dated the first day of October, 1917, was entered into by His Majesty, represented by the Minister of Finance and the Minister of Railways and Canals, Mackenzie, Mann and Company, Limited, called "the owners," and the Canadian Bank of Commerce, called "the pledgees," for the purchase and sale of all their holdings in six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now

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held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

Under authority of an order in council dated the seventeenth day of October, 1917, Sir William Ralph Meredith, Chief Justice of Ontario, was appointed to represent the Government of Canada on the Board of Arbitration.

At the first meeting of the board at Toronto, January, 18, 1918, Mackenzie, Mann and Company, Limited, represented by Sir William Mackenzie, president, and the Canadian Bank of Commerce by Sir B. E. Walker, president, appointed Hon. William Nesbitt, K.C., as one of the arbitrators. Sir William Meredith then announced that Hon. Robert E. Harris, justice of the Supreme Court of Nova Scotia, had been appointed as third arbitrator.

Up to March 31, 1918, the board had held twenty-five sittings, and at the close of the fiscal year their labours were yet to be completed.

The agreement between His Majesty; Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI, Annual Report of 1918.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an Order in Council, dated the 15th day of November, 1917, was passed, authorizing the Minister of Finance to give the assistance provided for in the Act (chapter 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the financial comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

Under the authority of the above mentioned Order in Council, and 510,000 shares having been duly transferred to the Minister of Finance in trust for His Majesty, certificates were issued by the Financial Comptroller of the Department of Railways and Canals to the amount of \$25,000,000, and paid by the Minister of Finance.

The arbitration not having been completed on March 1, 1918, according to the term of the agreement, subsequent agreements authorized by Order in Council were made extending the time for completion to June 1, 1918.

On the 31st of May, 1918, the arbitrators gave their award, and gave the value of the 600,000 shares of stock as being \$10,800,000.

Under authority of the Order in Council, dated September 7, 1918, the sum of \$8,500,000 was paid to Mackenzie, Mann and Company, Limited, and the Canadian Bank of Commerce, for 510,000 shares.

The purchase of the remaining 90,000 shares was authorized by an Order in Council, dated October, 1918.

Following the purchase of all of the common stock of the Canadian Northern Railway, under authority of an Order in Council, dated November 20, 1918, the Board of Directors of this railway was appointed a board of management of the

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Canadian Government Railways, and given the powers vested in the general manager, under the regulations adopted under authority of an Order in Council, dated January 22, 1914.

On the 20th day of December, 1913, an Order in Council was passed, directing and authorizing the Board of Directors of the Canadian Northern Railway Company to use, as a collective and descriptive designation, the name "Canadian National Railways" for the lines of railway and railway properties controlled or operated by the board.

At the close of the fiscal year, the Minister of Finance and Receiver General of Canada held, in trust for His Majesty, 984,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to \$98,400,000, par being \$100 a share, for which the sum of \$9,733,333.24 has been paid, and steps have been taken in the purchase of the last 16,000 shares, which are held by the province of British Columbia.

## CANADIAN NORTHERN RAILWAY SYSTEM.

## DESCRIPTION.

This transcontinental railway system had its inception in 1889, when a railway charter passed by the Manitoba Legislature provided for the construction of the Lake Manitoba Railway and Canal Company's railway. This charter, however, was not acted upon until 1896, when it was purchased by Messrs. Mackenzie and Mann, who immediately commenced the construction of the line from Gladstone to Winnipeg, a distance of 123.4 miles. This line was put in operation January 3, 1897.

In the same year construction was started on the line east from Winnipeg to the Great Lakes. This road is known as the Manitoba and South Eastern railway, and on November 28, 1898, part of the line was put in operation from St. Boniface to Marchand, a distance of 45.4 miles, making a total of 168.8 miles in operation.

On November 15, 1899, the line from Sifton Junction to Swan river, 83.8 miles, was opened, making 252.6 miles in operation at the end of 1899.

In 1900 the Swan River line was opened to Erwood, 92.5 miles, also the line from Gilbert Plains to Grand View, 26.6 miles. During this year, the Port Arthur, Duluth and Western railway from Port Arthur to Gunflint, 86.7 miles, was purchased. This brought the total mileage to 564.5 at the end of 1900, and the Canadian Northern railway was then brought into existence for the control of the lines already constructed and also for future developments.

In 1901 the company leased the Northern Pacific line in Manitoba.

In 1902, the Manitoba and South Eastern railway was completed to Stanley Junction, adding 211.5 miles to the system.

In 1903, the Great Northern railway of Canada and the Chateaugay and Northern railway in the province of Quebec, and the Central railway in Nova Scotia were acquired, adding 343.8 miles more.

In 1904, the above lines, with the mileage constructed throughout Canada, gave 1,932.3 miles in operation.

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In 1905, the main line was opened from Kamsack to Edmonton, adding 546.3 miles to the system. The Halifax and South Western railway, 99.4 miles, was opened for operation.

In 1906, the company purchased the Qu'Appelle, Long Lake and Saskatchewan railway from Regina to Prince Albert, adding 249.3 miles to the system. The line from Toronto to James Bay Junction, 146.9 miles, was opened, and the Halifax and Yarmouth railway, 50.2 miles, from Yarmouth to Barrington, and the Middleton and Victoria Beach railway, 39.4 miles, purchased.

In 1907, the Halifax and South Western railway was completed to Liverpool, N.S.

In 1908, the Quebec and Lake St. John railway was acquired, also the lines of the Niagara, St. Catharines and Toronto railway.

In 1909, the company acquired the Duluth, Rainy Lake and Winnipeg railway from Fort Francis to Virginia, 98 miles, and also the Central railway of Ontario. At the end of the year, the system had in operation 4,858.8 miles of railway.

In 1910, the Bay of Quinte railway was acquired, also the Brockville, Westport and Northwestern railway, and the Irondale and Bancroft railway.

In 1911, the branch from Virginia to Duluth, U.S.A., was opened, giving through connection between Duluth to Winnipeg, Man.

In 1912 the extension from Edmonton to Athabaska Landing, on the Mackenzie river, was opened.

In 1913 and 1914, over 800 miles of line were constructed and put in operation.

The system, at the end of 1914, operated over 7,403 miles of railway.

In 1915, there was a mileage of 6,394.3 miles of western lines, and 2,967.5 of eastern lines, a total of 9,361.8 miles in operation.

By 1916, the system had become a transcontinental railway with a great future; but owing to financial conditions caused by the Great War, only a moderate expansion of the system as to railroad building took place, which condition prevailed up to the end of 1917, when the system is reported as being 9,513 miles in length; 3,211 miles of main line, and 6,302 miles of branches.

In 1917, the Dominion Government bought the common stock of the Canadian Northern Railway as from the date of September 30, 1917, since which the Canadian Northern Railway System has been operated by a board of management appointed by the Government of Canada.

In 1918-19, the system is reported as owning 9,067.5 miles of railway, and operating 9,414.8, not including the joint running rights over 151.7 miles, a total of 9,566.5 miles.

The following is a statement of the mileage in operation by periods of five years:—

	Miles.		Miles.
1899.. . . . .	252.6	1909.. . . . .	4,858.8
1904.. . . . .	1,932.3	1914.. . . . .	7,403.1
		1919.. . . . .	9,067.5

The system operates 347.3 miles of the Northern Pacific railway in Manitoba, and has running rights on 151.7 miles of other railways, giving a total mileage in operation of 9,566.5 miles.

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It is reported that the system is serving centres containing 90 per cent of the total urban population in the province of Alberta; 97 per cent of the population of towns and cities in the province of Saskatchewan having more than 1,000 population, and also 97 per cent of points of similar size in the province of Manitoba.

The eastern lines have been constructed to reach the principal manufacturing centres of Ontario and Quebec with a minimum of mileage, and with the line to Hamilton built, the railway has lines in cities containing 60 per cent of the urban population, and producing 70 per cent of the total manufactured products of all the provinces.

In British Columbia, the main line serves all the points between the provincial boundary line at the Yellowhead pass and the Pacific ocean by way of Kamloops, New Westminster and Vancouver.

## GRADIENTS.

From Montreal to Winnipeg, the maximum grade is six-tenths of one per cent, except for a distance of 60 miles west of Port Arthur, where it is one per cent.

The line is almost level from Winnipeg to Dauphin, 178 miles, and except for a short distance of one mile, where there is a one per cent grade, and another where there is for a short distance a grade of six-tenths of one per cent, the grade to the summit of the Rockies, and to 60 miles beyond, is five-sixths of one per cent.

From Albreda to the coast, the grade is four-tenths of one per cent.

Coming eastward from the coast, except for a distance of about 50 miles in the Rockies, where the grade is seven-tenths of one per cent in places, the grade to Port Arthur is generally about five-tenths of one per cent. From Port Arthur to North Bay, a distance of 660 miles, the grade is four-tenths, which is a great advantage considering the heavy traffic eastward-bound. The grade from this point to Montreal is also four-tenths, except for a distance of 10 miles east of North Bay, where the grade is five-tenths.

It is important to note that the grades are easier for eastward-bound traffic, which traffic is considerably the heaviest.

When the "Inaugural Special" crossed the continent in 1915, the value of low gradient was shown by one ordinary locomotive hauling a train of fifteen heavy coaches, mostly sleeping cars, through to the Pacific coast, without the slightest evidence of trouble. This train, at the time, was the heaviest ever hauled across the Rocky mountain range by an ordinary locomotive.

## MILEAGE.

STATEMENT OF MILEAGE AT DATE OF JUNE 30, 1917, BY PROVINCES.

Province.	Main line.	Branches.	Total
Alberta.....	436	830	1,266
British Columbia.....	513	27	540
Manitoba.....	364	1,631	1,995
Nova Scotia.....		370	370
Ontario.....	1,248	974	2,222
Quebec.....	206	479	685
Saskatchewan.....	400	1,820	2,220
	3,167	6,131	9,298
State of Minnesota.....	44	171	215
	3,211	6,302	9,513

There is also in operation 61.6 miles of electric railways, all in the province of Ontario.

## GENERAL REMARKS.

The greatly increasing weight of train loads in modern railroading practice necessitated that the main line be constructed to a standard that would obviate forever the revisions of grades or replacement of rails. These on the main line are of 80-pound steel. The possession of favourable grades gives the line great economy of operation, especially in carrying the two commodities offering the greatest volume, namely, lumber from the Pacific slope, and grain from Western Canada and the prairies to the Atlantic seaboard.

The main line from Montreal to Vancouver, where weight of rail is 80 pounds, is superior to any line crossing the continent of America in point of grades and curvatures favouring traffic, and it is an established fact that the railway must assume a commanding position when traffic has grown sufficiently for the use of heavy train loads. The fact of the system being transcontinental makes the railway less dependent on the grain crop than was the case formerly, as it is bound to have necessarily a more diversified traffic at more remunerative rates.

CONSTITUENT AND SUBSIDIARY COMPANIES  
COMPRISED IN THE CANADIAN NORTHERN RAILWAY SYSTEM.

*Constituent Companies.*

- The Canadian Northern Railway Company.
- The Canadian Northern Ontario Railway Company.
- The Canadian Northern Quebec Railway Company.
- Mount Royal Tunnel and Terminal Company, Limited.
- Canadian Northern Pacific Railway Company.
- Canadian Northern Alberta Railway Company.
- Canadian Northern Western Railway Company.
- The Canadian Northern Saskatchewan Railway Company.

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The Canadian Northern Manitoba Railway Company.  
Duluth, Winnipeg and Pacific Railway Company.  
Duluth, Winnipeg and Pacific Railroad Company.  
Duluth, Rainy Lake and Winnipeg Railway Company.  
Central Ontario Railway.  
The Halifax and South Western Railway Company.  
The Bay of Quinte Railway Company.  
The Irondale, Bancroft and Ottawa Railway Company.  
The Marmora Railway and Mining Company.  
The Northern Consolidated Holding Company, Limited.  
The Quebec and Lake St. John Railway Company.  
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.  
The Minnesota and Manitoba Railroad Company.  
The Bessemer and Barry's Bay Railway Company.  
The Toronto, Niagara and Western Railway Company.  
The James Bay and Eastern Railway Company.  
The St. Charles and Huron River Railway Company.  
The Toronto Eastern Railway Company.  
The Toronto Suburban Railway Company.  
The Niagara, St. Catharines and Toronto Railway Company.  
Canadian Northern System Terminals (Limited).  
The Minnesota and Ontario Bridge Company.  
The Lake Superior Terminals Company, Limited.

*Subsidiary Companies.*

The Canadian Northern Telegraph Company.  
The Great North Western Telegraph Company of Canada.  
The Winnipeg Land Company, Limited.  
St. Boniface Western Land Company.  
The Canadian Northern Railway Express Company, Limited.  
The Canadian Northern Express Company.  
Canadian Northern Steamships, Limited.  
The Niagara, St. Catharines and Toronto Navigation Company, Limited.  
Canadian Northern Rolling Stock, Limited.  
The Imperial Rolling Stock Company, Limited.  
The Canadian Northern Transfer Company, Limited.  
Toronto Dwellings, Limited.  
Canadian Northern Realities, Limited.  
Federal Properties, Limited.

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## CANADIAN NORTHERN.

CONSOLIDATED.

ASSETS. AT DECEMBER 31, 1918.

	\$	cts.	\$	cts.
Investments—Property investment—				
Investment in road and equipment including discount on funded debt ..	488,528,408	94		
Acquired securities. Schedule A. . . .	46,372,891	71		
Terminal and other properties. . . .	6,254,155	92		
			541,155,456	57
Cash in trust accounts held in respect of construction work, sinking funds and other special accounts—				
Dominion Government. . . . .	1,443,816	68		
Province of Manitoba. . . . .	47,977	47		
Province of Saskatchewan. . . . .	1,202,825	24		
Province of Alberta. . . . .	2,333,064	77		
Province of Ontario. . . . .	216,504	60		
Province of British Columbia. . . . .	2,451,090	06		
Sinking funds. . . . .	299,065	09		
National Trust Company. . . . .	3,331,377	61		
British Admiralty. . . . .	281,461	32		
British Empire Trust Company (trustees account). . . . .	19,948	41		
National Trust Company on account of land sales. . . . .	2,180,066	66		
Pennsylvania Company re Equipment Series A, 1918. . . . .	2,984,664	10		
			16,791,862	01
Lands unsold. . . . .			19,602,525	00
National Trust Company certificates re Land grant bonds issue, 1899 (these held by bank as collateral to loans)..			1,657,500	00
Other investments (at cost). . . . .			2,979,059	20
Current assets—				
Cash in bank. . . . .	2,885,162	91		
Balance due from agents, station balances, etc. (net). . . . .	3,061,619	62		
Miscellaneous accounts receivable. . . . .	8,464,744	35		
Deferred payments on account of land sales and accrued interest. . . . .	6,607,961	63		
Materials and supplies on hand as per books. . . . .	6,996,270	01		
			28,015,758	52
Deferred charges—				
Proportion of discount on funded debt. . . . .	800,067	79		
Insurance premiums paid in advance. . . . .	476,260	62		
Unadjusted debits (net balance). . . . .	780,579	88		
			2,056,908	29
Advance by the Canadian Northern Railway Company to affiliated companies, per contra. . . . .			10,494,459	41
			622,753,529	00

NOTE.—The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the company at \$6,000,000.

SESSIONAL PAPER No. 20

RAILWAY SYSTEM.

BALANCE SHEET.

LIABILITIES AT DECEMBER 31, 1918.

	\$	cts.	\$	cts.
Capital stock—Common.. . . . .			100,000	500 00
Capital stock—Affiliated companies.. . . .	75,429	500 00		
Less—Held in treasury.. . . . .	69,514	300 00		
			5,915	200 00
			105,915	700 00
Long term funded debt—				
Canadian Northern Railway Company, Schedule B. . . . .	128,543	062 19		
Affiliated companies, Schedule. C . . . .	125,186	538 42		
	253,729	600 61		
Five per cent income charge convertible debenture stock.. . . . .	24,999	500 00		
Equipment trust obligations.. . . . .	15,141	000 00		
			293,870	100 61
Short term loans secured by collateral or mortgage—				
Demand and short term loans.. . . . .			166,355	148 32
Current liabilities—				
Audited vouchers and other floating liabilities.. . . . .	13,173	091 02		
Pay rolls.. . . . .	2,971	076 44		
Interest matured (since paid).. . . . .	2,305	133 41		
Accrued interest on bonds loans and equip- ment securities—				
Operating.. . . . .	\$2,964	616 17		
Construction.. . . . .	171	356 44		
			3,135	972 61
Taxes accrued.. . . . .			909	657 67
			22,494	931 15
Reserves—				
Steamship replacement fund.. . . . .	3,315	795 68		
Equipment replacement fund.. . . . .	1,674	024 15		
Insurance fund.. . . . .	701	145 07		
			5,690	964 90
Advances to affiliated companies by Cana- dian Northern Railway Company, per contra.. . . . .			10,494	459 41
Surplus.. . . . .			17,932	224 61
			622,753	529 00

C. E. FRIEND,  
*Comptroller.*

We have examined the books and records of the Canadian Northern Railway System for the fifteen months ending December 31, 1918, and we certify that in our opinion the above balance sheet is properly drawn so as to exhibit a true and correct view of the affairs of the system at December 31, 1918, and is in accordance with the books and the explanations and information given us.

WEBB, READ & COMPANY,  
*Chartered Accountants*

TORONTO, ONT., July 7, 1919.

CANADIAN NORTHERN RAILWAY SYSTEM.

INCOME STATEMENTS.

INCOME STATEMENT,

THREE MONTHS TO SEPTEMBER 30, 1917.

	\$	cts.	\$	cts.
Revenue.. . . . .	10,591,807	57		
Subsidiary miscellaneous earnings . . . . .	459,231	66		
			11,051,039	23
Working expenses.. . . . .	8,667,867	95		
Taxes, rentals, joint facilities, etc. . . . .	465,531	47		
			9,133,399	42
Net earnings.. . . . .			1,917,639	81
Fixed charges—Canadian Northern Rail- way.. . . . .	1,672,056	91		
Fixed charges—Affiliated companies. . . . .	1,068,641	09		
Interest on demand and short term notes— Government.. . . . .	346,759	67		
Other.. . . . .	714,828	70		
			3,802,286	37
Deficit carried to profit and loss statement.			1,884,646	56

INCOME STATEMENT,

THREE MONTHS TO DECEMBER 31, 1917.

	\$	cts.	\$	cts.
Revenue.. . . . .	11,264,978	56		
Subsidiary miscellaneous earnings.. . . . .	361,566	21		
			\$11,626,544	77
Working expenses.. . . . .	9,853,944	56		
Taxes, rentals, joint facilities, etc.. . . . .	326,934	21		
			10,180,878	77
Net earnings.. . . . .			1,445,666	00
Fixed charges—Canadian Northern Rail- way.. . . . .	1,915,196	47		
Fixed charges—Affiliated companies. . . . .	1,058,807	12		
Interest on demand and short term notes— Government.. . . . .	449,332	61		
Other.. . . . .	356,382	33		
			3,779,718	53
Deficit carried to profit and loss statement.			2,334,052	53

INCOME STATEMENT,

FISCAL YEAR ENDING DECEMBER 31, 1918.

	\$	cts.	\$	cts.
Revenue.. . . . .	47,310,011	91		
Subsidiary miscellaneous earnings.. . . . .	1,752,700	50		
			49,062,712	50
Working expenses.. . . . .	44,062,949	94		
Taxes, rentals, joint facilities, etc. . . . .	1,599,325	32		
			45,662,275	26
Net earnings.. . . . .			3,400,437	24
Fixed charges—Canadian Northern Rail- way.. . . . .	6,875,465	58		
Fixed charges—Affiliated companies.. . . . .	4,301,207	57		
Interest on demand and short term notes— Government.. . . . .	3,926,279	61		
Other.. . . . .	2,795,294	22		
			17,898,246	98
Deficit carried to profit and loss statement.			14,497,809	74

SESSIONAL PAPER No. 20

## CANADIAN NORTHERN RAILWAY SYSTEM.

## PROFIT AND LOSS STATEMENTS.

PROFIT AND LOSS STATEMENT,  
AT SEPTEMBER 30, 1917.

	\$	cts.	\$	cts.
Deficit on income account.. . . . .	1,884,646	56		
Discount, etc., on funded debt.. . . . .	49,687	25		
Reserve for bad or doubtful debts.. . . . .	400,000	00		
	2,334,333			
Less—				
Delayed income, debits and credits, credit balance.. . . . .		121,175		07
		2,213,158		74
Adjustment of land sales.. . . . .		164,687		03
Net deficit.. . . . .			2,377,845	77
Surplus brought forward.. . . . .			37,321,946	08
Total surplus to profit and loss.. . . . .			34,944,100 31	

PROFIT AND LOSS STATEMENT,  
AT DECEMBER 31, 1917.

	\$	cts.	\$	cts.
Deficit on income account.. . . . .	2,334,052	53		
Discount, etc., on funded debt.. . . . .	99,115	69		
	2,433,168			
Less—				
Delayed income, debits and credits, balance.. . . . .		65,045		82
Net deficit.. . . . .			2,368,122	40
Surplus brought forward.. . . . .			34,944,110	31
Total surplus to profit and loss (page No. 16)			32,575,977 91	

PROFIT AND LOSS STATEMENT,  
AT DECEMBER 31, 1918.

	\$	cts.	\$	cts.
Deficit on income account.. . . . .	14,497,809	74		
Discount, etc., on funded debt.. . . . .	694,624	97		
Taxes accrued to December 31, 1918.. . . . .	409,657	67		
Adjustment interest on D.R.L. and Wpeg. Ry. bonds included in D.W. and P. Ry. account in C.N.R. Accrued interest statement September 30, 1917.. . . . .		24,999		99
	15,627,092			
Less—				
Delayed income, debits and credits, credit balance.. . . . .		47,237		24
		15,579,855		13
Adjustment of land sales.. . . . .		936,101		83
Net deficit.. . . . .			14,643,753	30
Surplus brought forward.. . . . .			32,575,977	91
Total surplus to December 31, 1918, carried to balance sheet.. . . . .			17,932,224 61	



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ACQUIRED SECURITIES—*Concluded.*  
SCHEDULE A—*Concluded.*

The Niagara, St. Catharines and Toronto Navigation Company, Limited— First mortgage bonds. . . . .	200,000 00	
The Quebec and Lake St. John Railway Company— Capital stock. . . . .	4,034,700 00	
Canadian Northern Pacific Railway Company— Capital stock. . . . .	25,000,000 00	
The Canadian Northern Alberta Railway Company— Capital stock. . . . .	3,000,000 00	
Canadian Northern Western Railway Company— Capital stock. . . . .	2,000,000 00	
The Canadian Northern Saskatchewan Railway Company— Capital stock. . . . .	1,000,000 00	
Canadian Northern Manitoba Railway Company— Capital stock. . . . .	250,000 00	
The Canadian Northern Ontario Railway Company— Capital stock. . . . .	10,000,000 00	
Duluth, Winnipeg and Pacific Railway Company— Capital stock. . . . .	3,060,000 00	
Mount Royal Tunnel and Terminal Company, Limited— Capital stock. . . . .	5,000,000 00	
The Northern Consolidated Holding Company, Limited— Capital stock. . . . .	4,446,700 00	
The Holding Company whose issued capital is \$6,181,500 owns capital stock in the Canadian Northern Quebec Railway Company of \$5,064,600.		
The Canadian Northern Quebec Railway Company— Capital stock. . . . .	2,080,000 00	
The Halifax and South Western Railway Company— Capital stock. . . . .	925,000 00	
The Bessemer and Barry's Bay Railway Company— Capital stock. . . . .	125,000 00	
		\$93,341,400 00
Cost to the Railway Company. . . . .		\$46,372,891 71

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## CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT OF Securities Outstanding, showing: Securities guaranteed by Dominion Government, Securities guaranteed by Provincial Governments, Securities Unguaranteed, Maturities of all Issues, Annual Fixed Charges, June 30, 1917.

Security.	Date of Maturity.	Total Issue.	Annual Interest.
		\$ cts.	\$ cts.
<i>Guaranteed by Dominion Government.</i>			
Canadian Northern Railway—			
3 $\frac{1}{2}$ % 1st Mtge. Debenture Stock.....	July 10, 1953	9,359,996 72	280,799 86
3 $\frac{1}{2}$ % 1st Mtge. Debenture Stock.....	July 20, 1958	7,896,588 26	276,380 47
4 % 1st Mtge. Debenture Stock.....	Sept. 1, 1934	44,866,667 33	1,794,666 66
Canadian Northern Alberta Railway—			
3 $\frac{1}{2}$ % 1st Mtge. Debenture Stock.....	April 1, 1962	3,569,996 86	124,949 88
3 $\frac{1}{2}$ % 1st Mtge. Debenture Stock.....	May 4, 1960	3,149,998 66	110,249 96
Canadian Northern Ontario Railway—			
3 $\frac{1}{2}$ % 1st Mtge. Debenture Stock.....	May 19, 1961	35,770,000 00	1,251,950 00
Total Dominion guarantees.....		104,613,247 83	3,838,996 83
<i>Guaranteed by Province of Ontario.</i>			
Canadian Northern Ontario Railway—			
3 $\frac{1}{2}$ % 1st Mtge. Deb. Stock (1938).....	June 30, 1938	6,724,015 39	235,340 54
3 $\frac{1}{2}$ % 1st Mtge. Deb. Stock (1936).....	July 10, 1936	1,135,982 20	39,759 38
		7,859,997 59	275,099 92
<i>Guaranteed by Manitoba Government.</i>			
Canadian Northern Railway—			
4 % Consolidated Debenture Bonds.....	June 30, 1930	10,784,046 66	431,361 87
4 % Ontario Division Bonds.....	June 30, 1930	5,580,606 66	223,224 26
4 $\frac{1}{2}$ % Ontario Division Bonds.....	June 30, 1930	164,980 00	7,424 26
4 % Winnipeg Terminal Bonds.....	July 1, 1939	3,000,000 00	120,000 00
4 % 1st Mtge. Stock.....	June 30, 1930	4,319,998 86	172,799 90
4 $\frac{1}{2}$ % Can. Nor. Manitoba.....		160,680 00	7,230 60
4 % Branch Line Bonds.....	Feb. 1, 1929	1,137,340 00	45,493 60
4 % Gilbert Plains Bonds.....	Nov. 1, 1930	2,433 33	97 33
4 % Manitoba & S.E. Ry. Bonds.....	Feb. 1, 1929	512,460 00	20,498 40
		25,662,545 51	1,023,130 22
<i>Guaranteed by Saskatchewan Government.</i>			
Canadian Northern Railway—			
4% 1st Mtge. Stock.....	Jan. 23, 1939	13,709,399 99	548,385 98
Canadian Northern Saskatchewan Railway—			
4 $\frac{1}{2}$ % 1st Mtge. Stock.....	Dec. 19, 1943	1,174,813 33	52,866 60
		14,884,213 32	601,252 58
<i>Guaranteed by Alberta Government.</i>			
Canadian Northern Railway—			
4% 1st Mtge. Debenture Stock.....	Feb. 25, 1939	9,726,364 26	389,054 56
Canadian Northern Western Railway—			
4 $\frac{1}{2}$ % 1st Mtge. Debenture Stock.....	Feb. 16, 1942	6,424,000 00	289,080 00
4 $\frac{1}{2}$ % 1st Mtge. Debenture Stock.....	Oct. 22, 1943	2,799,997 73	125,999 90
		18,950,361 99	804,134 46

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CANADIAN NORTHERN RAILWAY SYSTEM—Continued.

STATEMENT of Securities Outstanding, etc.—Continued.

Security.	Date of Maturity.	Total Issue.	Annual Interest.
		\$ cts.	\$ cts.
<i>Guaranteed by British Columbia Government.</i>			
Canadian Northern Pacific Railway—			
4% 1st Mtge. Debenture Stock.....	April 2, 1950	20,999,997 59	839,999 90
4½% Terminal Debenture Stock.....	April 2, 1950	8,614,000 00	387,630 00
4½% Branch Line Stock.....	April 2, 1950	5,543,527 54	249,458 74
4½% Second Charge Stock.....	April 2, 1950	4,999,998 73	224,999 94
		40,157,523 86	1,702,088 58
Total Provincial guarantees.....		107,514,642 27	4,410,705 76
<i>Unguaranteed Securities.</i>			
Canadian Northern Railway—			
4% Perp. Consol. Debenture Stock.....	Perpetual....	61,837,788 96	2,473,511 55
4% 1st Mtge. Pas Mission Bonds.....	April 12, 1939.	880,000 00	35,200 00
4½% 1st Mtge. Gunflint Bonds.....	June 30, 1930.	669,000 00	30,105 00
4½% Prince Albert Branch Bonds.....	June 30, 1930.	693,900 00	31,225 50
Canadian Northern Ontario Railway—			
4% Perp. Consol. Debenture Stock.....	Perpetual....	12,658,910 51	506,356 42
Central Ontario Railway—			
5% 1st Mtge. Bonds.....	Jan. 1, 1934..	945,593 33	47,279 66
Bay of Quinte Railway—			
*5% 1st Mtge. Bonds.....	Jan. 2, 1927..	780,000 00	39,000 00
Irondale, Bancroft & Ottawa Railway—			
5% Mtge. Bonds.....	Jan. 1, 1953..		
Canadian Northern Quebec Railway—			
4% Perpetual Debenture Stock.....	Perpetual....	5,435,127 39	217,405 09
Great Nor. Ry. of Canada 4% Bonds.....	Oct. 1, 1934..	3,505,750 00	140,230 00
Quebec & Lake St. John Railway—			
4% 1st Mtge. Debenture Stock.....	Perpetual....	4,486,813 60	179,472 54
Duluth, Winnipeg & Pacific Railway—			
4% 1st Mtge. Stock.....	June 1, 1939	8,221,907 27	328,876 28
Duluth, R.L. & Wpg. Ry. 5% Bonds.....	Jan. 1, 1921	2,000,000 00	100,000 00
Halifax & Southwestern Railway—			
3½% 1st Mtge. Bonds.....	Sept. 30, 1943	5,663,666 66	198,228 32
Niagara, St. Catharines & Toronto Railway—			
5% 1st Mtge. Bonds.....	Nov. 1, 1929	1,504,000 00	75,200 00
5% 2nd Mtge. Bonds.....	Nov. 1, 1929	536,500 00	26,825 00
Qu'Appelle, Long Lake & Saskatchewan Railway & Steamboat Co.—			
4% 1st Mtge. Stock.....	July 1, 1936	5,019,681 10	200,787 24
Mount Royal Tunnel and Terminal Co., Ltd.—			
5% 1st Mtge. Bonds.....	April 15, 1970	11,430,033 39	571,501 67
James Bay and Eastern Railway—			
*5% 1st Mtge. Bonds.....	Sept. 1, 1945	300,000 00	15,000 00
Minnesota and Manitoba Railway—			
4% 1st Mtge. Bonds.....	Sept. 1, 1931	349,000 00	13,960 00
		126,917,672 21	5,230,164 27

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CANADIAN NORTHERN RAILWAY SYSTEM—*Concluded.*STATEMENT of Securities Outstanding, etc.—*Concluded.*

Securities.	Date of Maturity.	Total Issue.	Annual Interest.
<i>Land Securities.</i>			
Canadian Northern Railway—			
4% Land Grant Bonds (1909).....	July 1, 1938	1,852,740 00	74,109 60
†4% Land Grant Bonds (1899).....	Feb. 1, 1919	2,000,000 00	
5% Land Mtge. Debentures.....	June 1, 1923	17,033,333 33	851,666 67
Total Unguaranteed.....		147,803,745 54	6,155,940 54
Grand Total.....		359,931,635 64	14,405,643 13

—In addition to above, the following are authorized and issued:—

(a) Canadian Northern Railway 5 per cent Income Charge Convertible Debenture Stock, \$25,000,000.

(b) Imperial Rolling Stock Co., Ltd., Equipment Trusts, \$14,846,500.

NOTES.—(\*)—In Treasury.

(†)—Interest payable from funds in hands of National Trust Co., Ltd.

## CANADIAN NORTHERN RAILWAY SYSTEM.

## IMPERIAL ROLLING STOCK COMPANY, LIMITED—EQUIPMENT NOTES OUTSTANDING, JUNE 30, 1917.

Series.	Principal Outstanding.		Principal Payable.		Interest Payable.	
	\$	cts.	\$	cts.	\$	cts.
"P".....	100,000	00	100,000	00	2,250	00
"R".....	170,000	00	170,000	00	7,650	00
"S".....	200,000	00	100,000	00	9,000	00
"T".....	450,000	00	150,000	00	16,875	00
"U".....	150,000	00	50,000	00	5,625	00
"V".....	1,200,000	00	300,000	00	47,250	00
"A-1".....	1,476,000	00	368,000	00	62,280	00
"B-1".....	675,500	00	150,000	00	28,698	75
"C-1".....	1,100,000	00	220,000	00	47,025	00
"D-1".....	1,650,000	00	330,000	00	70,537	50
"E-1".....	1,155,000	00	210,000	00	49,612	50
"F-1".....	2,530,000	00	420,000	00	109,125	00
"G-1".....	650,000	00	100,000	00	28,125	00
"H-1".....	510,000	00	80,000	00	24,500	00
"K-1".....	1,580,000	00	210,000	00	76,375	00
"L-1".....	1,250,000	00	132,000	00	60,850	00
	14,846,500	00	3,090,000	00	645,778	75

Total Cost of Equipment Purchased.....\$ 61,398,386

Equipment Notes Outstanding.....14,846,500

Net Expenditure on Equipment.....\$ 46,551,886

## SESSIONAL PAPER No. 20

## CANADIAN NORTHERN RAILWAY SYSTEM.

SECURITIES PLEDGED AS COLLATERAL, JUNE 30, 1917.

<i>Guaranteed Securities.</i>	\$	cts.	\$	cts.
C.N.R., 4% Gtd. Dom. Govt.....	27,833,334	00		
C.N.Alta., 3½% Gtd. Dom. Govt.....	3,569,996	86		
C.N.Ont., 3½% Gtd. Dom. Govt.....	1,540,003	13		
			32,943,333	99
C.N. Man., 4½% Prov. of Man.....	160,680	00		
C.N.R., 4% Prov. of Alta.....	1,949,698	60		
C.N.R., 4% Prov. of Sask.....	3,246,066	66		
C.N. Pac., 4½% Br. Lines B.C. Govt.....	5,543,527	54		
C.N.Pac., 4½% 2nd Charge D.S. B.C. Govt.....	4,999,998	73		
C.N.Sask., 4½% Saskatchewan.....	1,174,813	33		
C.N.Sask., 4½% Saskatchewan (Terminals).....	486,666	66		
			17,561,451	52
			50,504,785	51
<i>Unguaranteed Securities.</i>				
C.N.R., 4% P. C. D. S.....	12,382,099	44		
C.N.R., 4½% Prince Albert Branch.....	693,900	00		
C.N.R., 4% Pas Mission.....	880,000	09		
C.N.O., 4% P. C. D. S.....	3,934,797	31		
C.N.Q., 4% D. S.....	184,758	13		
D.W. & P. Ry., 4% D. S.....	1,216,910	00		
Q. & L. St. J., 4% 1st Mtge. Stock.....	234,310	53		
H. & S.W. Ry., 3½% D. S.....	1,216,666	66		
C.N.R., 4½% Gunflint Branch.....	669,000	00		
N. St. C. & T. Ry., 5% 1st Mtge. Bonds.....	406,000	00		
N. St. C. & T. Ry., 5% 2nd Mtge. Bonds.....	536,500	00		
Mt. Royal T. & T., 5% Rent Charge Bonds.....	9,191,366	72		
C.N.R., 5% Land Mtge. Debs.....	9,933,839	99		
Land Grant, 4% Bonds, 1919.....	1,657,500	00		
C.N.R., 5% Income Charge Convertible D.S.....	860,392	60		
Q. & L. St. J., 1st Mtge. Bonds.....	31,268	33		
Q. & L. St. J., Income Bonds.....	102,818	07		
Jas. Bay & E. Ry., 5% 1st Mtge. Bonds.....	300,000	00		
Can. Nor. Prairie Lands Co., Ltd. Shares.....	50,095	00		
Can. Nor. Ry., 6% Mortgage (Dom. Govt.).....	15,000,000	00		
			59,482,222	78
<i>Land Grants.</i>				
C.N.O.Ry. Land Grant, 2,000,000 acres.....	4,536,931	00		
C.N.Que. Ry. Land Grant, 402,000 acres.....	1,208,580	00		
			5,745,511	00
			115,732,519	29

FUNDED DEBT OF THE CANADIAN NORTHERN RAILWAY COMPANY.  
SCHEDULE B.

*Guaranteed as to Principal and Interest  
by the Dominion of Canada.*

	Sterling.	Currency.
3 per cent first mortgage debenture stock..	£1,923,287	\$ 9,359,996 72
3½ per cent first mortgage debenture stock.	1,622,586	7,896,588 26
4 per cent Dominion guaranteed debenture stock..	.....	17,060 333 33

*Guaranteed by Government of  
Manitoba.*

4 per cent consolidated debenture bonds. . .	£2,215,900	\$ 10,784,046 65
Underlying bonds—		
4 per cent Sifton Branch bonds. . . . .	233,700	1,137,340 00
4 per cent Gilbert Plains Branch bonds.	500	2,433 33
4 per cent Manitoba and S.E. bonds..	105,300	512,460 00
4 per cent Ontario Division bonds. . . . .	1,180,600	5,745,586 66
4 per cent Terminal bonds. . . . .	616,438	3,000,000 00
4 per cent first mortgage debenture stock..	587,671	2,859,998 87

*Guaranteed by Government of  
Saskatchewan.*

4 per cent first mortgage debenture stock..	£1,650,000	\$ 8,029 999 99
---------------------------------------------	------------	-----------------

*Guaranteed by Government of  
Alberta.*

4 per cent first mortgage debenture stock..	£1,147,945	\$ 5,586,665 64
---------------------------------------------	------------	-----------------

4 per cent perpetual consolidated debenture stock. . . . .	£9,234,867	\$ 44,943,019 40
4 per cent land grant bonds (1909) . . . . .	344,300	1,675,593 34
4 per cent land grant bonds (1899) . . . . .	.....	2,000,000 00
5 per cent land mortgage debentures. . . . .	1,500,000	7,300,000 00
4½ per cent Prince Albert Branch bonds . .	.....	300,000 00
Long term loan at 4 per cent against deposit of \$352,000 bonds of Minnesota and Manitoba Railroad Company payable 1930. . . . .	.....	349,000 00
		\$128,543,062 19

FUNDED DEBT OF AFFILIATED COMPANIES OF THE CANADIAN NORTHERN RAILWAY SYSTEM.

SCHEDULE C.

*The Canadian Northern Alberta Railway Company.*

	Sterling.	Currency.
Guaranteed by Dominion Government—		
- 3½ per cent first mortgage debenture stock. . . . .	£ 647,260 0 0	\$ 3,149,998 66

*Canadian Northern Western Railway Company.*

Guaranteed by Government of Alberta—		
4½ per cent first mortgage debenture bonds (1943) . . . . .	£ 575,342 0 0	\$ 2,799,997 73
4½ per cent first mortgage debenture stock (1942) . . . . .	1,320,000 0 0	6,424,000 00

*Canadian Northern Pacific Railway Company.*

Guaranteed by Government of British Columbia—		
4 per cent first mortgage debenture stock. . . . .	£3,372,329 0 0	\$ 16,412,001 13
4½ per cent terminal debenture stock.	1,770,000 0 0	8,614,000 00

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FUNDED DEBT OF AFFILIATED COMPANIES—*Concluded.*

SCHEDULE C—*Concluded.*

<i>The Canadian Northern Ontario Railway Company.</i>			
Guaranteed by Dominion Government—			
3½ per cent first mortgage debenture stock.. . . . .	£7,033,561	0 0	\$ 34,229,996 87
Guaranteed by Government of Ontario—			
3½ per cent first mortgage debenture stock.. . . . .	£1,615,068	0 0	\$ 7,859,997 59
4 per cent perpetual consolidated debenture stock.. . . . .	£1,866,499	0 0	\$ 9,083 628 46
<i>Central Ontario Railway.</i>			
5 per cent first mortgage bonds.. . . . .	£ 185,600	0 0	\$ 903,253 34
<i>The Bay of Quinté Railway Company.</i>			
5 per cent first mortgage bonds.. . . . .			\$ 780,000 00
<i>The Canadian Northern Quebec Railway Company.</i>			
4 per cent perpetual consolidated debenture stock.. . . . .	£1,078,843	0 0	\$ 5,250,369 26
Great Northern Railway of Canada 4 per cent bonds.. . . . .			3,505,750 00
<i>The Quebec and Lake St. John Railway Company.</i>			
4 per cent first mortgage perpetual debenture stock.. . . . .	£ 895,688	0 0	\$ 4,359,014 93
<i>Duluth, Winnipeg and Pacific Railway Company.</i>			
4 per cent first mortgage debenture stock..	£1,440,683	0 0	\$ 7,011,323 93
<i>Duluth, Rainy Lake and Winnipeg Railway Company.</i>			
6 per cent first mortgage bonds.. . . . .			\$ 2,000,000 00
<i>The Halifax and South Western Railway Company.</i>			
3½ per cent first mortgage bonds.. . . . .			\$ 4,447,000 00
<i>The Niagara, St. Catharines and Toronto Railway Company.</i>			
5 per cent first mortgage bonds.. . . . .			\$ 1,098,000 00
<i>The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.</i>			
4 per cent first mortgage guaranteed debenture stock.. . . . .	£1,031,412	6 0	\$ 5,019,539 86
<i>Mount Royal Tunnel and Terminal Company, Limited.</i>			
5 per cent first mortgage rent charge bonds.	£460,000	0 0	\$ 2,238,666 66
			\$125,186,538 42

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## CANADIAN NORTHERN RAILWAY SYSTEM.

## OPERATING REVENUE, OPERATING EXPENSES AND NET EARNINGS.

YEAR ENDING DECEMBER 31, 1918—COMPARED WITH PREVIOUS FISCAL YEAR.

## OPERATING REVENUE.

Per cent.	1918.	Class.	1917.	Per cent.
16.54	7,824,444 44	Passenger.....	7,055,427 81	17.01
77.65	36,735,869 46	Freight.....	32,012,791 03	77.19
0.52	245,187 12	Mails.....	249,983 06	0.62
2.04	964,617 55	Express.....	856,402 77	2.06
3.25	1,539,893 34	Miscellaneous.....	1,295,417 17	3.12
100.00	47,310,011 91	Total.....	41,470,021 84	100.00

## OPERATING EXPENSES.

Per cent.	1918.	Class.	1917.	Per cent.
	\$ cts.		\$ cts.	
20.56	9,060,264 79	Maintenance of Way and Structures.....	7,059,883 88	20.75
19.29	8,498,673 11	Maintenance of Equipment.....	6,086,901 56	17.89
1.81	797,181 68	Traffic Expenses.....	777,121 18	2.29
54.26	23,907,348 28	Transportation Expenses.....	18,247,439 92	53.62
1.31	576,071 12	Miscellaneous Operations.....	546,378 12	1.61
2.77	1,223,410 96	General Expenses.....	1,308,927 77	3.84
100.00	44,062,949 94	Total.....	34,026,652 43	100.00

## SUMMARY OF REVENUES AND EXPENSES.

Per cent.	1918.	Class.	1917.	Per cent.
	\$ cts.		\$ cts.	
	47,310,011 91	Operating Revenues.....	41,470,021 84	
93.13	44,062,949 94	Operating Expenses.....	34,026,652 43	82.04
6.87	3,247,061 97	Net Earnings.....	7,443,369 41	17.96
100.00				100.00

## DESCRIPTION OF FREIGHT CARRIED.

		For the Year ended Dec. 31.	
		1918.	1917.
Flour.....	Sacks (100 lbs. each)	8,904,498	7,138,927
Grain.....	Bushels.....	93,935,078	112,971,191
Live Stock.....	Head (all kinds)....	654,583	609,409
Logs and Lumber.....	Feet.....	1,614,829	1,970,656
Firewood.....	Cords.....	362,118	334,489
Coal.....	Tons.....	2,373,985	2,126,334
Immigrants' Effects.....	Cars.....	5,279	3,958
Building Material (Lime, Stone, Brick, Sand, etc.).....	Cars.....	29,794	33,340
Miscellaneous.....	Tons.....	4,048,065	4,269,115

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CANADIAN NORTHERN RAILWAY SYSTEM.

EARNINGS, EXPENSES AND NET EARNINGS.

PER MILE OPERATED YEAR ENDING DECEMBER 31, 1918.

Year.	Average Miles operated.	Earnings.	Expenses.	Net Earnings.
1917.....	9-433	\$ cts. 4,396 27	\$ cts. 3,607 19	\$ cts. 789 08
1918.....	9-452	5,005 29	4,661 76	343 53

FIXED CHARGES PER MILE OF LINE.

	1918.	1917.
Amount required per mile of road to pay fixed charges, including leased lines. . .	\$ cts. 1,893 60	\$ cts. 1,695 24

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS.  
COMPARED WITH PREVIOUS FISCAL YEAR.

	1918.	1917.	+ Increase or - Decrease.
<i>Passenger Traffic.</i>			
Passengers Carried (Earning Revenue).....	4,114,965	4,503,958	- 388,993
Passengers Carried one mile.....	288,067,800	293,322,255	- 5,254,455
Passengers Carried one mile per mile of road.....	30,477	31,425	- 948
Average distance carried.....	70-01	65-13	+ 4-88
Total Passenger Revenue..... \$	7,128,141 55	6,437,305 25	+ 690,836 30
Average amount received per passenger..... \$	1-73,225	1-42,925	+ -30,300
Average amount received per passenger per mile.. Cts.	-02,474	-02,194	+ -00,280
Total Passenger Train Earnings.....	8,783,084 63	7,970,489 84	+ 812,594 79
Passenger Train Earnings per train mile..... \$	1-28,903	1-14,649	+ 0-14,254
<i>Freight Traffic.</i>			
Revenue Tons carried.....	13,289,641	13,834,676	- 545,035
Revenue Tons carried one mile.....	4,021,275,963	4,328,241,986	- 306,966,023
Revenue Tons carried one mile per mile of road.....	425,442	463,707	- 38,265
Average distance haul of one ton.....	302-59	312-86	+ 10-27
Total Freight Revenue..... \$	35,674,816 63	31,134,034 68	+ 4,540,781 95
Average amount received for each ton of freight.... \$	2-68-441	2-25-043	+ 0-43,398
Average Revenue per ton per mile..... Cts.	-00,887	0-00,719	+ 0-00,168
Total Freight Train Earnings..... \$	36,719,136 76	31,937,926 59	+ 4,781,210 17
Freight Train Earnings per train mile..... \$	3-24,220	2-69,118	+ 0-55,102
<i>Train Mileage.</i>			
Miles of Passenger Trains.....	5,044,607	5,037,334	+ 7,273
Mileage of Freight Trains.....	9,556,238	9,952,918	- 396,680
Mileage of Mixed Trains.....	1,769,124	1,914,725	- 145,601
<i>Expenses per Traffic Train Mile.</i>			
Maintenance of Way and Structures..... Cts.	54-67	41-28	+ 13-39
Maintenance of Equipment..... Cts.	51-12	35-39	+ 15-73
Traffic Expenses..... Cts.	04-79	04-52	+ 0-27
Transportation Expenses..... Cts.	1-43-69	1-05-83	+ 37-86
Miscellaneous Operations..... Cts.	03-52	03-23	+ -29
General Expenses..... Cts.	07-10	07-42	- -32
Total..... \$	2 64-89	1 97-67	+ 67-22

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PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS—*Concluded.*

OPERATIONS OF ELECTRIC LINES NOT INCLUDED IN ABOVE STATEMENT.

<i>Electric Line Statistics.</i>	1917.	1918.	Increase or Decrease.
Passengers Carried (Earning Revenue).....	6,036,625	5,859,032	+ 177,593
Total Passenger Revenue.....\$	504,319 84	441,675 72	+ 62,644 12
Revenue Tons Carried.....	409,704	423,642	- 13,938
Total Freight Revenue.....\$	252,746 20	225,809 38	+ 26,936 82

CANADIAN NORTHERN RAILWAY SYSTEM.

SUMMARY OF EQUIPMENT.

	At December 31.		
	1918.	1917.	1916.
Locomotives.....	788	735	740
Sleeping and Dining Cars.....	116	116	117
Passenger Coaches.....	596	624	635
Baggage, Mail and Express Cars.....	191	187	190
Business Cars.....	25	22	22
Freight, Refrigerator and Stock Cars.....	31,828	29,489	29,368
Conductors Vans.....	426	443	454
Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment...	1,676	1,520	1,272

CANADIAN NORTHERN RAILWAY SYSTEM.

MILEAGE OF RAILWAY.

The total mileage operated at the close of the fiscal year ended December 31, 1918, including lines owned and leased, was 9,566.5 miles, made up as follows:—

CENTRAL DIVISION—WEST OF PORT ARTHUR.

District No. 1—		
Port Arthur to Paddington Junction.....	435.1	
Twin City to North Lake.....	58.1	
Emerson to South Junction.....	71.6	
Duluth Junction to River D.W. & P.....	1.5	
		566.3
District No. 2—		
Winnipeg Transfer Tracks.....	1.2	
Portage Junction to Emerson.....	63.4	
Morris to Somerset.....	62.2	
St. James to Gypsumville.....	156.7	
Gross Isle to Hodgson.....	80.7	
Greenway to Deloraine.....	79.7	
Paddington Junction to Victoria Beach and Grand Beach.	72.6	
Carman Junction to Belmont.....	118.8	
Steep Rock Junction to Steep Rock.....	12.0	
De Lourdes.....	2.6	
Dundee.....	4.0	
Paddington Junction to Woodward Avenue Junction.....	4.2	
		658.1
District No. 3—		
Woodward Avenue to Dauphin.....	175.6	
Delta Junction to Delta.....	14.8	
Oakland to Amaranth.....	44.0	
Arizona Junction to Brandon.....	78.8	
Neepawa Junction to McCreary Junction.....	70.4	
Brandon Junction to Carberry Junction.....	22.9	
Rosburn Junction to Ross Junction.....	190.6	
Hallboro to Beulah.....	75.0	
Ochre River to End of Track.....	15.0	
Wroxton to Willowbrook.....	41.0	
Totogan Junction to Totogan.....	1.8	
		729.9

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CENTRAL DIVISION—WEST OF PORT ARTHUR.—Continued.

District No. 4—		
Brandon to Canadian Northern Junction.. . . . .	219-5	
Maryfield to Radville.. . . . .	139-8	
Luxton to Estevan.. . . . .	24-9	
M. & B. Junction to Hartney Junction.. . . . .	38-0	
Belmont to Virden.. . . . .	91-9	
Radville to Bengough.. . . . .	45-2	
Moosejaw Junction to Moosejaw.. . . . .	85-8	
Gravelbourg Junction to Gravelbourg.. . . . .	78-6	
		723-7

WESTERN DIVISION—WEST OF PORT ARTHUR.

District No. 1—		
Dauphin to Humbolt.. . . . .	247-3	
North Junction to Prince Albert.. . . . .	360-5	
Sifton Junction to Winnipegosis.. . . . .	20-7	
Thunderhill to Preeceville.. . . . .	72-1	
Hudson Bay Junction to The Pas.. . . . .	87-5	
Melfort to St. Brieux.. . . . .	21-5	
Canora to Sturgis Junction.. . . . .	21-7	
		831-3
District No. 2—		
Regina to East Prince Albert.. . . . .	249-3	
Saskatoon to Kindersley.. . . . .	126-1	
Delisle to Dunblane.. . . . .	59-4	
Elrose Junction to Glidden.. . . . .	104-0	
Humbolt to North Battleford.. . . . .	147-6	
Dalmeny to Carlton.. . . . .	35-8	
Prince Albert to Denholm.. . . . .	116-5	
Shellbrook to Big River.. . . . .	56-5	
Craven Junction to Craven.. . . . .	4-4	
		899-6
District No. 3—		
North Battleford to Lobstick Junction.. . . . .	331-0	
North Battleford to Turtleford.. . . . .	55-7	
Battleford Junction to Battleford.. . . . .	8-0	
Edmonton Junction to Stoney Plains.. . . . .	19-4	
St. Albert to Athabasca.. . . . .	85-8	
Edmonton and South Edmonton Terminals.. . . . .	11-1	
Peace River Junction to Sangudo.. . . . .	33-4	
		544-4
District No. 4—		
Kindersley to Calgary.. . . . .	273-4	
Munson Junction to Vegreville.. . . . .	162-1	
Warden to Nordegg.. . . . .	174-0	
Camrose to Terminal Junction.. . . . .	45-8	
S.E. Junction (Camrose) to Alliance.. . . . .	59-3	
		714-6

PACIFIC DIVISION—WEST OF EDMONTON.

Lobstick Junction to Chiplake, C.N.R. joint with G.T.P.. . . . .	13-2	
Chiplake to Obed, Conn., G.T.P. joint with C.N.R.. . . . .	77-8	
Obed, Conn., to Snaring, Con., C.N.R. joint with G.T.P.. . . . .	59-3	
Snaring, Conn., to Geikie, G.T.P. joint with C.N.R.. . . . .	21-0	
Geikie to Red Pass Junction, C.N.R. joint with G.T.P.. . . . .	35-1	
Red Pass Junction to Blue River.. . . . .	88-7	
Blue River to Kamloops.. . . . .	142-8	
Kamloops to Boston Bar.. . . . .	125-7	
Boston Bar to New Westminster.. . . . .	118-4	
New Westminster to Vancouver, trackage rights over Great Northern.. . . . .	13-8	
Victoria to Patricia Bay.. . . . .	15-5	
		711-3

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## ONTARIO DIVISION—EAST OF PORT ARTHUR.

Toronto district—		
Toronto (Union Station) to Rosedale, trackage rights on G.T.R.	3-8	
Rosedale to Parry Sound	145-2	
Udney to Grand Trunk Crossing	7-4	
Grand Trunk crossing, Orillia, trackage rights on C.P.R.	2-8	
Todmorden to Trenton	105-0	
Trenton to Wallace	117-6	
Ormsby Junction to Coe Hill	7-2	
York River to Howland (Kinmount Junction)	51-0	
Marmora Branch	9-6	
		449-6
Ottawa district—		
Picton to Trenton	30-6	
Yarker to Bannockburn	54-5	
Brockville to Westport	44-4	
Harrowsmith to Kingston, joint track with C.P.R.	18-6	
Trenton to Hurdman (Ottawa)	145-7	
Riverside to Ottawa Union Station trackage rights G.T.R.	1-7	
Rideau Junction to Brent	157-8	
		453-3
Nipissing district—		
Parry Sound to Capreol	127-0	
Sudbury Junction to Sudbury	5-2	
Garson Junction to Garson	3-7	
Key Junction to Key Harbour	6-2	
Algoma Eastern Connection	2-4	
Brent to Capreol	144-8	
Capreol to Foleyet	148-3	
Milnet to Sellwood	5-2	
		442-8
Superior district—		
Foleyet to Hornepayne	148-1	
Hornepayne to Jellicoe	150-5	
Jellicoe to Current Junction	145-8	
Current Junction to Port Arthur, joint track with C.P.R.	2-1	
		446-5

## QUEBEC DISTRICT.

Montreal district—		
Montreal (Moreau St.) to Joliette	36-3	
Joliette to Quebec	139-8	
Montreal (Tunnel Terminal) to Lazard	7-3	
Lazard to Hurdman (Ottawa)	104-3	
Grenville to Joliette	66-0	
Rawdon to Paradis	15-7	
Rinfret Junction to Huberdeau	45-3	
Aldred Junction to Terminal	3-8	
Garneau Junction to Rivière à Pierre	39-8	
St. Marc Quarries Spur	1-9	
Arundel to China Clay Mine	9-2	
		469-4
Saguenay district—		
Hedley Junction to Lake Edward	109-9	
Lake Edward to Chicoutimi	115-1	
Chambord Junction to St. Felicien	29-7	
Linton Junction to LaTuque	39-6	
Loretteville to Stoneham	10-0	
Valcartier to Clarks	5-4	
Morency Junction to Montmorency Mills	7-2	
		316-9

## LINES IN PROVINCE OF NOVA SCOTIA.

Halifax to Southwestern Junction. Trackage rights over C.G.R.	6-0	
Southwestern Junction to Yarmouth	246-4	
Mahone Junction to Lunenburg	7-0	
Bridgewater Junction to Port Wade	92-5	
Caledonia Junction to Caledonia	22-1	
Middleton Junction to Middleton. Trackage rights over D.A.R.	6	
		374-6

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MINNESOTA DIVISION.

Duluth to D.W. & P. Junction. Trackage rights over C. St. P.M. & O. Northern Pacific.. . . . .	3.5	
D.W. & P. Junction to North Junction, via Virginia.. . . .	75.5	
South Junction to Ranier (River).. . . . .	93.6	
		<u>172.6</u>
		<u>9,504.9</u>

ELECTRIC LINES IN PROVINCE OF ONTARIO.

Port Dalhousie to Niagara Falls.. . . . .	17.5	
Thorold to Port Colborne.. . . . .	18.6	
Niagara Falls to Fallsview.. . . . .	4.6	
St. Catharines to Niagara-on-the-Lake.. . . . .	12.2	
Local lines at St. Catharines, Thorold and Merritton.. . . .	8.7	
		<u>61.6</u>
Total.. . . . .		<u>9,566.5</u>

MILEAGE PER PROVINCE OR STATE.

Province of Nova Scotia.. . . . .	374.6	
Province of Quebec.. . . . .	729.5	
Province of Ontario.. . . . .	2,253.3	
Province of Manitoba.. . . . .	1,995.7	
Province of Saskatchewan.. . . . .	2,218.3	
Province of Alberta.. . . . .	1,246.9	
Province of British Columbia.. . . . .	531.9	
State of Minnesota.. . . . .	216.3	
		<u>9,566.5</u>

AVERAGE MILES OPERATED FOR FISCAL YEAR.. . . . . 9,452

SUMMARY OF MILEAGE.

Mileage owned by Canadian Northern Railway system.. . . . .	9,067.5	
Joint running rights, etc.—		
Toronto to Rosedale, G.T.R.. . . . .	3.8	
Grand Trunk Crossing, Orillia, C.P.R.. . . . .	2.8	
Harrowsmith to Kingston, C.P.R.. . . . .	18.6	
Riverside to Ottawa Union Station, G.T.R.. . . . .	1.7	
Current River to Port Arthur, C.P.R.. . . . .	2.1	
Chip Lake to Obed, G.T.P.. . . . .	77.8	
Snaring to Geikie, G.T.P.. . . . .	21.0	
New Westminster to Vancouver, Gr. Nor.. . . . .	13.8	
Halifax to Southwestern Junction, C.G.R.. . . . .	6.0	
Middleton Junction to Middleton, D.A.R.. . . . .	.6	
Duluth to D.W. & P. Junction, Nor. Pac.. . . . .	3.5	
		<u>151.7</u>
LINES LEASED—		
Northern Pacific in Manitoba.. . . . .	347.3	
		<u>347.3</u>
TOTAL MILEAGE OPERATED.. . . . .		<u>9,566.5</u>

XII.—BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 53 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1903, chapter 62), to be appointed by the Governor in Council. This Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1903, chapter

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61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

The Board is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1919, of which a summary is given below, has been received.

During the fiscal year the board held sixty-six public sittings, at which 320 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,326, 10 per cent of which were set down for formal hearing, and 90 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections (179) covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 264 fatal accidents. On the railways, 28 passengers, 117 employees and 119 other persons were killed. Of these 119 last mentioned, 77 were trespassers; 27 were killed at unprotected crossings, and 115 injured; 1 killed at protected crossings, and 7 injured; 3 killed at private crossings, and 6 injured.

The total damages by fire amounted to \$102,416. Of these fires 66 per cent were attributed to the railways; 26 per cent to other known causes, and 8 per cent to unknown causes.

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In the matter of the "Railway Grade Crossing Fund" established under Act S-9 Edward VII, chapter 32, the board issued, during last year, 411 orders providing protection at 460 crossings.

In connection with the granting of aid to protective works under this fund, the board again draws attention to the fact that the limitation imposed by the Act has prevented contributions being made in as large a degree as would seem to be proper, in the public interest, in connection with the larger schemes of elimination of grade crossings.

Amongst the orders issued by the board was one directing the railway companies and the Government Railways in Canada to advance, by one hour, the Standard Time observed and used by them in the different zones in which they operate, the change to become effective at twelve o'clock Saturday evening, April 13, and to remain in force until two o'clock Friday morning, the 31st of October.

Five cases of appeals from decisions of the Board were made before the Supreme Court. These appeals are still pending. Of two appeals made before the Governor in Council, one was dismissed, and the other referred for re-consideration owing to existing conditions having been changed by the signing of the armistice.

Very complete details on the above matters will be found in the annual report of the board, which will be laid before Parliament in due course.

## XIII.—CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1919, was \$3,964,508.74, comprising \$2,211,935.48 charged to capital, \$164,046.18 charged to income, \$846,588.98 for staff, and \$741,938.10 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1918, was \$177,140.98. The rentals accrued during the year amounted to \$287,895.90, making a total of \$465,036.88. Of this amount, there was collected during the year a total, after deducting abatements aggregating \$14,555.93, of \$245,315.93. The balance remaining due March 31, 1919, was \$205,165.02. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to \$337,654.90 balance being made up of wharfage dues, fines, etc., and a total of \$129,676.68 derived from the operation of the Port Colborne grain elevator on the Welland canal.

The expenditure and revenue of St. Andrews lock, operated by the Public Works Department, are not included in the above statements.

No tolls have been charged on any of the Dominion canals since 1903.

Summaries of these expenditures and receipts and other details will be found in the statements furnished by the accountant of the department, Appendix I, of the present report.

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## CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1918:—

Canals.	1918, Compared with 1917.		
	Tons.	Increase.	Decrease.
<i>Welland.</i>			
Total freight moved.....	2,174,298		316,244
Agricultural products.....	287,986		274,683
Petroleum.....	158,006		
Forest products. (In this is included 121,755 tons of pulpwood).....	123,979		119,986
Coal.....	1,402,358	101,691	
Sand and stone.....	121,223		
Total through freight west (up).....	133,692		110,081
“ “ east.....	1,843,483		115,567
“ “ west and east.....	1,977,175		225,648
“ “ in Canadian vessels.....	1,357,565		569,104
“ “ in United States vessels.....	619,610	343,456	
“ “ to United States ports.....	90,336	54,436	
Total grain through to Montreal.....	256,309		278,513
<i>St. Lawrence River Canals.</i>			
Total freight moved.....	3,031,134		360,010
Agricultural products.....	329,803		234,382
Forest products. (In this is included 298,519 tons of pulpwood).....	397,678		71,755
Coal.....	1,974,996	23,975	
Total through freight east.....	2,394,749		219,607
“ “ west.....	346,887		64,442
“ “ east and west.....	2,741,636		284,049
<i>Ottawa River Canals.</i>			
Total freight moved.....	167,170		47,665
Forest products (lumber, 80,375 tons).....	84,540		13,999
Sand and stone.....	53,135		
<i>Chambly.</i>			
Total freight moved.....	369,186		65,632
Forest products.....	219,387		40,326
Coal.....	90,369		38,853
<i>Rideau.</i>			
Total freight moved.....	54,136		30,413
Forest products.....	7,378		4,448
Sand and stone.....	30,371		
Coal.....	3,668	530	
<i>St. Peters.</i>			
Total freight moved.....	59,716		2,538
Coal.....	40,468		1,565
<i>Murray.</i>			
Total freight moved.....	44,735		12,868
<i>Trent.</i>			
Total freight moved.....	64,893	15,969	
Forest products.....	59,367	14,557	
<i>Sault Ste. Marie.</i>			
Total freight moved.....	12,913,711		2,533,381
Coal.....	946,046		301,841
Iron ore.....	10,102,480		1,024,554
Wheat moved, bushels.....	32,308,602		32,865,490
Other grain moved, bushels.....	10,736,802		7,821,144
Flour moved, barrels.....	1,569,314		1,760,733
Lumber moved, feet, board measure.....	4,987,800	1,036,200	
Passage of vessels.....	5,059		278
Lockages.....	4,034		108
<i>All Canals.</i>			
Total freight moved.....	Tons. 18,883,619		3,355,316
Total passengers carried.....	Number. 212,151		32,668

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## CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1918 are compiled by the Comptroller of Statistics, and are issued as a separate report.

## XIV.—RAILWAY STATISTICS.

The digest of the sworn statements of railway companies, relating to their operations in Canada for the twelve months ended June 30, 1918, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

## XV.—SHIPBUILDING PROGRAMME.

Among the larger appropriations voted during the session that for the building of ships stands out prominently. The total under this head is \$40,000,000, of which \$30,000,000 was included in the main estimates, and \$10,000,000 in the supplementaries. This money is being expended in the carrying out of the Government's steel shipbuilding programme, which has for its object the building up of a Canadian mercantile marine, thus providing much needed tonnage for Canadian products going abroad. When the main estimates were before Parliament Hon. Mr. Ballantyne said that contracts for forty-five ships had been awarded and the additional \$10,000,000 in the supplementary estimates provide for several more.

One of the greatest problems in Canada is economical transportation both by rail and by water, as the country is essentially a producing and exporting one.

Canada now has the advantage of three great transcontinental railway systems facilitating inland transportation, and also of Atlantic ports, which are much nearer Europe than those of the United States, and are devoid of the difficulties of dangerous coasts.

The following table shows the sailing distances, in miles, from the leading Atlantic ports of Canada and the United States, for full-powered steamships to Liverpool, Plymouth, Cherbourg and Le Havre. The distances from Sydney, C.B., and St. John, N.B., are taken from tables prepared by the Surveyor General of Canada, and the others from Philip's Tables of Distances, a standard work.

From	To Liverpool.	To Plymouth.	To Cherbourg.	To Le Havre.
Halifax.....	2,485	2,422	2,514	2,680
Sydney.....	2,284	2,247	2,340	2,405
St. John, N.B.....	2,692	2,655	2,748	2,813
Montreal, via Belle Isle.....	2,760	2,789	3,036	3,102
Quebec, via Belle Isle.....	2,625	2,654	2,901	2,967
Portland, Me.....	2,776	2,713	2,805	2,871
Boston, Mass.....	2,854	2,791	2,883	2,949
New York.....	3,043	2,973	3,065	3,131

The actual sailing distances used by steamship lines from all these ports vary at different seasons of the year, and the shortest possible route is seldom taken. Thus, from January to July ships from New York usually take a different route from that

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taken for the remainder of the year. During the early summer, ships from Montreal go via Cape Race, which increases the distance of the usual route via Belle Isle by 247 miles. The sailing route from St. John, N.B., to Liverpool varies, according to season, from 2,736 miles to 2,925 miles; but, as there are similar variations in routes from other ports, a comparison of the shortest routes gives a fairly correct idea of the advantage of the Canadian ports. It must also not be forgotten that geographic miles are also shorter in northern than in southern latitudes.

Halifax has the most commodious all-the-year harbour on the Atlantic coast of America; it is broad, long and very deep, and remarkably easy of access, and its already extensive shipping facilities are being constantly improved by the Dominion Government. The harbour is close to the open ocean; there are no dangerous channels, and ships going and coming can make full speed throughout the voyage.

The fact of railway transportation in Canada being greatly developed, and ocean routes being much shorter than those of the United States Atlantic ports, should favour the Canadian export trade to Europe considerably as soon as enough boats are built to take care of the trade and replace the ships lost by submarine warfare.

#### XVI.—CONSOLIDATED RAILWAY ACT.

As in previous sessions the Railway Act Consolidation Bill was the subject of controversy between the Senate and the House of Commons.

Some years ago the Toronto and Niagara Power Company secured a charter which, according to a decision handed down by the Judicial Committee of the Privy Council, enables them to erect poles, distribute wires, etc., in connection with their distribution system, in any municipality without first obtaining the consent of the municipality in question. The amendment adopted by the House of Commons during the session provided that the company must first secure the consent of a municipality before beginning such work. It was to this amendment contained in section 374 that the Senate objected.

A conference between managers appointed by the two Houses was held in the hope that a compromise might be effected. This, however, failed to produce the desired result. The Senate stood firm by its position and, in order that the main portions of the Bill might secure passage through the Senate, the power clause was removed therefrom, the Senate concurring in the passage of the Bill as amended. The sections referring to the power companies were incorporated in a separate Bill, as was that relating to telephone companies.

#### XVII.—AID FOR RAILWAY CROSSINGS.

An amendment to the Railway Act makes an appropriation of \$200,000 each for ten consecutive years to aid in actual construction work for the protection, safety and convenience of the public of highway crossings of railways at rail level in existence on the first of April, 1909. Under this head the sum of \$8,715.46 was spent during the fiscal year.

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## XVIII.—AMENDMENTS TO THE RAILWAY ACT.

The following Acts, to amend the Department of Railways and Canals Act, assented to May 24, 1918, were passed:—

8-9 George V, Chapter 38, concerning the purchase of rolling stock and equipment.

8-9 George V, Chapter 39, concerning the purchase and distribution of railway stores, etc.

8-9 George V, Chapter 15, assented to May 24, 1918, is an Act to provide compensation where employees of His Majesty are killed or suffer injuries while performing their duties.

## COMPENSATION TO RAILWAY EMPLOYEES.

An amendment to the Railway Act provides that no employee, on the Canadian Government Railways, who is an employee within the meaning of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act, and becomes permanently disabled from following his usual occupation in the service as a result of injuries received while on duty, shall be entitled to receive compensation under the provisions of this Act, for such injuries unless he elects to accept prior or subsequent to the injuries such compensation in lieu of the allowance payable under the provisions of the Provident Fund Act and gives notice in writing of such election to the management of the railways and to the Provident Fund Board.

## XIX.—CANADIAN NATIONAL RAILWAYS.

The acquisition by the Dominion of control of the Canadian Northern Railway System made it necessary to incorporate a company under which these enterprises might be consolidated, and, together with the Canadian Government railways, operated as a National Railway System. This is provided for by the Act to incorporate the Canadian National Railway Company and respecting the Canadian National Railways. It provides for the nomination by the Governor in Council of a board of directors, and defines their duties, etc. Provision is also made for regulating capital stock, the payment of directors, the holding of meetings and the location of the head office. The Governor in Council is also empowered to operate further railway properties or works which may become the property of the Government. All expenses incurred in the management of the Government railways are to be paid out of the rates and revenues of this enterprise, and in the event of a deficit occurring during a fiscal year, the amount of such deficit shall be payable out of the Consolidated Revenue Fund. All enterprises which are now, or may be comprised within the Canadian Northern Railway System, are declared to be for the general advantage of Canada. Power is given to direct and operate railway lines, and necessary provision is made for the financing of the company's operations.

## XX|—SUNDRY WORKS.

The report of the Chief Engineer of the department, which will be found in Appendix III, gives comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland ship canal, and the terminals of the Intercolonial railway at or near Halifax.

A separate report, by the Chief Engineer of the department, entitled "St. Lawrence River Route and Canals," was published in 1918. Later information on this route and the canals is given in the present report.





APPENDIX I

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STATEMENTS OF THE ACCOUNTANT

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## SUMMARY.

GENERAL SUMMARY of the Expenditure and the Revenue for the Fiscal Year ending March 31, 1919, and previous years.

I.—EXPENDITURE.	\$	cts.	\$	cts.
Total expenditure for the year as per statements following pages 4 to 26 .....			92,227,084	05
This expenditure is divided as follows:—				
Total expenditure on Railways for the year including Quebec Bridge and Railway Subsidies, pages 7 and 8.....	85,390,725	60		
Total expenditure on Canals for the year, page 9.....	3,964,508	74		
General expenditure common to both Railways and Canals, for the year, page 9.....	2,871,849	71		
			92,227,084	05
The grand total of the expenditure to March 31, 1919 on Railways and Canals, as shown on page 22 of this report, amounts to.....			1,067,463,303	67
This expenditure is divided as follows:—				
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies.....	890,503,207	64		
Grand total expenditure on Canals.....	171,432,799	73		
Grand total general expenditure, common to both Railways and Canals.....	5,527,296	30		
			1,067,463,303	67
II.—REVENUE RECEIVED				
The revenue from both Railways and Canals for the fiscal year amounts to.....			38,401,380	59
Revenue from Railways.....	38,013,725	69		
Revenue from the Canals.....	387,654	90		
			38,401,380	59
The grand total of the revenue to March 31, 1919, on Railways and Canals amounts to (see page 19).....			331,117,775	47
Grand total of the revenue from the Railways.....	313,649,981	03		
Grand total of the revenue from the Canals amounts to.....	17,467,794	44		
			331,117,775	47

The sundry classifications of the expenditure and the revenue are shown on pages 4 to 10 for the fiscal year and page 22 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the management of the Canadian Government Railways, Appendix II.

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## Principal Expenditures during the Fiscal year ending March 31, 1919.

	\$	cts.	\$	cts.
The principal expenditures during the fiscal year were as follows: —				
Working expenses, Canadian Government Railways.....	43,889,626	07		
Rolling Stock, Canadian Government Railways.....	14,133,362	48		
Construction and Betterments, Canadian Government Railways...	12,433,834	84		
Canadian Northern Railway, Purchase of Stock.....	9,733,333	24		
Quebec and Saguenay Railway, Purchase price.....	3,489,313	53		
"                    "          Construction.....	1,149,900	79		
"                    "          Cap. 38, Statutes, 1918, Equipment.....	207,092	20		
Quebec Bridge.....	656,761	79		
Hudson Bay Railway.....	562,557	80		
Right of Way Claims, National Transcontinental Railway....	485,178	86		
Arbitration and Awards.....	108,005	04		
Railway Subsidies.....	218,805	32		
Bringing Branch lines to Can. Govt. Rys. Standard.....	169,161	44		
Dartmouth to Deans Ry. Branch.....	16,015	19		
Car Ferry Terminals.....	55,730	58		
Railway Grade Crossing Fund.....	8,715	46		
War Appropriation including Halifax Restoration.....	1,079,959	76		
Misc. Open Railway Equipment account, Cap. 38, 1918.....	1,791,331	97		
Railway Commission, Maintenance, etc.....	231,899	44		
Surveys and Inspection Railways.....	48,291	22		
Canals, Expenditure on.....	3,964,508	74		
General—Sundries less various credits.....	6,462	02		
Total.....			94,439,847	78
Less sale of land to Imperial Oil Co., at Moncton.....	37,982	57		
Less cheque drawn in favour of J. G. Hearn et al, in 1916-17, in payment of land at Quebec returned and deposited to credit of Receiver- General in 1918-19 (National Transcontinental Railway, Capital)...	149,799	91		
Proceeds from sale of Car Ferry "Leonard".....	660,000	00		
Less Rolling Stock sold to the Canadian Northern Railway, Cap 38, Statutes, 1918.....	1,364,981	25	2,212,763	73
Net Expenditure.....			92,227,084	05

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## EXPENDITURE.

GENERAL STATEMENT of Expenditure during the Year ending March 31, 1919.

	\$	cts.	\$	cts.
TOTAL EXPENDITURE—as per statements, pages 7, 8 and 9.....			92,227,084	05
Expenditure chargeable to Railways.....	84,082,806	71		
"    "    Railways, General.....	432,351	78		
"    "    Quebec Bridge.....	656,761	79		
"    "    Railway Subsidies.....	218,805	32		
Total expenditure, Railways.....			85,390,725	60
Expenditure chargeable to Canals.....	3,781,508	70		
"    "    Canals, General.....	183,000	04		
Total expenditure, Canals.....			3,964,508	74
General expenditure.....			2,871,849	71
Total Expenditure.....			92,227,084	05
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital Account.....	43,061,877	91		
Revenue Account.....	45,495,153	15		
Income Account.....	3,451,247	67		
Consolidated Fund (railway subsidies) Income.....	218,805	32		
Total expenditure.....			92,227,084	05
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS—				
<i>Railways</i> —				
Capital expenditure—Railways.....	40,193,180	64	40,193,180	64
"    "    General.....				
Revenue expenditure—Railways.....	43,889,626	07		
"    "    Railways, General.....	17,000	00	43,906,626	07
Income expenditure—Railways, General.....	415,351	78	415,351	78
<i>Quebec Bridge</i> —				
Capital expenditure—Quebec Bridge.....	656,761	79	656,761	79
<i>Railways Subsidies</i> —				
Consolidated Fund—Railway Subsidies.....	218,805	32	218,805	32
Total expenditure, Railways, \$85,390,725 60				
<i>Canals</i> —				
Capital expenditure—Canals.....	2,211,935	48	2,211,935	48
Income    "    Canals.....	137,604	37		
"    "    Canals, General.....	26,441	81	164,046	18
Revenue    "    Canals Staff.....	733,090	71		
"    "    Canals Staff, General.....	113,498	27	846,588	98
"    "    Canals Repairs.....	698,878	14		
"    "    Canals Repairs, General.....	43,059	96	741,938	10
Total expenditure on Canals, \$3,964,508 74				
General Expenditure—Income account.....	2,871,849	71	2,871,849	71
Total expenditure.....			92,227,084	05

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## REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending March 31, 1919.

	\$ cts.	\$ cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR.....		38,401,380 59
Revenue from Railways.....	38,013,725 69	
"    "    Canals.....	387,654 90	
Total revenue as above.....		38,401 380 59
STATEMENT OF REVENUE RECEIVED, IN DETAIL—		
Railways—		
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway.....	26,435,343 78	
International Railway of New Brunswick.....	202,354 27	
National Transcontinental Railway.....	10,412,407 56	
Prince Edward Island Railway.....	741,514 58	
Moncton and Buctouche Ry.....	32,610 20	
Elgin and Havelock Ry.....	13,447 08	
St. Martin's Ry.....	16,694 06	
York and Carleton Ry.....	6,954 35	
Salisbury and Albert Ry.....	44,472 00	
Total.....		37,905,797 88
St. John & Quebec Ry.....		107,927 81
Total revenue from Railways.....		38,013,725 69
Canals—		
Welland Canal.....	64,058 21	
Welland Canal Elevator, Port Colborne.....	129,676 68	
Welland Ship Canal.....	4,137 50	
Lachine Canal.....	141,641 73	
Beauharnois Canal.....	14,816 15	
Cornwall Canal.....	15,545 62	
Williamsburg Canal.....	1,661 10	
Soulanges Canal.....	3,505 60	
Chambly Canal.....	785 00	
Carillon and Grenville Canal.....	1,159 00	
Rideau.....	6,102 36	
Trent Canal.....	3,866 80	
St. Peters Canal.....	7 00	
Sault Ste. Marie Canal.....	60 00	
Murray Canal.....	253 00	
Ste. Anne's Lock and Canal.....	377 15	
Chats Falls Canal.....	2 00	387,654 90
Total revenue received during fiscal year.....		38,401,380 59

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## EXPENDITURE on Railways for Year ended March 31, 1919.

Name of Railways.	Capital.		Income.		Revenue Working Expenses.		Total.	
	\$	cts	\$	cts	\$	cts.	\$	cts.
Intercolonial Railway.....	\$10,575,013	81						
Less—proceeds from sale of land to Imperial Oil Company.....	37,982	57						
	10,537,031	24			28,242,111	11	38,779,142	35
New Brunswick & Prince Edward Island Railway.....	126,201	30			*		126,201	30
Prince Edward Island Railway.....	732,752	53			1,596,049	91	2,328,802	44
International Railway of New Brunswick.....	77,849	84			549,310	26	627,160	10
Moncton & Buctouche Railway.....	37,829	81			68,432	48	106,262	29
Salisbury & Albert Railway.....	42,304	58			95,967	51	138,272	09
St. Martins Railway.....	34,566	47			45,930	81	80,497	28
York & Carleton Railway.....	7,250	60			22,409	05	29,659	65
Elgin & Havelock Railway.....	47,209	98			48,343	40	95,553	38
St. John & Quebec Railway.....					192,690	05	192,690	05
National Transcontinental Railway.....	\$ 1,450,304	81						
Less—cheque drawn in favour of J. G. Hearn et al, in 1916-17, returned and deposited to Credit of Receiver General.....	149,799	91						
Proceeds from sale of Car Ferry "LEONARD".....	660,000	00						
	640,504	90			13,028,381	49	13,668,886	39
Hudson Bay Railway.....	562,557	80					562,557	80
Quebec & Saguenay Railway—Purchase.....	3,489,313	53					3,489,313	53
—Construction.....	1,149,900	79					1,149,900	79
—Cap. 38, Statutes 1918 Equipment.....	207,092	20					207,092	20
Canadian Northern Ry. Stock—Statutory.....	9,733,333	24					9,733,333	24
Canadian Govt. Rys. Rolling Stock, Cap. 38, Statutes 1918.....	\$14,133,362	48						
Less—Rolling Stock sold to Canadian Northern Ry. etc	1,365,880	65						
	12,767,481	83					12,767,481	83
Total.....	40,193,180	64			43,889,626	07	84,082,806	71
Quebec Bridge.....	656,761	79					656,761	79
Railway Subsidies.....					218,805	32	218,805	32
Total.....	40,849,942	43			218,805	32	43,889,626	07
							84,958,373	82

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EXPENDITURE on Railways for Year ended March 31, 1919.—*Continued.*

Name of Railway.	Capital.	Income.	Working Expenses.	Total.
<i>General on Railways.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Railway Commission, Maintenance.....		177,405 10		177,405 10
Railway Commission, Statutory.....		54,494 34		54,494 34
Surveys & Inspections.....		48,291 22		48,291 22
Railway Grade Crossing Fund.....		8,715 46		8,715 46
Arbitration & Awards.....		108,005 04		108,005 04
Governor General's Cars, Attendance etc.....		5,000 00		5,000 00
Contribution to the International Association of Railways Congress.....		97 33		97 33
Contribution to the Faculty of McGill Univer- sity.....		2,500 00		2,500 00
Contribution to the Faculty of the Polytech- nic School, Montreal.....		2,500 00		2,500 00
Expenses, Consolidation of Railway Act.....		10 00		10 00
Compassionate Allowances to families of deceased employees.....			17,000 00	17,000 00
Continuous Audit on behalf of the Govern- ment of Canada.....		8,333 29		8,333 29
Total.....		415,351 78	17,000 00	432,351 78
Grand Total Railways.....	40,849,942 43	634,157 10	43,906,626 07	85,390,725 60
<i>Miscellaneous.</i>				
War Appropriation including Halifax Restor- ation.....		1,079,959 76		1,079,959 76
Miscellaneous Open Railway Equipment Account, Cap. 38, Statutes of Canada 1918.....		1,791,331 97		1,791,331 97
Cost of Litigation.....		557 98		557 98
Total.....		2,871,849 71		2,871,849 71

\*Included with the Intercolonial Ry. Working Expenses—

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## EXPENDITURE on Canals for Year ended March 31, 1919.

Name of Canal.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total.
			Staff.	Repairs.	
Carillon and Grenville.....		2,969 64	25,538 75	15,368 66	43,877 05
Chambly.....		892 40	37,562 91	40,899 78	79,355 09
Cornwall.....			87,391 13	47,061 81	134,452 94
Lachine.....		14,986 38	95,864 18	165,564 08	276,414 64
Murray.....			7,142 96	3,325 56	10,468 52
Rideau.....	8,000 00		65,770 46	81,349 25	155,119 71
Sault Ste. Marie.....			25,837 67	24,630 82	50,468 49
Soulanges.....			38,336 25	107,174 60	145,510 85
Ste. Anne Lock.....			4,358 70	3,339 29	7,697 99
St. Ours Lock.....			4,539 69	3,681 41	8,221 10
St. Peters.....		20,903 50	5,424 43	55 83	26,383 76
Trent.....	380,059 52	32,447 73	82,038 67	68,906 33	563,452 25
Welland.....		44,334 45	215,389 46	116,818 99	376,542 90
Welland Ship.....	1,823,875 96				1,823,875 96
Williamsburg.....			37,895 45	20,701 73	58,597 18
(Rapide Plat).....		21,070 27			21,070 27
Total.....	\$2,211,935 48	137,604 37	733,090 71	698,878 14	3,781,508 70
<i>General on Canals</i>					
Dredge Vessels, Quebec Canals.....				16,336 78	16,336 78
Dredge Vessels, Rideau Canal.....				22,462 14	22,462 14
Miscellaneous.....			2,700 00		2,700 00
Statistical Officers.....			36,771 28		36,771 28
Sunday Labour.....			53,335 60		53,335 60
Surveys and Inspections.....		17,510 72			17,510 72
Workmen's Compensation Act, Chapter 15, Statutes of Canada, 1918..			569 21		569 21
<i>Quebec Canals.</i>					
Maintenance.....			17,622 18		17,622 18
Hungry Bay Dyke.....				4,261 04	4,261 04
<i>Miscellaneous.</i>					
Miscellaneous Works not provided for Civil Service Amendment Act, gratuities to dependents of deceased employees.....		330 55			330 55
Compassionate Allowance to R. A. Grant.....		8,600 54			8,600 54
Compassionate Allowance to widow of Robert Wiggins.....			500 00		500 00
			2,000 00		2,000 00
Total.....		26,441 81	113,498 27	43,059 96	183,000 04
Grand total.....	\$2,211,935 48	164,046 18	846,588 98	741,938 10	3,964,508 74

## RECAPITULATION OF EXPENDITURE.

	Capital.	Income.	Revenue.	Total
Expenditure on Railways including Quebec Bridge and Railway Subsidies.....	40,849,942 43	634,157 10	43,906,626 07	85,390,725 60
Expenditure on Canals.....	2,211,935 48	164,046 18	1,583,527 03	3,964,508 74
Miscellaneous Expenditure, General.....		2,871,849 71		2,871,849 71
Grand total.....	\$43,061,877 91	3,670,052 99	45,495,153 15	92,227,034 05

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## IMPERIAL GOVERNMENT ACCOUNT.

STATEMENT of Expenditure to March 31, 1919 in connection with the lifting of rails for the use of the Imperial Government; all costs, damages and expenses to be borne by His Majesty's Government in England as per Order in Council, Ottawa, Dec. 19th, 1916.

	\$	cts.
Expenditure Fiscal year 1916-17 .....	393,053	86
“ “ “ 1917-18 .....	3,603,279	05
“ “ “ 1918-19 .....	178,680	85
Total .....	\$4,175,013	76

## MISCELLANEOUS OPEN RAILWAY EQUIPMENT ACCOUNT, CHAPTER 38, STATUTES OF CANADA, 1918.

STATEMENT of Expenditure, Refunds and Outstanding Balances at close of the Fiscal Year ending March 31, 1919.

	Debits.	Credits.	Balance outstanding.
Canadian Pacific Ry. Co.....	2,632,787 31	2,253,255 55	379,531 76
Canadian Northern Ry.....	26,833,565 86		
“ Credits.—Cash..... \$10,627,342 41			
“ —Notes..... 16,206,223 45		26,833,565 86	
Canadian Copper Co .....	2,201 84	2,201 84	
Grand Trunk Railway .....	1,977,463 27	600,000 00	1,377,463 27
Toronto, Hamilton and Buffalo Ry.....	38,420 63	38,420 63	
Suspense Account:—			
(Un-allocated Charges)..... \$ 34,611 94			
Less refund from Canadian Government Railways of amount deducted from Canada Car and Foundry Co.,..... 275 00	34,336 94		34,336 94
Total.....	\$31,518,775 85	29,727,443 88	1,791,331 97
Canadian Government Railways.....	14,133,362 48	14,133,362 48	
Quebec and Saguenay Railway.....	207,092 20		207,092 20
Grand total.....	\$45,859,230 53	43,860,806 36	1,998,424 17

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## EXPENDITURE on Canals to March 31, 1919.

## CAPITAL ACCOUNT.

Canals.	Previous Years.	1918-19.	Total.
	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....			
Beauharnois.....	1,636,690 26		1,636,690 26
Carillon and Grenville.....	4,182,092 96		4,182,092 96
Chambly.....	780,996 52		780,996 52
Cornwall.....	7,246,304 21		7,246,304 21
Culbute Lock and Dam.....	382,391 46		382,391 46
Lachine.....	14,132,684 80		14,132,684 80
Lake St. Francis.....	75,906 71		75,906 71
Lake St. Louis.....	298,176 11		298,176 11
Murray.....	1,248,946 71		1,248,946 71
Rideau.....	4,202,274 31	8,000 00	4,210,274 31
Sault Ste. Marie.....	4,935,809 42		4,935,809 42
Soulanges.....	7,904,044 53		7,904,044 53
St. Anne Lock.....	1,170,215 63		1,170,215 63
St. Lawrence River and Canals—			
North Channel.....	1,995,142 87		1,995,142 87
River Reaches.....	483,830 20		483,830 20
Galops Channel.....	1,039,895 65		1,039,895 65
St. Ours Lock.....	127,228 56		127,228 56
St. Peter's.....	648,547 14		648,547 14
Tay.....	489,599 23		489,599 23
Trent.....	16,842,161 15	380,059 52	17,222,220 67
Welland.....	29,399,405 93		29,399,405 93
Welland Ship.....	14,928,969 58	1,823,875 96	16,752,845 54
Williamsburg.....	1,334,551 80		1,334,551 80
Farran's Point.....	877,090 57		877,090 57
Galops.....	6,143,468 11		6,143,468 11
Rapide Plat.....	2,159,880 80		2,159,880 80
Total.....	124,666,305 22	2,211,935 48	126,878,240 70
Canals General.....	34,966 69		34,966 69
Grand total.....	124,701,271 91	2,211,935 48	126,913,207 39

## INCOME ACCOUNT.

Baie Verte.....	44,387 53		44,387 53
Beauharnois.....	265,810 84		265,810 84
Carillon and Grenville.....	351,431 74	2,969 64	354,401 38
Chambly.....	761,273 54	892 40	762,165 94
Cornwall.....	593,652 62		593,652 62
Culbute Lock and Dam.....	60,923 37		60,923 37
Lachine.....	1,595,902 70	14,986 38	1,610,889 08
Lake St. Francis.....	25,043 68		25,043 68
Lake St. Louis.....			
Murray.....	101,423 11		101,423 11
Rideau.....	676,832 22		676,832 22
Sault Ste. Marie.....	280,098 04		280,098 04
Soulanges.....	160,065 88		160,065 88
St. Anne Lock.....	85,429 18		85,429 18
St. Lawrence River and Canals.....	128,298 11		128,298 11
St. Ours Lock.....	174,028 88		174,028 88
St. Peters.....	706,553 13	20,903 50	727,456 63
Tay.....	748 65		748 65
Trent.....	954,869 80	32,447 73	987,317 53
Welland.....	1,587,486 81	44,334 45	1,631,821 26
Welland Ship.....			
Williamsburg.....	299,600 15	21,070 27	320,670 42
Total.....	8,853,859 98	137,604 37	8,991,464 35
Canals, General.....	666,681 72	26,441 81	693,123 53
Grand Total.....	9,520,541 70	164,046 18	9,684,587 88

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## EXPENDITURE on Canals to March 31, 1919.

## REVENUE ACCOUNT—REPAIRS.

Canals.	Previous Years.	1918-19.	Total.
	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....			
Beauharnois.....	525,691 23		525,691 23
Carillon and Grenville.....	593,101 76	15,368 66	608,470 42
Chambly.....	978,725 67	40,899 78	1,019,625 45
Cornwall.....	1,035,163 43	47,061 81	1,082,225 24
Culbute Lock and Dam.....	7,036 15		7,036 15
Lachine.....	2,237,089 13	165,564 08	2,402,653 21
Murray.....	104,261 24	3,325 56	107,586 80
Rideau.....	1,835,469 15	81,349 25	1,916,818 40
Sault Ste. Marie.....	397,144 72	24,630 82	421,775 54
Soulanges.....	501,265 86	107,174 60	608,440 46
Ste Anne Lock.....	146,749 49	3,339 29	150,088 78
St. Lawrence River and Canals.....			
St. Ours Lock.....	104,379 80	3,681 41	108,061 21
St. Peter's.....	36,423 55	55 83	36,479 38
Trent.....	766,287 43	68,906 33	835,193 76
Welland.....	3,834,336 56	116,818 99	3,951,155 55
Welland Ship.....			
Williamsburg.....	640,856 04	20,701 73	661,557 77
Total.....	13,743,981 21	698,878 14	14,442,859 35
Canals, General.....	548,854 07	43,059 96	591,914 03
Grand total.....	14,292,835 28	741,938 10	15,034,773 38

## REVENUE ACCOUNT—STAFF.

Beauharnois.....	649,574 89		649,574 89
Carillon and Grenville.....	842,598 12	25,538 75	868,136 87
Chambly.....	1,022,416 76	37,562 91	1,059,979 67
Cornwall.....	1,729,835 40	87,391 13	1,817,226 53
Culbute Lock and Dam.....	11,507 48		11,507 48
Lachine.....	2,865,991 34	95,864 18	2,961,855 52
Murray.....	146,804 73	7,142 96	153,947 69
Rideau.....	1,791,665 08	65,770 46	1,857,435 54
Sault Ste. Marie.....	454,511 59	25,837 67	480,349 26
Soulanges.....	579,404 69	38,336 25	617,740 94
Ste. Anne Lock.....	120,246 41	4,358 70	124,605 11
St. Ours Lock.....	123,008 95	4,539 69	127,548 64
St. Peter's.....	122,300 92	5,424 43	127,725 35
Trent.....	633,450 05	82,038 67	715,488 72
Welland.....	5,071,414 90	215,389 46	5,286,804 36
Williamsburg.....	693,059 88	37,895 45	730,955 33
Total.....	16,857,791 19	733,090 71	17,590,881 90
Canals, General.....	2,095,850 91	113,498 27	2,209,349 18
Grand total.....	18,953,642 10	846,588 98	19,800,231 08

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## TOTAL EXPENDITURE by Canal to March 31, 1919.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....		44,387 53			44,387 53
Beauharnois.....	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon & Grenville.....	4,182,092 96	354,401 38	868,136 87	608,470 42	6,013,101 63
Chambly.....	780,996 52	762,165 94	1,059,979 67	1,019,625 45	3,622,767 58
Cornwall.....	7,246,304 21	593,652 62	1,817,226 53	1,082,225 24	10,739,408 60
Culbute Lock and Dam.....	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine.....	14,132,684 80	1,610,889 08	2,961,855 52	2,402,653 21	21,108,082 61
Lake St. Francis.....	75,906 71	25,043 68			100,950 39
Lake St. Louis.....	298,176 11				298,176 11
Murray.....	1,248,946 71	101,423 11	153,947 69	107,586 80	1,611,904 31
Rideau.....	4,210,274 31	676,832 22	1,857,435 54	1,916,818 40	8,661,360 47
Sault Ste Marie.....	4,935,809 42	280,098 04	480,349 26	421,775 54	6,118,032 26
Soulanges.....	7,904,044 53	160,065 88	617,740 94	608,440 46	9,290,291 81
Ste Anne Lock.....	1,170,215 63	85,429 18	124,605 11	150,088 78	1,530,338 70
St. Lawrence River & Canals					
North Channel.....	1,995,142 87				
River Reaches.....	483,830 20	128,298 11			3,647,166 83
Galops Channel.....	1,039,895 65				
St. Ours Lock.....	127,228 56	174,028 88	127,548 64	108,061 21	536,867 29
St. Peters.....	648,547 14	727,456 63	127,725 35	36,479 38	1,540,208 50
Tay.....	489,599 23	748 65			490,347 88
Trent.....	17,222,220 67	987,317 53	715,488 72	835,193 76	19,760,220 68
Welland.....	29,399,405 93	1,631,821 26	5,286,804 36	3,951,155 55	40,269,187 10
Welland Ship.....	16,752,845 54				16,752,845 54
Williamsburg.....	1,334,551 80				
Farran's Point.....	877,090 57	320,670 42	730,955 33	661,557 77	12,228,174 80
Galops.....	6,143,468 11				
Rapide Plat.....	2,159,880 80				
Total.....	126,878,240 70	8,991,464 35	17,590,881 90	14,442,859 35	167,903,446 30
Canals General.....	34,966 69	693,123 53	2,209,349 18	591,914 03	3,529,353 43
Grand total.....	126,913,207 39	9,684,587 88	19,800,231 08	15,034,773 38	171,432,799 73

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## YEARLY EXPENDITURE on Canals and Revenue received to March 31, 1919.

	Year ending.	Capital		Income.		Revenue.		Revenue received.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation, including Imperial Government expenditure.....		20,593,866	13	98,378	46				
Government expenditure 1868 to 1879 included.....		17,004,842	55	515,196	21	1,830,398	92	1,832,998	61
Govt. expenditure since.....	1880	2,123,366	34			195,039	33	147,167	52
"	1881	2,075,891	65	7,246	69	197,573	62	154,653	63
"	1882	1,593,174	09	55,025	03	224,572	61	187,399	02
"	1883	1,763,001	97	62,503	14	269,415	01	178,617	86
"	1884	1,577,295	42	60,993	99	280,657	29	192,219	38
"	1885	1,504,621	47	58,298	29	280,226	20	201,708	47
"	1886	1,333,324	80	31,984	02	282,323	63	198,251	97
"	1887	1,783,698	16	65,983	06	285,172	62	198,888	84
"	1888	1,033,118	34	120,561	59	292,458	76	201,928	93
"	1889	972,918	43	162,015	49	301,040	23	240,261	36
"	1890	1,026,364	24	146,853	54	290,516	63	176,089	00
"	1891	1,318,092	15	165,843	87	294,562	12	204,768	45
"	1892	1,437,149	30	194,129	61	293,115	58	231,089	54
"	1893	2,069,573	30	196,185	84	291,048	97	204,759	39
"	1894	3,027,164	19	110,512	07	294,446	34	179,630	13
"	1895	2,452,273	65	216,057	58	281,477	04	164,033	71
"	1896	2,258,778	97	85,820	49	292,121	05	209,321	60
"	1897	2,348,636	91	101,205	74	287,970	36	178,385	47
"	1898	3,207,249	79	82,400	55	250,872	44	203,478	86
"	1899	3,899,877	31	82,205	60	280,628	57	202,312	36
"	1900	2,639,564	93	120,653	93	292,609	24	227,626	97
"	1901	2,360,569	89	135,500	57	314,095	04	262,876	07
"	1902	2,114,689	88	213,044	91	317,838	61	263,768	27
"	1903	1,823,273	61	275,103	58	390,281	82	294,113	92
"	1904	1,880,787	20	298,678	23	381,016	82	350,278	54
"	1905	2,071,593	72	352,855	43	431,499	60	401,742	79
"	1906	1,552,121	21	310,716	70	447,962	92	375,889	60
"	1907	887,838	61	254,423	18	329,629	63	287,231	03
"	1908	1,708,156	37	483,250	11	473,638	95	411,660	53
"	1909	1,868,834	45	699,304	73	475,515	04	433,958	10
"	1910	1,650,706	64	459,835	62	515,585	16	491,793	02
"	1911	2,349,474	49	385,534	55	511,305	94	471,530	32
"	1912	2,554,938	91	384,860	73	585,899	54	555,709	95
"	1913	2,255,448	21	292,960	26	605,248	57	535,135	66
"	1914	2,824,536	79	351,397	24	642,844	68	574,038	68
"	1915	5,490,796	03	405,806	32	675,170	67	562,599	27
"	1916	6,142,148	96	348,174	41	697,532	44	529,565	23
"	1917	4,304,589	09	372,102	96	700,022	11	486,167	67
"	1918	1,781,957	07	90,255	66	743,857	09	540,331	49
"	1919	2,211,935	48	137,604	37	733,090	71	698,878	14
*Total.....		126,878,240	70	8,991,464	35	17,590,881	90	4,442,859	35
								17,467,794	44

\*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specific canals.

†Canal tolls abolished this year.

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CANALS REVENUE received during Year ending March 31, 1919.

Collection Division.	Dues.	Rents.	Total.
<i>Welland Canal</i> .....		792.00	792.00
Port Colborne.....	75.60	10,401.51	10,477.11
Port Colborne Elevator.....	129,676.68		129,676.68
Port Dalhousie.....	532.81	52,256.29	52,789.10
Totals.....	130,285.09	63,449.80	193,734.89
<i>Welland Ship Canal</i> .....		4,137.50	4,137.50
<i>St. Lawrence Canals—</i>			
Coteau Landing (Beauharnois Canal).....		14,816.15	14,816.15
(Soulanges Canal).....	12.00	3,493.60	3,505.60
Cornwall.....	1,093.12	14,452.50	15,545.62
Cardinal—Williamsburg Canal.....	10.00	1,651.10	1,661.10
Lachine Canal (Montreal).....	9,471.28	131,312.12	140,783.40
"    (Lachine).....	858.33		858.33
Totals.....	11,444.73	165,725.47	177,170.20
<i>Chambly Canal</i> .....		603.00	603.00
Chambly.....		56.00	56.00
St. Johns.....		66.00	66.00
St. Ours Lock.....		60.00	60.00
Totals.....		785.00	785.00
<i>Ottawa River Canals—</i>			
Carillon and Grenville Canal.....			
"    "    Grenville.....		139.00	139.00
"    "    Carillon.....		1,020.00	1,020.00
Ste. Anne Lock.....	224.15	153.00	377.15
Chats Falls Canal.....		2.00	2.00
Totals.....	224.15	1,314.00	1,538.15
<i>Rideau Canal</i> .....		1,897.00	1,897.00
Ottawa.....	260.00	3,363.41	3,623.41
Kingston Mills.....		402.00	402.00
Smiths Falls.....	55.00	124.95	179.95
Totals.....	315.00	5,787.36	6,102.36
<i>St. Peter's Canal</i> .....		7.00	7.00
<i>Murray Canal</i> .....		253.00	253.00
<i>Trent Canal</i> .....	70.00	3,796.80	3,866.80
<i>Sault Ste. Marie Canal</i> .....		60.00	60.00
Grand totals.....	142,338.97	245,315.93	387,654.90
Net amount deposited to the credit of the Receiver General.....			387,654.90

STATEMENT OF HYDRAULIC AND OTHER RENTS, showing Rent accrued, paid, and balances due March 31, 1919.

Balance due April 1, 1918.	Hydraulic and other rents accrued		Lock House Rents.		Totals.		Canals.	Abatement for overcharges.		Deposited to the credit of the Receiver General.		Balance due March 31, 1919	Totals.
	\$	cts.	\$	cts.	\$	cts.		\$	cts.	Lock House Rents.	Hydraulic Rents, etc.		
63,317 12	70,133 53	792 00	134,242 65	299 00	792 00	62,657 80	Welland.....	299 00	792 00	62,657 80	70,493 85	134,242 65	
4,768 00	4,103 50	150 00	5,021 50	603 00	150 00	3,937 50	Welland Ship.....	603 00	150 00	3,937 50	281 00	5,021 50	
11,186 67	4,245 10	216 00	15,617 77	850 00	216 00	1,435 10	Williamsburg.....	850 00	216 00	1,435 10	13,116 67	15,617 77	
1,935 10	14,082 50	.....	16,017 60	.....	.....	14,452 50	Cornwall.....	.....	.....	14,452 50	1,565 10	16,017 60	
5,767 09	14,816 15	.....	20,583 24	.....	.....	14,816 15	Beauharnois.....	.....	.....	14,816 15	5,767 09	20,583 24	
36,042 56	146,519 40	204 00	182,765 96	12,638 93	204 00	131,108 12	Lachine.....	12,638 93	204 00	131,108 12	38,824 91	182,765 96	
801 84	126 00	663 00	1,590 84	8 00	663 00	8 00	Chambly.....	8 00	663 00	8 00	797 84	1,590 84	
6,925 53	7,078 86	1,897 00	15,901 39	167 00	1,897 00	3,890 36	Rideau.....	167 00	1,897 00	3,890 36	9,947 03	15,901 39	
28,616 99	16,814 53	1,254 73	46,686 25	.....	1,254 73	2,542 07	Trent.....	.....	1,254 73	2,542 07	42,889 45	46,686 25	
60 00	85 00	.....	145 00	.....	.....	60 00	Sault Ste. Marie.....	.....	.....	60 00	85 00	145 00	
21,711 08	644 00	192 00	22,547 08	.....	192 00	967 00	Carillon and Grenville.....	.....	192 00	967 00	21,338 08	22,547 08	
.....	3,157 60	336 60	3,493 60	.....	336 60	3,157 60	Soulanges.....	.....	336 60	3,157 60	.....	3,493 60	
4 00	33 00	120 00	157 00	.....	120 00	.....	St. Anne Lock.....	.....	120 00	.....	4 00	157 00	
1 00	1 00	.....	2 00	.....	.....	2 00	Chats Falls.....	.....	.....	2 00	.....	2 00	
.....	7 00	.....	7 00	.....	.....	7 00	St. Peters.....	.....	.....	7 00	.....	7 00	
4 00	14 00	240 00	258 00	.....	240 00	13 00	Murray.....	.....	240 00	13 00	5 00	258 00	
177,140 98	281,831 17	6,064 73	465,036 88	14,555 93	6,064 73	239,251 20	.....Totals.....	14,555 93	6,064 73	239,251 20	205,165 02	465,036 88	

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## WELLAND SHIP CANAL.—Amounts Expended on Construction.

	Year ending.	Capital.
		\$ cts.
Government expenditure.....	1914	994,257 60
“ “ .....	1915	4,074,200 69
“ “ .....	1916	4,892,105 15
“ “ .....	1917	3,513,769 82
“ “ .....	1918	1,235,046 59
“ “ .....	1919	1,823,875.96
Total.....		16,533,255 81

Expenditure as above.....\$16,533,255 81

To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—

1905-06.....	\$ 13,231 97
1906-07.....	10,825 27
1907-08.....	8,300 34
1908-09.....	19,993 37
1909-10.....	9,979 91
1910-11.....	21,229 35
1911-12.....	23,138 60
1912-13.....	112,890 92
	219,589 73

Total cost of Welland Ship Canal to March 31, 1919.....\$16,752,845 54

## HUDSON BAY RAILWAY.—Amounts Expended on Construction.

	Year ending.	Capital.
		\$ cts.
Government expenditure.....	1909	92,427 83
“ “ .....	1910	53,042 63
“ “ .....	1911	184,149 81
“ “ .....	1912	159,632 00
“ “ .....	1913	1,099,063 15
“ “ .....	1914	4,498,717 25
“ “ .....	1915	4,773,743 99
“ “ .....	1916	4,839,131 77
“ “ .....	1917	2,604,279 94
“ “ .....	1918	1,879,699 00
“ “ .....	1919	562,557 80
Total to March 31, 1919.....		20,796,445 17

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## QUEBEC BRIDGE.—Amounts Expended on Construction.

	Year. ending.	Capital		Income.	
		\$	cts.	\$	cts.
Government expenditure.....	1909			422,867	12
“ “ .....	1910			111,788	02
“ “ .....	1911	227,563	40		
“ “ .....	1912	603,293	07		
“ “ .....	1913	1,512,825	96		
“ “ .....	1914	2,604,105	61		
“ “ .....	1915	2,816,305	10		
“ “ .....	1916	2,746,813	70		
“ “ .....	1917	2,733,677	00		
“ “ .....	1918	931,278	01		
“ “ .....	1919	656,761	79		
Total.....		14,832,623	64	534,655	14
Less amount received from the Phoenix Bridge Co., 1910.....				100,000	00
Total to March 31, 1919.....		14,832,623	64	434,655	14
Capital expenditure as above.....				\$14,832,623	64
In this expenditure a total of \$91,188.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge.					
Add amounts paid by the Finance Department not included above:—					
Amount guaranteed by Act of 1903, Chap. 54.....		\$ 6,424,781	00		
Amount paid to the Province of Quebec.....		250,000	00		
Amount paid to City of Quebec.....		300,000	00		
Amount paid to Emile Tanguay, as per Supreme Court award.....		485	20		
				6,975,266	20
Less amount received from the Phoenix Bridge Co.....				21,807,889	84
				100,000	00
Agrees with Public Accounts Balance Sheet, 1919.....				\$21,707,889	84
To which add the expenditure under Income, 1909 and 1910.....		\$ 534,655	14		
Add also amount paid for subsidies in 1901, 1902 and 1903.....		374,353	33		
				909 008	47
Total expenditure to date of March 31, 1919.....				\$22,616,898	31

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## EXPENDITURE on the Canadian Government Railways to March 31, 1919.

## CAPITAL ACCOUNT.

Railways.	Previous Years.		Year ending March 31, 1919.		Total.	
	\$	cts.	\$	cts.	\$	cts.
Intercolonial Railway System as follows:—						
Canada Eastern Ry.....	819,000	00			819,000	00
Cape Breton Ry.....	3,860,679	14			3,860,679	14
Drummond County Ry.....	1,464,000	00			1,464,000	00
Eastern Extension Ry.....	1,324,042	81			1,324,042	81
Montreal and European Ry.....	333,942	72			333,942	72
Oxford and New Glasgow Ry.....	1,949,063	21			1,949,063	21
Intercolonial Ry.....	116,366,437	51	10,537,031	24	126,903,468	75
Total.....	126,117,165	39	10,537,031	24	136,654,196	63
Prince Edward Island Ry.....	11,829,557	44	732,752	53	12,562,309	97
International Ry. of New Brunswick.....	13,031	96	77,849	84	90,881	80
New Brunswick and Prince Edward Island Ry.....	391,454	27	126,201	30	517,655	57
Elgin and Havelock Ry.....			47,209	98	47,209	98
Moncton & Buctouche Ry.....			37,829	81	37,829	81
Salisbury & Albert Ry.....			42,304	58	42,304	58
St. Martins Ry.....			34,566	47	34,566	47
York & Carleton Ry.....			7,250	60	7,250	60
Canadian Northern Ry.....			9,733,333	24	9,733,333	24
Quebec and Saguenay Ry.....	1,703,559	90	4,846,306	52	6,549,866	42
National Transcontinental Ry.....	164,488,236	85	640,504	90	165,128,741	75
Hudson Bay Railway.....	20,233,887	37	562,557	80	20,796,445	17
Annapolis and Digby Ry.....	660,683	09			660,683	09
<sup>a</sup> European and North American Ry.....	88,363	18			88,363	18
<sup>a</sup> Nova Scotia Ry.....	208,509	72			208,509	72
<sup>c</sup> Carleton Branch Ry.....	48,410	48			48,410	48
Canadian Government Rys. Rolling Stock purchased 1917-18-19.....	24,392,985	80	12,767,481	83	37,160,467	63
Canadian Pacific Ry.....	62,789,776	09			62,789,776	09
Yukon Territory Works, Stikine Teslin Ry.....	283,323	55			283,323	55
Governor General's Cars.....	71,538	82			71,538	82
Miscellaneous Expenditure.....	18,345	00			18,345	00
Total.....	413,338,858	91	40,193,180	64	453,532,039	55
<sup>b</sup> Quebec Bridge.....	14,175,861	85	656,761	79	14,832,623	64
	427,514,720	76	40,849,942	43	468,364,663	19

<sup>a</sup> Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

<sup>b</sup> See Special Statement, page 19 and also 15.

<sup>c</sup> This Railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000. (Vict. Cap. 6).

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## EXPENDITURE on the Canadian Government Railways to March 31, 1919.

## INCOME ACCOUNT.

Railways.	Previous years.	1918-19.	Total.
	\$ cts.	\$ cts.	\$ cts.
Annapolis and Digby Ry.....	8,381 82		8,381 82
Intercolonial Ry.....	280,000 00		280,000 00
Miscellaneous expenditure.....	4,027,475 05	415,351 78	4,442 826 83
Total.....	4,315,856 87	415,351 78	4,731,208 65
Quebec Bridge.....	434,655 14		434,655 14
Total.....	4,750,512 01	415,351 78	5,165,863 79

## EXPENDITURE of the Canadian Government Railways to March 31, 1919.

## REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous Years.	1918-19.	Total.
	\$ cts.	\$ cts.	\$ cts.
*Intercolonial Railway.....	254,610,305 36	28,242,111 11	282,852,416 47
†New Brunswick and Prince Edward Island Ry.....	209,004 68	†	209,004 68
Prince Edward Island Ry.....	14,113,147 64	1,596,049 91	15,709,197 55
International Ry. of New Brunswick.....	958,973 91	549,310 26	1,508,284 17
Moncton and Buctouche Ry.....		68,432 48	68,432 48
Salisbury and Albert Ry.....		95,967 51	95,967 51
St. Martins Ry.....		45,930 81	45,930 81
York and Carleton Ry.....		22,409 05	22,409 05
Elgin and Havelock Ry.....		48,343 40	48,343 40
St. John & Quebec Ry.....	354,724 73	192,690 05	547,414 78
National Transcontinental Ry.....	23,211,442 19	13,028,381 49	36,239,823 68
Miscellaneous expenditure.....	109,289 97	17,000 00	126,289 97
Canadian Pacific Ry.....	318,216 30		318,216 30
Eastern Extension Ry.....	538,094 06		538,094 06
Total.....	294,423,198 84	43,906,626 07	338,329,824 91
‡Intercolonial Ry.—Improvement and Betterments...	2,586,230 21		2,586,230 21
Total.....	297,009,429 05	43,906,626 07	340,916,055 12

\*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to \$18,679.97.

†Included in Intercolonial Railway Working Expenses.

‡This charge to Working Expenses was credited to Rolling Stock account for the purchase of rolling stock out of the earnings of the railway.

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REVENUE RECEIVED by the Canadian Government Railways to March 31, 1919.

Railways.	Previous Years.	1918-19.	Total.
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	246,695,114 08	26,435,353 78	273,130,457 86
†New Brunswick and Prince Edward Island Ry.....	114,170 90	†	114,170 90
Prince Edward Island Ry.....	9,834,688 51	741,514 58	10,576,203 09
International Ry.....	427,671 52	202,354 27	630,025 79
Moncton & Buctouche Ry.....		32,610 20	32,610 20
Salisbury and Albert Ry.....		44,472 00	44,472 00
St. Martins Ry.....		16,694 06	16,694 06
York & Carleton Ry.....		6,954 35	6,954 35
Elgin & Havelock Ry.....		13,447 08	13,447 08
St. John & Quebec Ry.....	211,680 35	139,185 21	350,865 56
National Transcontinental Ry.....	17,493,990 55	10,412,407 56	27,906,398 11
Canadian Pacific Ry.....	396,473 75		396,473 75
Eastern Extension Ry.....	462,465 68		462,465 68
Total.....	275,636,255 34	38,044,983 09	313,681,238 43

†Revenue included with the Intercolonial Railway.

MISCELLANEOUS EXPENDITURE common to both Railways and Canals including War appropriation, to March 31, 1919.

## INCOME ACCOUNT.

Expenditure previous to 1918-19.....	\$ 2,585,735 54
Expenditure during 1918-19.....	2,871,849 71
Total.....	\$ 5,457,585 25

EXPENDITURE common to both Railways and Canals to March 31, 1919.

## REVENUE ACCOUNT.

	Previous Years.	1918-19.	Total.
	\$ cts.	\$ cts.	\$ cts.
Expenditure.....	69,711 05		69,711 05

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## GOVERNMENT RAILWAYS.

## RECAPITULATION of EXPENDITURE and REVENUE to March 31, 1919.

—	Year.	Capital.	Revenue.		Revenue received.
			Improvement and Betterments.	Working expenses.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....		13,881,460 65			
Since Confederation—					
1868 to 877 inclusive.....		33,476,607 70		10,059,936 93	7,270,643 05
“ “ 1878.....		2,643,741 72		2,032,873 05	1,514,846 38
“ “ 1879.....		2,507,053 71		2,233,496 34	1,419,955 60
“ “ 1880.....		6,109,077 14		1,851,489 26	1,739,137 25
“ “ 1881.....		5,577,236 73		2,220,421 39	2,200,486 25
“ “ 1882.....		5,175,046 61		2,310,638 54	2,237,583 39
“ “ 1883.....		11,707,619 02		2,636,551 70	2,541,205 41
“ “ 1884.....		14,013,074 89		2,613,508 87	2,551,937 97
“ “ 1885.....		11,224,244 54		2,749,710 53	2,624,243 07
“ “ 1886.....		4,443,220 17		2,819,973 50	2,629,336 35
“ “ 1887.....		1,846,887 18		3,152,650 40	2,840,747 88
“ “ 1888.....		1,765,582 11		3,621,076 62	3,166,253 22
“ “ 1889.....		2,709,857 37		3,513,063 67	3,167,542 67
“ “ 1890.....		2,392,767 99		3,846,044 42	3,203,874 11
“ “ 1891.....		1,184,317 34		3,949,263 73	3,181,888 56
“ “ 1892.....		417,425 73		3,748,597 77	3,136,393 51
“ “ 1893.....		712,917 44		3,288,629 62	3,262,505 62
“ “ 1894.....		585,749 01		3,226,208 13	3,179,019 57
“ “ 1895.....		376,814 83		3,197,846 17	3,129,450 37
“ “ 1896.....		324,774 72		3,254,442 64	3,140,678 47
“ “ 1897.....		204,624 31		3,195,959 58	3,060,074 38
“ “ 1898.....		270,990 85		3,507,248 88	3,313,847 10
“ “ 1899.....		1,112,348 47		3,696,612 31	3,940,570 11
“ “ 1900.....		3,309,130 42		4,665,228 06	4,774,161 87
“ “ 1901.....		3,922,989 37		5,739,051 54	5,213,381 24
“ “ 1902.....		5,386,611 24		5,861,099 54	5,918,990 43
“ “ 1903.....		3,083,680 86		6,474,134 20	6,584,598 77
“ “ 1904.....		2,619,059 86		7,599,958 57	6,627,255 51
“ “ 1905.....		6,125,481 79		8,906,154 35	7,050,892 11
“ “ 1906.....		6,102,565 74		7,893,653 49	7,950,552 97
“ “ 1907.....		7,174,370 17		6,328,745 65	6,509,186 49
“ “ 1908.....		23,684,005 25		9,595,295 43	9,534,569 04
“ “ 1909.....		29,414,227 34		9,764,586 51	8,894,420 42
“ “ 1910.....		21,505,975 91		9,095,903 96	9,647,963 71
“ “ 1911.....		24,532,466 18		10,037,878 77	10,249,394 38
“ “ 1912.....		23,108,805 52		11,074,852 80	11,034,165 83
“ “ 1913.....		17,375,968 10		12,499,925 65	12,442,203 46
“ “ 1914.....		21,628,095 15		13,559,225 45	13,394,317 37
“ “ 1915.....		21,865,663 92		12,474,453 85	12,149,357 32
“ “ 1916.....		21,155,253 19	1,515,895 57	17,891,484 65	18,427,908 65
“ “ 1917.....		12,003,649 70	1,070,334 64	24,725,571 90	23,539,758 61
“ “ 1918.....		34,699,416 96		33,400,460 45	27,240,956 87
“ “ 1919.....		40,193,180 64		43,889,626 07	38,013,725 69
Total.....		*453,554,039 55	2,586,230 21	338,203,534 94	313,649,981 03

Total amount of capital expenditure..... 453,554,039 55  
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway..... 40,000 00

Net amount of capital expenditure..... 453,514,039 55

\*Cost of Quebec Bridge not included.

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TOTAL EXPENDITURE AND REVENUE of the Department of Railway and Canals prior to and since Confederation to March 31, 1919.

	\$	cts.	\$	cts.
GRAND TOTAL EXPENDITURE.....			1,067,463,303	67
Expenditure on Railways.....	799,179,303	32		
"  Quebec Bridge.....	15,267,278	78		
"  Railway Subsidies.....	76,056,625	54		
"  Canals.....	171,432,799	73		
"  Miscellaneous.....	5,527,296	30		
Total Expenditure.....			1,067,463,303	67
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital account.....	595,277,870	58		
Revenue account.....	375,820,770	63		
Income account.....	20,308,036	92		
Consolidated Fund—				
Consolidated fund—Railway subsidies, pages 24 to 31.....	76,056,625	54		
Total expenditure.....			1,067,463,303	67
CLASSIFICATION OF EXPENDITURE IN DETAIL—				
Railways—				
Capital—See page 19.....	453,532,039	55		
Income—See page 20.....	4,731,208	65		
Revenue—See page 20.....	340,916,055	12		
Total expenditure on railways.....	890,503,207	64		
Quebec Bridge—				
Capital—See page 19.....	14,832,623	64		
Income—See page 20.....	434,655	14		
Total expenditure.....			15,267,278	78
Railway subsidies—See pages 24 to 31.....			76,056,625	54
Total expenditure on railways.....	890,503,207	64		
Canals—				
Capital—See pages 11 and 13.....	126,913,207	39		
Income—See pages 11 and 13.....	9,684,587	88		
Revenue—See pages 12 and 13.....				
"  Staff.....	19,800,231	08		
"  Repairs.....	15,034,773	38		
Total expenditure.....	34,835,004	46		
Total expenditure on canals.....			171,432,799	73
Miscellaneous expenditure—				
Income—See page 21.....	5,457,585	25		
Revenue—See page 21.....	69,711	05		
Total expenditure.....			5,527,296	30
Grand total expenditure.....			1,067,463,303	67
REVENUE RECEIVED.				
GRAND TOTAL OF REVENUE RECEIVED from July 1, 1867 to Mar. 31, 1919				
Railways—See page 21.....	313,649,981	03		
Canals—See page 14.....	17,467,794	44		
Grand total.....			331,117,775	47



**RAILWAY AND BRIDGE SUBSIDY STATEMENTS**

- I.—*Statement showing the Railway Subsidies paid during the year ending March 31, 1919.*
- II.—*Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1919.*

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## I.—RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1919

Date.	Name of Railway.	Amount.	
		\$ cts.	\$ cts.
1919. Feb. 19.....	<i>Canadian Northern Alberta Railway Co.—</i> Act 1913, Cap. 10. Payment of balance of subsidy on 260 miles of railway from Edmonton, Alta., to the boundary line of British Columbia at Yellowhead Pass.....		25,896 00
May 10.....	<i>Canadian Northern Ontario Railway.—</i> Act 1913, Cap. 10. Payment of balance of subsidy on 894.48 miles of railway from Ottawa to Port Arthur.....		17,909 32
1918. Sept. 21.....	<i>Canada Central Railway—</i> Appropriation Act No. 2, 1918, vote 382. Payment on Account of contribution towards the cost of con- struction of a railway bridge over the Peace River at, or near Peace River Crossing, Alberta.....	99,242 50	
1919. Feb. 4.....	Further payment on same.....	62,787 50	
April 24.....	Final payment on same.....	12,970 00	175,000 00
	Total.....		218,805 32



STATEMENT Showing Subsidies paid to March 31, 1919.—Continued.

Subsidies Voted.		Number.	Railways.					Total to March 31, 1919.
Authority.	Amount.		July 1, 1883, to March 31, 1916.	1916-17.	1917-18.	1918-19.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
App. Act 2, 1918	175,000 00	161					175,000 00	
48-9 "	24,439 84	17						
51 "	140,800 00	3						
57-8 "	35,200 00	4	374,839 84				374,839 84	
62-3 "		7						
7-8 Ed. VII, c. 63	32,000 00	8	210,053 59				210,053 59	
47 Vic., chap. 8	57,600 00	10						
49 "	22,400 00	3						
52 "	48,000 00	2						
53 "	47,000 00	2						
56 "	70,400 00	4	1,265,357 14				1,265,357 14	
57-8 "		4						
7-8 Ed. VII, c. 63		4						
2 Geo. V, chap. 7		7	3,094,104 00				3,094,104 00	25,896 00
3-4 "		10						
6-7 Ed. VII, c. 40		7	14,028,582 10	358,180 41	80,963 37		14,485,635 20	
7-8 "		63						
2 Geo. V, chap. 9		9	1,909,132 00				1,909,132 00	
			5,648,626 37		338,893 63		5,987,520 00	
60-61 Vic., chap. 5	3,630,000 00	5	391,819 75				391,819 75	
			3,404,720 00				3,404,720 00	
2 Geo. V, chap. 48		48	22,336 00				22,336 00	
3-4 "		46	126,000 00				126,000 00	
			80,032 00				80,032 00	
7-8 Ed. VII, c. 63		63	153,866 00				153,866 00	
2 Geo. V, chap. 48		48	485,474 27				485,474 27	
			115,000 00				115,000 00	
			435,200 00				435,200 00	
			160,000 00				160,000 00	
55-6 Vic., chap. 5	80,000 00	5	80,000 00				80,000 00	
			83,200 00				83,200 00	
4 Ed. VII, chap. 34		34	13,024 00				13,024 00	
6 "		43	112,000 00				112,000 00	
			64,000 00				64,000 00	
7-8 Ed. VII, c. 63		63	34,522 43				34,522 43	
48-9 Vic., chap. 58	1,500,000 00	58	1,500,000 00				1,500,000 00	



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## STATEMENT showing Subsidies paid to March 31, 1919.—Continued.

Subsidies Voted.		No.	Railways.	July 1, 1883, to March 31, 1916.		1916-17.		1917-18.		1918-19.		Total to March 31, 1919.																	
Authority.	Amount.			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.														
40 Vic., chap.	10	32,000 00	67	Great Eastern Railway, Quebec.....	40,345 00	.	.	.	.	.	.	40,345 00																	
50-1 "	24	96,000 00																											
56 "	2	64,000 00																											
53 "	2	37,500 00																											
50-1 "	24	51,200 00																											
57-8 "	4	—																											
9-10 Ed. VII, c. 51	4	—																											
50-1 Vic., chap.	24	9,600 00											71	Canadian Northern Ry. now (1918) Canadian Northern Ry. Harvey Branch Railway Co., New Brunswick.....	1,298,450 93	5,553 57	.	.	.	.	1,298,450 93								
49 "	10	108,800 00																											
52 "	3	48,000 00																											
46 "	25	156,800 00																											
53 "	3	—																											
7-8 Ed. VII, c. 63	3	—																											
47 Vic., chap.	8	160,000 00	73	International Railway, Quebec.....	156,800 00	.	.	.	.	.	156,800 00																		
52 "	3	—																											
49 "	10	—																											
50-1 "	24	—																											
6 Ed. VII, chap.	43	—																											
46 Vic., "	24	—																											
49 "	10	—																											
50-1 "	24	—																											
55-6 "	5	—																											
47 Vic., chap.	8	—																											
6 Ed. VII, chap.	43	—	74	International Ry. of New Brunswick, formerly Resti- gonche and Western Ry. Co. Inverness Railway and Coal Co. Irondale, Bancroft and Ottawa Railway, Ontario, now (1918) Canadian Northern Ry.....	726,080 00	368,545 97	.	.	.	.	726,080 00																		
50-1 "	24	—																											
46 Vic., "	24	—																											
49 "	10	—																											
50-1 "	24	—																											
55-6 "	5	—																											
47 Vic., chap.	8	—																											
6 Ed. VII, chap.	43	—																											
2 "	48	—																											
50-1 Vic., chap.	23	—																											
55-6 "	4	—	75	Joggins Railway, Nova Scotia.....	37,500 00	.	.	.	.	.	37,500 00																		
62-3 "	5	—																											
2 Geo. V, chap.	48	—																											
50-1 Vic., chap.	24	—																											
57-8 "	4	—																											
49 "	10	—																											
47 Vic., chap.	8	—										76	Kettle Valley Ry., British Columbia.....	1,883,288 29	290,902 43	.	.	.	.	2,174,190 72									
50-1 "	24	—																											
55-6 "	5	—																											
47 Vic., chap.	8	—																											
6 Ed. VII, chap.	43	—																											
2 "	48	—																											
50-1 Vic., chap.	23	—																											
55-6 "	4	—																											
62-3 "	5	—																											
2 Geo. V, chap.	48	—	77	Kingston, Nananee and Western Ry., formerly Nananee Tanworth and Quebec Ry., Ontario, now (1918) Canadian Northern Ry. Kingston and Pembroke Ry., Ontario 81 Klondike Mines Railway..... 82 Kootenay Central Ry. Co., British Columbia.....	208,732 80	48,000 00	.	.	.	.	208,732 80																		
50-1 "	24	—																											
55-6 "	5	—																											
47 Vic., chap.	8	—																											
6 Ed. VII, chap.	43	—																											
2 "	48	—																											
50-1 Vic., chap.	23	—																											
55-6 "	4	—																											
62-3 "	5	—																											
2 Geo. V, chap.	48	—										78	Lake Erie and Northern Ry. Co., Ontario.....	135,129 60	185,062 40	.	.	.	.	320,192 00									
50-1 Vic., chap.	24	—																											
57-8 "	4	—																											
49 "	10	—																											
47 Vic., chap.	8	—	79	Lake Temiscamingue Colonization Ry., Quebec.....	310,335 95	.	.	.	.	.	310,335 95																		
50-1 "	24	—																											
57-8 "	4	—																											
49 "	10	—																											
47 Vic., chap.	8	—																			80	Lake Assomption Railway, Quebec.....	11,200 00	.	.	.	.	.	11,200 00
50-1 "	24	—																											
57-8 "	4	—																											
49 "	10	—																											
47 Vic., chap.	8	—																											
6 Ed. VII, chap.	43	—																											
2 "	48	—																											
50-1 Vic., chap.	23	—																											
55-6 "	4	—																											
62-3 "	5	—																											

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50-1	"	24	217,600 00	87 Laurentian Railway, now (1918) Canadian Northern Ry	217,600 00	217,600 00	217,600 00
48-9	"	50	44,800 00	88 Learnington and St. Clair Ry., Ontario	51,200 00	51,200 00	51,200 00
50-1	"	24	6,400 00				
6-7	Ed. VII, c. 40		—	89 Liverpool and Milton Ry. now (1918) Canadian Northern Ry.			
45	Vic., chap. 14		—	90 Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario			
55-6	Vic., chap. 5		48,000 00	91 Lotbinière and Megantic Railway, Quebec	32,000 00	32,000 00	32,000 00
57-8	"	4	48,000 00		185,173 06	185,173 06	185,173 06
7-8	Ed. VII, c. 63		—	92 Maguetawan River Railway Co., Ontario	96,000 00	96,000 00	96,000 00
			—	93 Maritime Coal and Railway Co.	3,552 00	3,552 00	3,552 00
			—	94 Mississippi Valley Railway Co., Quebec	3,200 00	3,200 00	3,200 00
			—	95 Midland Railway Co., Nova Scotia	5,376 00	5,376 00	5,376 00
			—	96 Middleton and Victoria Beach Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	399,060 40	399,060 40	399,060 40
3	Ed. VII, chap. 57		67,200 00	97 Minudie Coal Co., Nova Scotia	125,760 00	125,760 00	125,760 00
56	Vic., chap. 2		38,400 00	98 Montfort Colonization Railway, Quebec, now (1918) Canadian Northern Ry.	18,544 00	18,544 00	18,544 00
57-8	"	4	38,400 00		167,440 00	167,440 00	167,440 00
60-1	"	4	66,000 00		103,600 00	103,600 00	103,600 00
48-9	"	59	30,000 00	99 Montreal and Champlain Junction Railway, Quebec	41,280 00	41,280 00	41,280 00
50-1	"	24	64,000 00				
51	"	3	9,600 00	100 Montreal and Lake Maskinonge Railway, Quebec	192,000 00	192,000 00	192,000 00
49	"	10	32,000 00				
53	"	2	10,200 00				
50-1	"	24	192,000 00	101 Montreal and Ottawa Railway, Ontario	58,560 00	58,560 00	58,560 00
53	"	2					
54-5	"	8		102 Montreal and Province Line Railway, Quebec	93,757 57	93,757 57	93,757 57
57-8	"	4		103 Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	361,270 00	361,270 00	361,270 00
48-9	Ed. VII, chap. 7		72,000 00		117,760 00	117,760 00	117,760 00
53	"	50	40,000 00	104 Montreal and Western Railway, Quebec	173,440 00	173,440 00	173,440 00
53	"	2		105 Nakusp and Slocan Railway, British Columbia			
53	Vic., chap. 2		361,270 00	106 Napierville Junction Railway Co., Quebec	48,000 00	48,000 00	48,000 00
57-8	"	4	121,600 00	107 New Brunswick Coal and Railway Co., New Brunswick	113,440 00	113,440 00	113,440 00
6	Ed. VII, chap. 43		—	108 New Brunswick and Prince Edward Island Railway	39,840 00	39,840 00	39,840 00
48-9	Vic., chap. 59		118,400 00	109 New Glasgow Iron, Coal and Railway Co., Nova Scotia	300,800 00	300,800 00	300,800 00
59-6	"	5	40,000 00	110 Nicola, Kamloops and Similkameen Coal Railway Co.	27,616 00	27,616 00	27,616 00
Ed. VII, chap. 57			—	111 North Shore Railway Co., formerly Beersville Coal and Railway Co.	355,200 00	355,200 00	355,200 00
7-8	"	63	—	112 Northern Colonization Railway Co., Quebec	108,160 00	108,160 00	108,160 00
			—	113 Northern New Brunswick and Seaboard Railway Co., New Brunswick	1,320,000 00	1,320,000 00	1,320,000 00
2	Geo. V, chap. 47		680,000 00	114 Northern and Pacific Junction Railway, Ontario	235,200 00	235,200 00	235,200 00
3-4	"	46	660,000 00				
46	"	26	660,000 00	115 Nova Scotia Central Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	30,720 00	30,720 00	30,720 00
53	"	2	240,000 00	116 Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. & Mining Co.) now (1918) Canadian Northern Ry.			
55-6	"	5	—				
61	"	1	32,000 00				
56	"	2	—				

STATEMENT showing Subsidies paid to March 31, 1919.—*Concluded.*

Subsidies Voted.		No.	Railways.	Total to March 31, 1919.			
Authority.	Amount.			July 1, 1883 to March 31, 1916.	1916-17.	1917-18.	1918-19.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
53	99,200 00	117	Orford Mountain Railway Company, Quebec.....	202,926 50		202,926 50	
3 Ed. VII, chap. 2	22,400 00	118	Oshawa Railway and Navigation Co., Ontario.....	22,400 00		22,400 00	
56	—	119	Ottawa, Armport and Parry Sound Ry., Ontario.....	779,712 00		779,712 00	
55-6	—	120	Ottawa and New York Railway Company, Ontario.....	262,384 00		262,384 00	
52 Vic., chap. 3	320 000 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway.....	414,931 20		414,931 20	
57-8	64,000 00	122	Parry Sound and Colonization Railway, Ontario.....	152,800 00		152,800 00	
60-1	128,000 00	123	Pembroke Southern Railway, Ontario.....	64,000 00		64,000 00	
57-8	64,000 00	124	Phillipsburg Junction Ry. Quarry Co., Quebec.....	23,712 00		23,712 00	
55-6 Vic., chap. 5	—	125	Pontiac Pacific Junction Railway, Quebec.....	193,578 00		193,578 00	
47	272,000 00	126	Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Inter-provincial Bridge over Ottawa River).....	212,500 00		212,500 00	
51	41,000 00	127	Pontiac and Renfrew Railway, Ontario.....	13,600 00		13,600 00	
53	24,000 00	128	Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry.....	271,200 00		271,200 00	
60-1	212,500 00	129	Quebec Bridge Co., Quebec.....	374,353 33		374,353 33	
63-4	19,200 00	130	Quebec Central Ry., Quebec.....	585,038 90		585,038 90	
52	287,200 00	131	Quebec and Lake St. John Railway, Quebec, now (1918) Canadian Northern Ry.....	1,261,463 50		1,261,463 50	
51	1,000,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec.....	96,000 00		96,000 00	
47	60,342 00	132½	Quebec, Montreal and Southern Railway Co.—See South Shore Ry., Quebec.....	248,801 28		248,801 28	
51	288,000 00	133	Quebec and Saguenay Railway Co., Quebec.....	46,144 00		46,144 00	
53	—	134	Schomberg and Aurora Railway Co., Ontario.....				
7-8 Ed. VII, c. 63	384,000 00						
45 Vic., chap. 14	80,000 00						
46	96,000 00						
48-49	186,295 00						
49	28,800 00						
50-1	96,000 00						
51	64,000 00						
52	40,000 00						
53	5,250 00						
54-5	44,800 00						
57-8	96,000 00						
52 Vic., chap. 3	—						
56	—						

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52 Vic, chap. 3	163,200 00	135 Shuswap and Okanagan Railway, British Columbia...	163,200 00		163,200 00
2 Geo. V, chap. 48	—	136 Southampton Railway Co., New Brunswick...	81,280 00		81,280 00
50-1 Vic., chap. 24	54,400 00	137 South Norfolk Railway, Ontario...	54,400 00		54,400 00
7-8 Ed. VII, c. 63	—	138 South Shore Railway (Quebec, Montreal and Southern), Quebec...	—	14,630 94	529,442 00
50-1 Vic., chap. 24	138,400 00	139 St. Catharines and Niagara Central Railway, Ontario...	514,811 06		38,400 00
55-6 " 4	108,000 00	140 St. Clair Frontier Tunnel Co., Ontario...	375,000 00		375,000 00
57-8 " 4	108,800 00	141 St. John and Quebec Railway Co., New Brunswick...	598,319 70	285,916 81	884,236 51
52 " 4	375,000 00	142 St. Lawrence and Adirondaek Railway, Quebec...	149,481 60		149,481 60
2 Geo. V, chap. 48	57,600 00	143 St. Louis and Richibucto Railway, New Brunswick...	22,400 00		22,400 00
53 Vic., chap. 2	22,400 00	144 St. Mary River Railway Co., Northwest Territories...	148,094 00		148,094 00
55-6 " 4	—	145 St. Mary's and Western Ontario Railway Co., Ontario...	67,709 00		67,709 00
7-8 Ed. VII, c. 63	—	146 St. Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec...	173,120 00		173,120 00
7-8 " 63	—	146 1/2 St. Stephen and Milltown Railway, New Brunswick...	14,848 00		14,848 00
56 Vic., chap. 2	—	147 Temiskaming and Northern Ontario Railway Co., Ontario...	2,134,080 00		2,134,080 00
3-4 Geo. V, chap. 53	240,000 00	148 Temiscouata Railway, New Brunswick and Quebec...	645,950 00		645,950 00
45 Vic., chap. 14	255,000 00	149 Thessalon and Northern Railway Co., Ontario...	6,112 00		6,112 00
48-9 " 38	100,000 00	150 Thousand Islands Railway, Ontario...	29,840 00		29,840 00
51 " 3	51,200 00	151 Tilsonburg, Lake Erie and Pacific Railway, Ontario...	150,071 48		150,071 48
53 " 2	54,400 00	152 Tobique Valley Railway, New Brunswick...	134,016 00		134,016 00
7-8 Ed. VII, c. 63	—	153 Toronto, Grey and Bruce Railway, Ontario...	14,656 00		14,656 00
52 Vic., chap. 3	—	154 United Counties Railway Co., Quebec (Quebec, Montreal and Southern)	188,816 00		188,816 00
55-6 " 5	89,600 00	155 Vancouver and Lulu Island Railway Co., British Columbia...	61,760 00		61,760 00
57-8 " 4	35,200 00	156 Waterloo Junction Railway, Ontario...	32,800 00		32,800 00
60-61 " 4	16,000 00	157 West Ontario Pacific Railway and Ontario and Quebec Railway...	256,000 00		256,000 00
62-63 " 7	102,400 00	158 York and Carleton Railway, New Brunswick...	32,886 00		32,886 00
54-5 " 2	102,400 00	Total	474,157,831 59	959,583 88	720,404 75
53 " 4	—				218,805 32
55-6 " 5	35,200 00				476,056,625 54
59 " 10	256,000 00				
56 " 2	—				
57-8 " 4	—				
7-8 Ed. VII, c. 34	—				

This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount of \$600,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by Vic. 47, cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4 1/2 per cent since and including 1905 on the said sum of \$2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. See Public Accounts, 1898-1919 and page 79, 1898.



APPENDIX II

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CANADIAN GOVERNMENT RAILWAYS



## CANADIAN GOVERNMENT RAILWAYS.

### INTERCOLONIAL RAILWAY.

#### CAPITAL ACCOUNT.

The cost of the road and equipment, on March 31, 1918, was.. . . .	\$126,117,165 39
The additional expenditures during the year were.. . . .	10,537,031 24
	\$136,654,196 63

The gross earnings and working expenses for the year compare as follows:—

Gross earnings—I.C.R. rail account.. . . .	\$ 25,896,376 95	
Water account.. . . .	538,966 83	\$ 26,435,343 78
Working expenses, I.C.R. rail account.. . . .	\$ 27,691,803 18	
Water account.. . . .	546,503 71	
	\$ 28,238,306 89	
N.B. and P.E.I. Ry. (Interest on purchase price)..	2,604 22	
Vale railway (Rental).. . . .	1,200 00	28,242,111 11
Working expenses over gross earnings (deficiency)		\$ 1,806,767 33

#### REVENUE.

The gross earnings, including water line, compare as follows with those of the previous year:—

1917-18 (Water line \$246,994.17).. . . .	\$ 18,758,186 41	
1918-19 ( " " \$546,503.71).. . . .	26,435,343 78	
Increase.. . . .	\$ 7,677,157 37	

The earnings from passenger traffic (rail) compare as follows:—

1917-18.. . . .	\$ 5,581,215 06	
1918-19.. . . .	6,956,516 45	
Increase.. . . .	\$ 1,375,301 39	

The earnings from freight traffic, including water line, compare as follows:—

1917-18 (Water line), \$246,994.17.. . . .	\$ 12,650,720 19	
1918-19.. . . .	18,137,174 72	
Increase.. . . .	\$ 5,486,454 53	

Miscellaneous earnings, including mails and express, compare as follows:—

1917-18.. . . .	\$ 526,251 16	
1918-19.. . . .	1,341,652 61	
Increase.. . . .	\$ 815,401 45	

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The rail earnings per mile of railway, compare as follows:—

1917-18.. . . . .	\$	11,840 04
1918-19.. . . . .		16,559 80
Increase.. . . . .	\$	4,719 76

The earnings per train mile compare as follows:—

1917-18.. . . . .	\$	2 13
1918-19.. . . . .		3 07

The number of passengers carried compare as follows:—

1917-18.. . . . .	4,578,783 00
1918-19.. . . . .	4,606,538 00
Increase.. . . . .	27,755 00

The weight of revenue-producing freight compares as follows:—

1917-18.. . . . .	7,837,310 00
1918-19.. . . . .	9,097,677 00
Increase.. . . . .	1,260,367 00

A number of statements which give detailed information are appended to this report.

#### WORKING EXPENSES.

1917-18 (Water line, \$246,994.17).. . . . .	\$	21,090,298 09
1918-19 ( " " \$546,503.71).. . . . .		28,242,111 11
Increase.. . . . .	\$	7,151,813 02

The averages, not including water line, compare with those of last year as follows:—

Per mile run by engine in 1917-18.. . . . .	\$	1 85
" " " 1918-19.. . . . .		2 38
" " train 1917-18.. . . . .		2 47
" " " 1918-19.. . . . .		3 28

The working expenses per mile of railway were as follows:—

1917-18.. . . . .	\$	13,376 04
1918-19.. . . . .		17,710 34
Increase.. . . . .	\$	4,334 30

The mileage of the railway for the year 1918-19 was 1563.81 miles (including Vale Railway 5.95 miles.)

During the year ended March 31, 1919, 716,318 ordinary ties were put in the track; 205.87 miles of track ballasted, and a total of 61.01 miles of ditching completed to provide better drainage for the roadbed; 10.25 miles of passing sidings, 14.27 miles of additional business sidings and 7.90 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 49.45 miles of standard woven-wire fence erected.

#### STORES.

The value of general stores the Canadian Government Railways carried over from the previous year was.. . . . .	\$	6,205,809 45
The value of stores purchased and charges from other departments was.. . . . .		29,602,055 37
Total of.. . . . .	\$	35,807,864 82
The value of stores used and sold.. . . . .		24,310,215 69
Balance of general stores on hand, March 31, 1919.. . . . .	\$	11,497,649 13

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## PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1918-19 was 276.29 miles. The gauge is 3 feet 6 inches. On 21.1 miles of railway a multiple rail was laid for standard gauge, this mileage was however not in operation.

The cost of road and equipment, March 31, 1918, was.. . . . .	\$ 11,829,557 44
The expenditure during year 1918-19, was.. . . . .	732,752 53
Making a total cost on March 31, 1919, of.. . . . .	<u>\$ 12,562,309 97</u>
Gross earnings.. . . . .	\$ 741,514 58
Working expenses (including water line, \$4,751.26).. . . . .	1,596,049 91
Deficiency.. . . . .	<u>\$ 854,535 33</u>

The gross earnings compare with the previous year as follows:—

1917-18.. . . . .	\$ 656,227 22
1918-19.. . . . .	741,514 58
Increase.. . . . .	<u>\$ 85,287 36</u>

The working expenses compare with the previous year as follows:—

1917-18.. . . . .	\$ 1,123,291 12
1918-19.. . . . .	1,596,049 91
Increase.. . . . .	<u>\$ 472,758 79</u>

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The cost of road and equipment, March 31, 1918, was.. . . . .	\$ 391,454 27
The expenditure during the year 1917-18, was.. . . . .	126,201 30
Making a total cost on March 31, 1919, of.. . . . .	<u>\$ 517,655 57</u>

An amount of \$2,604.22 was paid as interest on purchase price.  
The mileage of the Railway in 1918-19 was 36.05 miles.

## INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

The expenditure on road and equipment, March 31, 1918, was.. . . . .	\$ 13,031 96
The expenditure during the year 1918-19, was.. . . . .	77,849 84
Making a total cost on March 31, 1919, of.. . . . .	<u>\$ 90,881 80</u>

Gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings.. . . . .	\$ 202,354 27
Working expenses (including \$90,000 interest charges).. . . . .	549,310 26
Deficiency.. . . . .	<u>\$ 346,955 99</u>

The mileage of the railway was 110.34 miles.

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## NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,006.75 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Superior Junction (191.90 miles.)

The cost of the National Transcontinental Railway to March 31, 1918, was.. . . . .	\$164,488,236 85
Expenditure during 1918-19.. . . . .	\$ 640,504 90
Making total cost on March 31, 1919.. . . . .	<u>\$165,128,741 75</u>

The gross earnings compare with the previous year as follows:—

1917-18.. . . . .	\$ 7,621,204 51
1918-19.. . . . .	\$ 10,412,407 56
Increase.. . . . .	<u>\$ 2,791,203 05</u>

The working expenses compare with the previous year as follows:—

1917-18.. . . . .	\$ 10,660,389 89
1918-19.. . . . .	13,028,381 49
Increase.. . . . .	<u>\$ 2,367,991 60</u>

The gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings.. . . . .	\$ 10,412,407 56
Working expenses (including \$600,000 rental Lake Superior branch).. . . . .	13,028,381 49
Deficiency.. . . . .	<u>\$ 2,615,973 93</u>

## MONCTON AND BUCTOUCHE RAILWAY.

This railway which runs from Moncton to Buctouche was taken over by the Government, June 1, 1918. It is standard gauge, and the mileage is 29.93 miles.

The expenditure on Capital account up to March 31, 1919, for betterments and to bring the road up to Canadian Government Railways standard was.. . . . .	\$ 37,829 81
Gross earnings.. . . . .	\$ 32,610 20
Working expenses.. . . . .	68,432 48
Deficiency.. . . . .	<u>\$ 35,822 28</u>

## SALISBURY AND ALBERT RAILWAY.

This railway runs from Salisbury to Albert, and was taken over by the Government, July 1, 1918. It is of standard gauge and has a mileage of 44.77 miles.

The expenditure up to March 31, 1919, on Capital account for betterments to bring the road up to Canadian Government Railways standard was.. . . . .	\$ 42,304 58
Gross earnings.. . . . .	\$ 44,472 00
Working expenses.. . . . .	95,967 51
Deficiency.. . . . .	<u>\$ 51,495 51</u>

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## ELGIN AND HAVELOCK RAILWAY.

This railway, which runs from Petitediac to Havelock and from Peticodiac to Elgin, was taken over by the Government, June 1, 1918. It is of standard gauge and the mileage is 26.11 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was.. . . . .	\$	47,209 98
Gross earnings.. . . . .	\$	13,447 08
Working expenses.. . . . .		48,343 40
Deficiency.. . . . .	\$	34,896 32

## ST. MARTIN'S RAILWAY.

This railway runs from Hampton to St. Martins and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 28.73 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was.. . . . .	\$	34,566 47
Gross earnings.. . . . .	\$	16,694 06
Working expenses.. . . . .		45,930 81
Deficiency.. . . . .	\$	29,236 75

## YORK AND CARLETON RAILWAY.

This railway runs from Cross Creek to Stanley and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 6.25 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was.. . . . .	\$	7,250 60
Gross earnings.. . . . .	\$	6,954 35
Working expenses.. . . . .		22,409 05
Deficiency.. . . . .	\$	15,454 70

## ST. JOHN AND QUEBEC RAILWAY.

The gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings.. . . . .	\$	107,927 81
Working expenses.. . . . .		192,690 05
Deficiency.. . . . .	\$	84,762 24
In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings and charged to Income Account (rental) was.. . . . .	\$	46,174 85
	\$	130,937 09
There is still unpaid for, March 31, 1919, the 40 per cent earnings for period October 1, 1918, to March 31, 1919, amounting to.. . .	\$	31,505 18
Total deficiency for the fiscal year.. . . . .	\$	162,442 27

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## CANADIAN GOVERNMENT RAILWAYS.

## PURCHASE OF ROLLING STOCK.

STATEMENT showing miscellaneous Rolling Stock charged against \$50,000,000 Vote,  
Fiscal Year ending March 31, 1919.

## Freight Cars—

Locomotives.. . . . .		\$ 5,974,594 85
40 ton box.. . . . .	\$ 3,149,922 50	
50 ton coal.. . . . .	1,272,504 38	
40 ton flat.. . . . .	593,137 50	
Refrigerators.. . . . .	410,200 00	
Tank.. . . . .	135,782 50	
		<u>\$ 5,561,546 88</u>

## Passenger Cars—

New.. . . . .	\$ 1,082,733 95	
Second-hand.. . . . .	108,981 66	
		<u>\$ 1,191,715 61</u>
Work equipment.. . . . .		\$ 1,260,505 14

## Miscellaneous—

Draft arms, safety appliance, etc., applied to equipment on hand.. . .	\$ 145,000 00	
Total.. . . . .		<u>\$ 14,133,362 48</u>
Less 500 box cars sold to the Canadian Northern Railway.. . . . .	\$ 1,364,981 25	
Less adjustment of freight charges with Grand Trunk Railway.. . . . .	899 40	
		<u>\$ 1,365,880 65</u>
Net total.. . . . .		<u>\$ 12,767,481 83</u>

## MOVEMENT OF MILITIA.

From March 31, 1918, until the Armistice was signed in November of the same year, 52,575 troops were shipped overseas from Halifax, and this necessitated the running of 156 extra trains.

During the same period the number of troops returned from overseas was 110,919, of which 39,965 were handled on regular trains, and to carry the balance 208 extra trains were run.

From August, 1914, to March 31, 1919, the number of troops for overseas handled by the Canadian Government Railways, Intercolonial Division, was 691,262; 267,693 of these were handled on regular trains and to accommodate the balance 1,081 extra trains were run.

## FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to forty-two, of which eighteen were employees, three passengers and twenty-one others, the railways being exonerated in every case except one.

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CANADIAN GOVERNMENT RAILWAYS.

STATEMENT of Averages, year ended March 31, 1919.

	Inter-colonial Railway.	Prince Edward Island Railway.	International Railway.	National Transcontinental Railway.	Moncton and Bouché Railway.	Elgin and Havelock Railway.	Hampton and St. Martins Railway.	York and Carlisle Railway.	Salisbury and Albert Railway.	Canadian Government Railway.	St. John and Quebec Railway.
Mileage of Railway.....	1,563.81	276.29	110.34	2,006.75	29.93	26.11	28.73	6.25	44.77	4,092.98	190.35
Total engine mileage.....	11,655,013	532,545	190,099	4,255,142	21,246	14,057	20,104	12,683	35,493	16,733,992	95,005
Total train mileage.....	8,447,481	372,108	167,735	3,472,573	16,814	11,148	15,395	7,800	28,735	12,338,149	79,496
Total car mileage.....	139,357,270	2,403,697	1,358,286	87,867,978	84,056	33,347	41,982	14,947	167,352	231,027,905	378,580
Earnings—											
Transportation—Rail.....	\$ 25,651,929.73	\$ 790,776.34	\$ 202,364.27	\$ 10,412,407.56	\$ 32,610.20	\$ 13,447.08	\$ 10,694.06	\$ 6,954.35	\$ 44,472.00	\$ 37,101,645.69	\$ 107,927.81
“ Water.....	538,966.83	20,738.24	.....	.....	.....	.....	.....	.....	.....	538,966.83	.....
Incidentals.....	244,447.22	.....	.....	.....	.....	.....	.....	.....	.....	265,189.46	.....
Total.....	26,435,343.78	741,514.58	202,364.27	10,412,407.56	32,610.20	13,447.08	10,694.06	6,954.35	44,472.00	37,905,797.88	107,927.81
Operating expenses—											
Rail.....	27,695,607.40	1,591,298.65	549,310.26	13,028,381.49	68,432.48	48,343.40	45,930.81	22,409.05	95,967.51	43,145,681.05	192,690.05
Water.....	546,503.71	4,751.26	.....	.....	.....	.....	.....	.....	.....	551,254.97	.....
Total.....	28,242,111.11	1,596,049.91	549,310.26	13,028,381.49	68,432.48	48,343.40	45,930.81	22,409.05	95,967.51	43,696,936.02	192,690.05
Ratio of Earnings to Gross Earnings—											
Earnings from Transportation—Rail.....	P.C. 97.04	P.C. 97.20	P.C. 100.00	P.C. 100.00	P.C. 100.00	P.C. 100.00	P.C. 100.00	P.C. 100.00	P.C. 100.00	P.C. 97.88	P.C. 100.00
“ Water.....	2.04	.....	.....	.....	.....	.....	.....	.....	.....	1.42	.....
“ Incidentals.....	0.92	2.80	.....	.....	.....	.....	.....	.....	.....	0.70	.....
Earnings per mile of railway.....	\$ 10,559.80	\$ 2,683.83	\$ 1,833.92	\$ 5,188.69	\$ 1,089.55	\$ 515.02	\$ 581.07	\$ 1,112.70	\$ 993.34	\$ 9,129.49	\$ 896.78
“ engine mile.....	2.22	1.39	1.06	2.45	0.53	0.96	0.83	0.55	1.27	2.23	1.13
“ train mile.....	3.07	1.99	1.21	3.00	1.96	1.21	1.08	1.09	1.55	2.08	1.36
“ car mile.....	18.58	30.85	14.90	11.89	38.80	40.32	39.76	49.51	26.53	16.17	18.65
Ratio of expenses to gross earnings.....	P.C. 106.95	P.C. 214.60	P.C. 271.46	P.C. 125.12	P.C. 209.85	P.C. 359.51	P.C. 275.13	P.C. 322.23	P.C. 215.79	P.C. 115.47	P.C. 178.54
Expenses per train mile.....	327.86	486.45	327.49	375.18	411.90	433.65	298.35	352.34	333.97	344.11	242.39
Expenses per mile of railway.....	\$ 17,710.34	\$ 5,759.52	\$ 4,978.34	\$ 6,492.28	\$ 2,286.42	\$ 1,851.53	\$ 1,598.71	\$ 3,585.45	\$ 2,143.57	\$ 10,541.39	\$ 1,601.08
Repairs to locomotives.....	\$ 1,064,514.39	\$ 75,352.33	\$ 31,902.41	\$ 1,001,400.85	\$ 2,157.25	\$ 579.40	\$ 468.96	\$ 612.49	\$ 1,935.69	\$ 3,078,928.77	\$ 7,588.28
“ freight cars.....	1,470,972.28	19,496.87	15,611.33	976,464.71	670.41	265.45	329.87	234.70	1,745.48	2,485,811.10	7,709.99
“ passenger cars.....	793,545.41	28,435.23	8,470.71	303,381.37	1,121.09	370.86	519.59	185.29	1,373.39	1,137,402.94	177.27
Cost of repairs per locomotive.....	4,600.74	2,790.83	3,544.71	4,908.83	1,078.62	579.40	468.96	612.49	1,967.84	4,568.14	1,264.71
“ freight cars.....	99.77	30.18	33.94	37.24	37.24	26.54	27.49	36.39	26.45	94.85	4.28
“ passenger car.....	1,354.17	661.28	1,694.14	3,033.81	373.70	185.43	259.79	92.64	457.80	1,524.67	29.54

SUMMARY of the Passenger and Freight Traffic of the Canadian Government Railways and St. John and Quebec Railway, Year ended March 31, 1919.

	Inter-colonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Trans-continental Railway.	Moncton and Buctouche Railway.	Salisbury and Albert Railway.	Elgin and Havelock Railway.	St. Martins Railway.	York and Carlisle Railway.	Canadian Government Railways.	St. John and Quebec Railway.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Passenger traffic.....	6,956,516 45	213,744 91	40,715 74	1,611,718 90	13,453 01	6,452 11	2,834 65	3,720 73	1,753 07	8,850,909 57	32,270 14
Freight traffic.....	17,598,207 80	462,465 26	180,009 88	8,023,002 87	18,917 55	38,331 79	11,064 72	12,860 63	5,802 60	27,251,553 41	101,987 94
Mails, express, etc.....	1,341,652 61	65,314 41	4,041 05	6,326 01	1,220 64	2,439 10	310 91	854 68	74 88	1,422,224 20	1,554 81
Total.....	25,896,376 85	741,514 58	224,766 67	10,541,947 78	33,591 20	47,223 00	14,210 28	17,436 26	7,630 55	37,524,697 27	135,792 89
Ocean Service.....	538,966 83									538,966 83	
Total.....	26,435,343 78	741,514 58	224,766 67	10,541,947 78	33,591 20	47,223 00	14,210 28	17,436 26	7,630 55	38,063,664 10	135,792 89
Loss hire of equipment.....			22,412 40	129,540 22	981 00	2,751 00	763 20	742 20	676 20	157,866 22	31,257 40
Net revenue.....	26,435,343 78	741,514 58	202,354 27	10,412,407 56	32,610 20	44,472 00	13,447 08	16,694 06	6,954 35	37,905,797 88	104,535 49
<i>Passenger Statement.</i>											
Local traffic—											
Number of passengers.....	4,232,264	312,454	31,526	901,925	23,530	9,154	8,913	7,001	7,095	5,533,802	49,004
Mileage.....	165,354,552	7,677,233	1,188,860	26,370,868	528,564	211,099	95,376	126,380	40,717	201,593,650	1,109,063
Through traffic—											
Number of passengers.....	374,274	34,196	1,872	49,448	26	230	24	5	2	510,077	122
Mileage.....	124,406,148	1,882,127	88,628	48,300,881	824	7,098	365	150	12	174,686,173	8,103
Total number of passengers.....	4,606,538	346,650	33,398	1,001,373	23,556	9,384	8,937	7,006	7,097	6,043,839	49,126
Total mileage.....	289,760,701	9,559,380	1,277,488	74,671,749	529,388	218,197	95,681	126,530	40,729	376,279,823	1,117,706
<i>Freight Statement.</i>											
Local traffic—											
Tons.....	4,676,369	90,212	41,122	1,357,001	17,151	45,395	10,039	11,850	8,840	6,258,019	18,451
Mileage.....	876,524,254	3,577,438	1,587,708	399,344,065	333,887	1,390,120	117,619	176,043	53,021	1,283,004,215	511,451
Through traffic—											
Tons.....	4,421,278	138,730	100,826	3,001,518	346	3,982	1,506	113	488	7,728,787	83,080
Mileage.....	1,377,566,934	7,768,987	10,733,409	1,051,774,484	9,722	106,928	17,016	2,680	2,930	2,447,983,090	4,061,489
Total tons.....	9,097,677	228,942	201,958	4,358,519	17,497	49,377	11,545	11,963	9,328	13,986,806	101,531
Total mileage.....	2,254,091,188	11,346,425	12,321,177	1,451,118,549	343,069	1,457,048	134,633	178,723	55,951	3,731,047,305	4,579,943

NOTE.—Figures shown for M. & B. Ry., E. & H. Ry., St. Martins Ry., Y. & C. Ry., cover period June 1, 1918 to Mar. 31, 1919. Figures shown for Salisbury and Albert Railway, cover period July 1, 1918 to Mar. 31, 1919.

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REPORT OF C. B. BROWN, CHIEF ENGINEER.

## CANADIAN GOVERNMENT RAILWAYS.

## HALIFAX OCEAN TERMINALS.

*Roadbed and Track.*—The laying of 4.94 miles double track and terminals with 85-pound rails was completed.

*Signals.*—Ten automatic block-signals were installed.

*Buildings.*—A temporary station, baggage, mail, commissary and express building was provided. The work on this was completed in December, 1918, and on the 23rd of that month the first train started from this station.

A two-story concrete building for car cleaning, repair shop, commissary department store, etc., was provided.

A station was provided at Richmond.

The foundations for sheds Nos. 21 and 22 were put in.

*Platforms.*—Eight platforms for passenger purposes and one for handling of milk were provided.

*Lighting plant, etc.*—A 36 K.W. motor generator and transformers, switchboard, circuits, etc., were installed.

A vacuum plant was provided.

*Water and Sewer System and Fire Protection.*—The installation of water and sewer systems started in 1918 was completed. Fire hydrants were installed throughout the yards, buildings, quays, etc.

*Grading of Streets.*—Parts of Lower Water and Fawson streets were graded and surfaced with macadam, and concrete sidewalks and curbs built.

*Quay Walls.*—The construction of quay walls was completed.

*Dredging.*—The dredging in Basins 1 and 2 was nearly completed.

## ROADBED AND TRACK.

## MILEAGE.

	Main Line	Second Main Line.	Passing Sidings	Other Sidings and Spurs.	Total.
Eastern Lines.....	2,661.84	74.85	196.34	538.72	3,471.75
Western Lines.....	1,359.59	5.31	121.06	154.32	1,640.28
Leased Lines.....	191.90	.....	20.63	42.12	254.65
Total.....	4,213.33	80.16	338.03	735.16	5,366.68

ROADBED AND TRACK MILEAGE.—*Concluded.*

	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	International Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.	Total.
Main Line..... Miles	1,627.76	276.20	36.05	110.34	29.93	26.11	28.73	6.25	44.77	1,814.85	191.90	120.35	4,213.33
2nd Main Line..... "	74.85	8.06	1.80	2.60	0.67	0.25	0.11		1.05	5.31	20.63	4.23	80.16
Passing Sidings..... "	138.97									159.66			338.03
Other sidings and spurs..... "	432.85	33.45	5.42	3.67	1.31	0.75	0.51	0.34	2.06	208.79	42.12	3.80	735.16

WEIGHT OF RAIL IN MAIN TRACK.

Weight.	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	International Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.	Total.
45-lb.....						5.00							5.00
50-lb.....		91.84											91.84
52-lb.....													
56-lb.....	19.79	159.45		9.10	29.93	21.11	28.73	6.25	41.57				315.93
58-lb.....													
60-lb.....				51.26									51.26
67½-lb.....	222.81	1.60		48.38					2.20	0.13			275.12
73-lb.....		19.50											19.50
70-lb.....	16.00												16.00
72-lb.....									1.00				1.00
75-lb.....											4.34		4.34
80-lb.....	805.10	3.90	36.05	0.98						1,814.78	6.00	120.35	2,962.72
85-lb.....	532.61			0.62						5.25			538.48
100-lb.....	6.30												6.30
Totals.....	1,602.61	276.29	36.05	110.34	29.93	26.11	28.73	6.25	44.77	1,820.16	191.90	120.35	4,203.40



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## WATER SERVICE.

*Intercolonial Railway.*—Three 40,000-gallon tanks were provided; 2 pumping systems installed; 1 stand pipe provided; 4 pumps provided; 2 artesian wells sunk; one 5,000-gallon tank erected; 10 car-watering hydrants installed; 9 domestic supplies provided for stations and other buildings; 1 system installed in engine-house.

Drainage was provided where required in connection with installation of water supplies.

*Salisbury and Albert Railway.*—At Turtle Creek a 10,000-gallon tank was erected.

*National Transcontinental Railway.*—At Sillery a temporary water supply was installed.

At Cape Rouge additional tank storage was provided.

At Bridge a temporary supply was installed.

Ten wells were drilled for station supplies between Chaudiere Junction and Pacific Junction.

Domestic supplies were provided at eleven stations.

At Mission a connection was made with the city of Fort William, 2,800 feet of pipe being laid.

On all railways repairs were made to keep the water services in good working order.

## BUILDINGS.

*Intercolonial Railway.*—Twelve buildings extended; 10 new stations and shelters erected; 10 platforms constructed and extensions made; 30 miscellaneous buildings erected; 1 brick chimney built; 6 ash pits built.

*Prince Edward Island Railway.*—One shelter, one platform and one pump-house were constructed.

*New Brunswick and Prince Edward Island Railway.*—Six new shelters and two new tool houses were built.

*International Railway.*—One freight house was extended.

*St. John and Quebec Railway.*—Two loading platforms were extended.

*Salisbury and Albert Railway.*—One portable station and two tool houses were provided.

*St. Martins Railway.*—One portable station was provided.

*National Transcontinental Railway.*—One new station erected; 29 section houses erected; 1 ice house erected; 1 shelter erected; 1 freight shed erected; 2 toolhouses erected; 7 cattle pens erected; 5 double cottages erected; 1 tank erected; 1 engine-house erected; 2 pump houses erected; 9 platforms erected; 10 platforms extended; 12 gasoline storage sheds built; 1 air-driven coal hoist erected; 6 ash pits constructed.

*Leased Lines.*—Two section houses, and one small building were constructed.

On all railways the necessary additions, alterations, repairs and painting have been carried out.

## TERMINAL IMPROVEMENTS.

*Intercolonial Railway.*—Steam lines for heating of trains were installed at Chaudiere Junction, Riviere du Loup and Deep Water Terminals, Halifax.

*Moncton.*—A 12-stall engine house was built and 17 stalls of existing engine house enlarged.

Two 100-foot ash pits were provided.

The superintendent's building was extended.

The passenger car repair shop and stores buildings were extended.

One 70-foot concrete engine pit was built and additional room provided for stores and offices.

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*Sackville.*—Extensive track rearrangements and improvements were made and additional yard tracks provided.

A restaurant was provided and a new building for mails, baggage and express erected, and new platform provided.

*Springhill Junction.*—A 200-ton mechanical coaling plant and ash pits with required tracks were provided.

*Stellarton.*—A 200-ton mechanical coaling plant, two ash pits and necessary tracks were provided.

*Sydney.*—A six-stall extension was made to engine house. Foundation for new scale provided.

*Truro.*—Ash pit, crane and tracks were provided.

*Halifax.*—Extension of freight house and offices was completed.

*Richmond.*—Extensive yard changes are in progress.

*Dartmouth.*—One two-stall engine house, one 70-foot turntable and one ash pit with tracks were provided, and a new yard is in course of construction.

*Prince Edward Island Railway.*—At Borden terminal yard was increased; a transfer coaling plant was provided; two-stall addition made to engine house.

*New Brunswick and Prince Edward Island Railway.*—At Cape Tormentine: Additions were made to yard accommodation; air hoist provided.

*National Transcontinental Railway.*—At Quebec: A gas compressor, two gas tanks and gas line were provided.

At Fitzpatrick, Parent, Doucet and O'Brien steam lines were run from engine house to stations.

Steam heat was installed enginemen's bunk houses at Cochrane, Armstrong and Transcona.

Some additional machinery was installed in shops at Grant, Parent and Fitzpatrick.

*Edmundston.*—Oil storage system installed at all terminal points and necessary repairs to wharves, track, buildings, etc., were made.

## DAMAGE BY FLOODS AND HIGH TIDES.

Through freshets and high tides considerable damage was done to roadbed on following subdivisions: Levis, Dartmouth, Halifax, Souris, Murray Harbour, Champlain Market Branch, and approach to ferry landing at Cape Tormentine.

The necessary repairs were made in all cases.

## SURVEYS AND TRACK CENTERING.

On Intercolonial, Prince Edward Island, International, York and Carleton and National Transcontinental Railways, 67.7 miles of track were recentered; 99.18 miles of track surveyed and nineteen station yards surveyed and plans made.

Complete surveys of lines and station yards were made of following branch lines: Moncton and Buctouche, Salisbury and Albert, Elgin and Havelock, and St. Martins.

In addition, surveys and plans were made for leasing of land, deeds, etc.

## DAMAGE BY FIRE.

On the Intercolonial Railway fire burned four buildings and one tank and damaged five other buildings.

On the National Transcontinental Railway three buildings were burned and one building damaged.

## BRIDGES AND CULVERTS.

*Intercolonial Railway—*

New steel placed on bridges and highway crossings.. . . . .	10
Abutments rebuilt.. . . . .	6
Sidewalks and railings erected on bridges.. . . . .	3
Foot bridges constructed.. . . . .	1
Steel bridges replaced with concrete, culverts, slabs and pipe.. . . . .	50
Culverts replaced with pipe.. . . . .	126
Concrete pipe culverts constructed.. . . . .	2
Wooden culverts constructed.. . . . .	1
Culverts extended.. . . . .	13
Culverts filled in.. . . . .	1

*Prince Edward Island Railway.*—Bridges replaced with concrete culverts, 2.

*New Brunswick and Prince Edward Island Railway.*—Bridge over Gaspereau river was completed; 29 culverts were replaced with concrete pipe.

*International Railway.*—Four arch culverts were constructed.

*St. John and Quebec Railway.*—One concrete culvert was constructed and one extended.

*Moncton and Buctouche Railway.*—Four trestles, 633 lineal feet, were reconstructed.

*Salisbury and Albert Railway.*—Seven trestles, 763 lineal feet, were reconstructed.

*Elgin and Havelock Railway.*—Three trestles, 1,179 lineal feet, were reconstructed.

Three wooden bridges were replaced with steel.

*St. Martins Railway.*—Eleven trestles, 840 lineal feet, were reconstructed.

*National Transcontinental Railway.*—Nine concrete culverts built; one concrete culvert extended; 26 viaduct pedestals renewed; two culverts renewed; one trestle replaced with concrete pipe.

## LEASED LINES.

One wooden culvert replaced with concrete pipe.

*Completed.*—Three concrete culverts and fills, replacing 397 lineal feet trestles and 675 lineal feet pile bridges. One stream tunnel and fill replacing 823 feet trestle.

*Under construction.*—Three concrete culverts and fills replacing 732 lineal feet trestles—1,299 lineal feet pile bridges; 1 concrete culvert replacing corrugated pipe; 1 stream tunnel and fill replacing 720 lineal feet trestle; 2 concrete pile trestles replacing 175 lineal feet pile bridge; 1 concrete bridge replacing 165 lineal feet pile bridge.

All other bridges and culverts on all railways were repaired, strengthened or renewed, and painted where necessary.

## TURNABLES.

Eighty-five-foot turntables were installed at Sydney and Moncton, the turntables taken out being used elsewhere.

At Buctouche a 55-foot turntable was installed.

At Havelock a 55-foot turntable was installed.

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## TRACK SCALES.

*Intercolonial Railway.*—Two 150-ton track scales were installed and the installation of two additional scales of same capacity is in progress.

## STATION BEAUTIFICATION.

The work of station beautification was continued.

## SIGNALS AND INTERLOCKING.

Between Chaudière and Lévis a pair of absolute electrical staff instruments were installed.

Between Newcastle and Derby Junction eight automatic signals were installed.

At Painsec Junction an automatic westbound signal was completed.

At Fairview a two-arm automatic signal was installed.

At Oxford Junction two home and two distant automatic signals were put in.

At street crossings four bells were installed.

Thirty-four yard limit boards were erected.

*Prince Edward Island Railway.*—To prevent congestion and cost of transferring freight from and to the mainland at Borden, it was decided to lay a third rail between Borden and Charlottetown and Emerald Junction and Summerside. At the end of the fiscal year 21.1 miles of track had been completed.

*International Railway.*—Work has started on a line diversion from Mile 7.4 on the International railway to connect with the Intercolonial railway at Moffat's Station, 4.91 miles west of Campbellton. The length of the diversion is 2.7 miles and when completed 7.4 miles of International railway from Campbellton will be abandoned. Sixty per cent of the work is done.

*Electric Lighting.*—Electric lighting systems were extended to 27 buildings, 12 platforms and two yards.

At Truro an electrical-driven air compressor was installed.

*Halifax Restoration.*—Track, piers and buildings damaged by explosion on December 6, 1917, shown in the last fiscal year as partially restored, were completed, and the Halifax Restoration organization disbanded.

## SUNDRIES.

*Intercolonial Railway.*—Through Chaudière Junction yard main line was changed from south to north side of the yard.

Between Charney and Chaudière Junction 0.4 miles of double track was constructed.

On the National Transcontinental railway loading roads for five sidings (2,995 lineal feet) were made and fifteen highway and farm crossings opened. At Cochrane a roadway for railway dwellings was constructed.

A telephone train despatching system was installed between Edmundston and Diamond Junction.

Generally, the roadbed, buildings, bridges, culverts, wharves, tracks, machinery, rolling stock, etc., received necessary repairs to keep everything in good physical and efficient condition and service.

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## REPORT OF THE AUDITOR.

## STORES AND MECHANICAL ACCOUNTS.

Locomotives, purchased on Capital Account: 60 Mikado, 30 Pacific, total, 90; passenger cars, purchased on Capital Account, 14 sleeping, 7 dining, total, 21; freight cars, purchased on Capital Account: 670 box, 99 refrigerator, 251 platform, 25 oil tank, 401 gondolas, 270 Hart convertible, total 1,716; work equipment, purchased on Capital Account, 8 steam cranes, 5 ditchers, 15 all steel ploughs, 1 double-end plough (2nd hand), 1 steam crane (2nd hand), 5 ballast spreaders (2nd hand), 1 centre ballast plough (2nd hand), 1 steam shovel (2nd hand), 36 air dump cars (2nd hand).

GENERAL STATEMENT OF WORK DONE IN THE CANADIAN GOVERNMENT RAILWAYS SHOPS  
FOR YEAR ENDED MARCH 31, 1919.

*Locomotive Department.*—16 locomotives were rebuilt; 589 locomotives received repairs; 22 locomotives converted to superheat; 26 locomotives equipped with latest type electric headlights.

*Car Department.*—16 flangers built; 1 flanger rebuilt; 2 snowploughs built; 2 snowploughs rebuilt; 146 Hart cars changed from centre dump to side dump; 100 box cars converted to narrow gauge; 50 platform cars converted to narrow gauge; 243 box and platform cars converted to pulpwood cars; 3 gas transports fitted up; 15 passenger cars equipped with safety appliances; 156 freight cars equipped with safety appliance; 5 parlour cars converted to baggage cars; 5 coaches converted to hospital cars; 10 parlour cars converted to express refrigerators; 1 business car remodelled; 3 coaches converted to parlour and cafe cars; 1 coach converted to postal car; 11 coaches converted to postal and express cars; 100 Hart cars were built; 71 vans were built; 5 baggage cars were built; 1 ballast spreader was built; 1 road repair car was built.

Other cars of all descriptions were also brought into proper condition for traffic.

All shop machinery and tools received needed repairs and were kept in good working condition.

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CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES.  
STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.

	Passenger Cars.										Freight Cars.																				
	Locomotives.	Sleeping.	Parlor.	Dining.	Colonists.	1st Class Passenger.	2nd Class Passenger.	Postal.	Baggage.	Hospital.	Vision Test.	Box Baggage.	Air Brake Inspection.	Steam Motor.	Total Passenger Cars.	Box.	Refrigerator.	Platform.	Oil Tank.	Pitch Tank.	Hoppers.	Gondolas.	20-ton Coal.	Hart-Otis Steel Dump.	Stock.	Hart Convertible.	Pulp Wood.	Flat Cars.	Eastman Heaters.	Caboose.	Total Freight Cars.
On hand serviceable and repaired, March 31, 1918.....	18	100	23	31	73	178	110	43	100	10	1	26	1	1	697	15,894	303	3,546	56	733	674	374	528	1,261	733	542	4	353	25,021		
To be replaced.....																															
Total equipment, March 31, 1918.....	18	100	23	31	73	178	110	43	100	10	1	26	1	1	697	15,894	303	3,546	56	733	674	374	528	1,261	733	542	4	353	25,021		
Purchased and built during year on Capital—New.....																															
Purchased and built during year on Capital—2nd hand.....	90	14	7												21	670	99	250	25	733	674	374	528	1,261	733	542	4	353	25,021		
Converted and rebuilt on equipment Renewal. Box to pulpwood 269, flat to Truck 3, Sleeper to Baggage 3.....									3						10				20												21
Converted and rebuilt on Capital—Box to Carboose 61, to Boarding, 41, to Eastman Heater 64, to Scale Car 1, to Flanger 14, to Auxiliary 7, Flat to Gas Transport 11, to Pulp 1, to Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Express Refrigerator 3, to Hospital 8, to Dining 1.....		15																8							269						269
Total equipment March 31, 1919*.....	767	99	33	39	73	178	110	43	103	18	1	26	1	1	725	16,107	405	3,789	82	753	1,075	374	528	1,261	1,004	812	4	64	414	26,692	
To be replaced March 31, 1918, as above.....	18																														
Condemned year ending March 31, 1919.....	36				1	2	1	2				1			120	3	209			21	50	18	1	8	16	7		12		465	
Total condemned and destroyed to March 31, 1919.....	54				1	2	1	2				1			9	120	3	209		21	50	18	1	8	16	7		12		465	
Replaced and converted on Equipment Renewal.....	54				1	2	1								4	90		98					8	16	7					269	
Total to be replaced March 31, 1919.....	767	99	33	39	73	178	110	43	103	18	1	25	1	1	720	16,077	402	3,678	82	732	1,075	356	527	1,261	1,004	812	4	64	402	26,692	
Added serviceable and repaired.....																															
Total equipment March 31, 1919.....	767	99	33	39	73	178	110	43	103	18	1	26	1	1	725	16,107	405	3,789	82	753	1,075	374	528	1,261	1,004	812	4	64	414	26,878	

\*Figures in italics are deductions.

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES—Concluded.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.—*Con.*

		Work Cars.																		Total Work Cars.																
	23	4	2,532	2	3	1,002	23	8	1	14	5	12	1	5	1	1	1	1	1	1	2	27	1	2	27	1	5	71	1	134	20	1	49	579		
On hand Serviceable and Repairing, March 31, 1918. To be replaced March 31, 1918.....																																				
Total Equipment, March 31, 1918.....	23	4	2,532	2	3	1,002	23	8	1	14	5	12	1	5	1	1	1	1	1	1	2	27	1	2	27	1	5	71	1	134	20	1	49	579		
Purchased and built during year.....																																				
Purchased and built during year on Capital—New.....																																				
Purchased and built during year on Capital—2nd hand.....																																				
Converted and Rebuilt on Equipment Renewal— Box to Pulpwood 269, Flat to Truck 3, Sleeper to Baggage 3.....	3																																			
Converted and Rebuilt on Capital—Box to Caboose 01, to Boarding 41, to Eastman Heater 64, to Scale Car 1, to Flanger 14, to Auxiliary 7, Flat to Gas Transport 14, to Pulp 1, to Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Ex- press Refrigerator 3, to Hospital 3, to Dining 1.....	7																																			
Total Equipment, March 31, 1919.....	33	4	2,532	2	3	4,783	23	13	2	15	5	12	1	5	1	1	6	1	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	62	728
To be replaced, March 31, 1918, as above.....																																				
Condemned year ending March 31, 1919.....	1																																			
Total Condemned and Destroyed to March 31, 1919.....	1																																			
Replaced and Converted on Equipment Renewal.....	1																																			
Total to be replaced March 31, 1919.....	33	4	2,532	2	3	4,783	23	13	2	15	5	12	1	5	1	1	6	1	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	62	728
Add, Serviceable and Repairing.....																																				
Total Equipment March 31, 1919.....	33	4	2,532	2	3	4,783	23	13	2	15	5	12	1	5	1	1	6	1	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	62	728

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PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various Classes of other Rolling Stock on the line, on March 31, 1918, and March 31, 1919.

	Passenger Cars.								Freight Cars.								Work Cars.					
	Locomotives.	First-class Passenger Cars.	Second-class Passenger Cars.	Combination Second-class and Baggage Cars.	Postal and Smoking Cars.	Combination Postal and Baggage.	Baggage Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Hart Convertible.	Coal Cars.	Platform Cars.	Caboose Cars.	Total Freight Cars.	Dump Cars.	Snow Plows.	Flangers.	Steam Shovels.	Total Work Cars.
On hand, serviceable and repaired, March 31, 1918.....	22	19	9	5	4	3	6	46	338	3	28	1	15	11	150	3	549	9	9	8	1	9
To be replaced, March 31, 1918.....	9	5	4	2	1	1	2	14	5	1	1	1	1	1	4	1	11	2	2	8	1	11
Total Equipment, March 31, 1918.....	31	24	13	7	4	4	8	60	343	3	28	1	15	12	154	4	560	11	11	8	1	20
Purchased on Capital during year.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	15	.....	.....	.....	15
Transferred from Intercolonial.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52	.....	52	.....	.....	.....	.....	.....
Total Equipment, March 31, 1919.....	35	24	13	7	4	4	8	60	343	3	28	1	15	12	207	4	612	15	13	8	1	37
Condemned and destroyed during year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rebuilt during year—Nil.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
To be replaced, March 31, 1918.....	9	5	4	2	1	1	2	15	5	1	1	1	1	1	4	1	12	.....	.....	.....	.....	.....
Add. serviceable and repaired.....	26	19	9	3	3	3	6	45	338	2	28	1	11	203	3	601	15	11	11	.....	.....	26
Total Equipment, March 31, 1919.....	35	24	13	7	4	4	8	60	343	3	28	1	15	12	207	4	613	15	13	8	1	37

## CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

### Statement of Receipts and Expenditures:—

#### RECEIPTS.

Credit balance on June 30, 1918. . . . .	\$ 69,469 66
Receipts for year, June 30, 1918 to June 30, 1919. Amount of premium collected from Canadian Government Railways pay-lists. . . . .	\$190,346 51
Premiums collected from railway vouchers. . . . .	207 30
Cash premiums collected by railway. . . . .	23 96
Annual contribution from Canadian Government Railways. . . . .	15,000 00
	205,577 77
Cash from members not on duty, refunds, etc. . . . .	\$1,331 72
Premiums from sick and accident vouchers (insurance association vouchers). . . . .	2,681 87
Premium from retired members. . . . .	7,942 81
Annual fees. . . . .	870 00
Examination fees. . . . .	44 00
Interest on monthly balance. . . . .	2,793 89
Miscellaneous sources. . . . .	24 25
	15,688 54
Total receipts for the year from all sources. . . . .	\$290,735 97

#### EXPENDITURES.

Sick and accident indemnity. . . . .	\$68,948 03
Medical and surgical attendance . . . . .	35,435 25
	\$104,383 28
Temporary employees' accident fund. . . . .	31,428 36
Death and total disability claims. . . . .	84,500 00
Examination fees. . . . .	28 00
	\$220,339 64
<i>Operating expenses.</i>	
From sick and accident fund. . . . .	\$3,804 80
" temporary employees' accident fund. . . . .	7,038 04
" death and total disability fund. . . . .	5,094 25
	15,937 09
	236,276 73
Difference. . . . .	\$54,459 24
Less estimated outstanding liabilities. . . . .	12,050 00
Estimated net surplus, June 30, 1919. . . . .	\$42,409 24

#### SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were \$74,292.78, and this year they are shown to be \$108,188.08. (Made up of \$104,383.28 + \$3,804.80 = \$108,188.08), an increase of \$33,895.30. A credit balance of \$30,375.45 is shown in this fund on June 30, 1919.

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TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been \$38,466.40. Of this, \$7,038.04 was transferred to operating expenses. . . . .Net. \$31,428 36

DEATH AND TOTAL DISABILITY FUND.

This statement shows that two hundred and thirteen death and total disability claims were assessed and paid during the year.

One hundred and sixty-two death claims due to natural causes, aggregating. . . . .	\$65,500 00
Seventeen death claims due to accidental injuries, aggregating. . . . .	6,000 00
Twenty-eight death claims due to war, aggregating. . . . .	<u>10,000 00</u>
	\$81,500 00
Six total disability claims, aggregating. . . . .	<u>3,000 00</u>
	\$84,500 00
Amount paid last year from this fund was. . . . .	<u>75,250 00</u>

C. B. TRITES,  
*Secretary.*

W. F. SEARS,  
*Auditor.*

The Death and Total Disability, also the Temporary Employees' Accident Funds show 213 death claims during the year, the largest number of deaths in any one year during the history of the association.

MILITARY STATEMENT.

Number of employees entered military service from August 4, 1914, to June 30, 1919:—

Eastern lines. . . . .	1,797
Western lines. . . . .	<u>452</u>
Total. . . . .	<u>2,249</u>

Of this number 161 have been reported killed in action, died of wounds, etc., 125 of whom were from eastern lines, and 36 from western lines.

C. B. TRITES,  
*Secretary.*

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## CANADIAN GOVERNMENT RAILWAYS.

STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1919.

Amount of premiums collected from the Canadian Government Railways' pay lists.. . . . .	\$190,346 51
Premiums collected from railways' vouchers.. . . . .	207 30
Annual contributions from the Canadian Government Railways.	15,000 00
Canadian Government Railways' cash premiums.. . . . .	23 96
Total.. . . . .	<u>205,577 77</u>

S. L. SHANNON,  
Comptroller and Treasurer, C. G. Rys.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS  
EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1919.

Balance at the credit of the Fund on March 31, 1918.. . . . .	\$ 340,798 91
The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were . . . . .	\$ 264,255 62
The contributions made by the Canadian Government Railways were.. . . . .	100,000 00
	<u>\$ 364,255 62</u>
Amounts received for refunds, etc.. . . . .	611 45
Interest accrued (at three per cent).. . . . .	9,361 05
	<u>\$ 715,027 03</u>

The amount contributed by the employees is shown to exceed by \$164,255.62, the amount contributed by the railways.

By reference to section 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the fund in any one year must not exceed \$100,000.

The expenditures were:—

For retiring allowances.. . . . .	\$ 283,210 99
For contributions refunded in cases of deceased employees.. . . . .	14,807 07
For contributions refunded which were deducted in error.. . . . .	5,330 57
For contributions refunded to discharged employees, etc.. . . . .	1,164 22
Medical examinations for probationers entering the service, etc.. . . . .	3,452 00
Medical examinations for employees retiring from service.. . . . .	2 00
For election expenses.. . . . .	354 88
For salaries and travelling expenses, Secretary's office, and proportion of salary Chief Medical Officer.. . . . .	9,475 22
For stationery, printing, postage, etc., etc.. . . . .	2,110 05
	<u>\$ 319,907 00</u>
Balance to the credit of the Fund on March 31, 1919.. . . . .	<u>\$ 395,120 03</u>

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It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the railways and from the employees during the year, were. . . . .  
 And the expenditures were. . . . .

\$ 364,255 62  
 319,907 00

---

Showing that during the year the receipts exceeded the expenditures by. . . . .

\$ 44,348 62

---

The gross surplus, including interest, to the credit of the Fund on March 31, 1919, is..

\$ 395,120 03

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F. P. BRADY,  
*Chairman.*

C. B. TRITES,  
*Secretary,*

**REPORT OF THE COMPTROLLER AND TREASURER.**  
**CANADIAN GOVERNMENT RAILWAYS.**

CAPITAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1918.	Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
Mar. 31	<i>Intercolonial Railway.</i>							
To	Cost of Intercolonial Railway to date.....	10,572,207	45	126,117,165	39	By Dominion of Canada.....	327,232,431	71
	Construction and betterments.....	16,015	19					
	Dartmouth and Deans Branch.....	10,588,222	64					
	Cr.							
	Sunny Brae Branch, 1915-16.....	420	00					
	Surveys and inspections, 1915-16.....	146	50					
	Land sold Imperial Oil Co.....	37,982	57					
	Work equipment.....	421	33					
	Moncton Shops.....	10,621	00					
	Turntables.....	1,600	00	51,191	40			
	<i>Prince Edward Island Railway.</i>							
To	cost of Prince Edward Island Railway to March 31, 1918.....	11,929,557	44	10,537,031	24			
To	provide Car Ferry—Construction of Terminals.....	55,730	58					
	Construction and betterments.....	677,021	95	732,752	53			
	<i>New Brunswick and Prince Edward Island Railway.</i>							
To	Cost of New Brunswick and Prince Edward Island Railway to March 31, 1918.....	391,454	27	12,562,309	97			
	Construction and betterments.....	96,080	07					
	On account of purchase price.....	30,121	23	126,201	30			
	<i>International Railway.</i>							
To	Cost of International Railway to March 31, 1918.....	13,031	96	517,655	57			
	Construction and betterments.....	77,849	84	90,881	80			
	<i>National Transcontinental Railway.</i>							
To	Cost of National Transcontinental Railway to March 31, 1918.....	164,488,236	85					
	Construction and betterments.....	980,554	30					
	Pay claims for right-of-way, etc.....	485,178	86					
		1,465,733	16					

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Cr.					
Rails, etc.....	15,428 35				
Land at Quebec.....	149,799 91				
SS. Leonard.....	660,000 00				
	825,228 26	640,504 90			
<i>Moncton and Buctouche Railway.</i>			165,128,741 75		
Betterments to bring up to Canadian Government Railways standard.....			37,829 81		
<i>Salisbury and Albert Railway.</i>					
Betterments to bring up to Canadian Government Railways standard.....			42,304 58		
<i>St. Martins Railway.</i>					
Betterments to bring up to Canadian Government Railways standard.....			34,566 47		
<i>Elyin and Havelock Railway.</i>					
Betterments to bring up to Canadian Government Railways standard.....			47,209 98		
<i>York and Carleton Railway.</i>					
Betterments to bring up to Canadian Government Railways standard.....			7,250 60		
<i>Canadian Government Railways.</i>					
Rolling stock to March 31, 1918.....	24,392,985 80				
Expenditure on rolling stock.....	14,133,362 48				
Cr.				1919.	
Rolling stock, 1917-18.....	1,365,880 65				
			37,160,467 63	Mar. 31	By Dominion of Canada.....
			352,283,414 79		25,050,983 08
					352,283,414 79

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## CANADIAN GOVERNMENT RAILWAYS.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1919.

<i>Working Expenses.</i>	\$ cts.	<i>Earnings.</i>	\$ cts.
Maintenance of way and structures.....	10,177,188 59	Freight earnings.....	27,251,553 41
Maintenance of equipment.....	7,861,706 77	Passenger earnings.....	8,850,909 56
		Ocean traffic.....	538,966 83
Total.....	18,038,895 36	Mails and express earnings, etc.....	1,422,234 29
Traffic expenses.....	514,046 59	Total.....	38,063,664 10
Transportation—Rail line.....	22,571,545 39	Less hire of equipment.....	157,866 22
Transportation—Water line.....	549,870 76	Total.....	37,905,797 88
Miscellaneous operations.....	642,370 96		
General expenses.....	686,402 74		
Rental of leased lines—			
Vale railway.....	1,200 00		
International Railway of			
New Brunswick.....	90,000 00		
Transcontinental Railway.....	600,000 00	Balance.....	5,791,138 14
N. B. & P.E.I. Railway..	2,604 22		
	43,696,936 02		
			43,696,936 02

## CANADIAN GOVERNMENT RAILWAYS.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

<i>DEBIT.</i>	\$ cts.	<i>CREDIT.</i>	\$ cts.
General stores.....	11,497,649 13	By Dominion of Canada.....	19,858,587 35
Cash.....	0 02	Equipment renewal accounts.....	957,658 81
Auditor's suspense.....	143,893 38	Canadian Government railways...	
Cash in transit.....	44,359 52	Employees Provident Fund.....	395,120 03
Freight in transit.....	3,859 77	Fire renewal account.....	165,481 39
Loss and damage freight suspense.....	39,050 60	Rail renewal account.....	342,083 04
Unclaimed freight.....	4,868 13	Apprentice fund account.....	1,298 54
Receiver General—Provident Fund..	2,581,519 83	Expenditure for road and equip-	
Receiver General—Unclaimed wages.	5,453 06	ment suspense—Stores—Internat-	
Receiver General—Medical Fund.....	54,003 31	ional railway.....	223,098 95
Receiver General—Apprentice Fund..	2,779 54	Expenditure for road and equip-	
Commissary stock.....	107,258 64	ment suspense—Overseas rails...	899,761 80
Commissary stock—Moncton restaur-			
ant.....	592 10	Capital suspense—	
Commissary stock—Newcastle restau-		Elgin and Havelock railway.....	792 46
rant.....	658 79	St. Martin's railway.....	1,736 96
Commissary stock—St. John restaur-		York and Carleton railway.....	165 18
ant.....	1,570 97	Moncton and Buctouche railway.	5,713 40
Commissary stock—Sackville restau-		Salisbury and Albert railway.....	2,609 90
rant.....	2,232 21	Individual and Companies ledger	
Commissary stock—(S.S.P.E. Island)	514 20	suspense.....	7,879 44
Rail loan account.....	95,533 53		
Station agents.....	893,961 51		
Victory Loan suspense, 1917.....	933 78		
Second Victory Loan suspense.....	96,421 92		
War Saving and Thrift Stamps.....	35,142 88		
Insurance account—Suspense.....	26,787 78		
Expenditure for road and equipment			
suspense—			
International railway.....	2,666 67		
Improvements, Fredericton.....	5,181 54		
St. John and Quebec railway.....	8,464 54		
Vale railway.....	31,994 26		
Branch Line Aid Suspense.....	133,233 37		
Individuals and Companies ledger ...	3,873,226 89		
Rents ledger.....	5,534 10		
Traffic ledger.....	2,676,509 66		
Car Service ledger.....	56,257 00		
Advances.....	229,874 62		
	22,661,987 25		
			22,661,987 25

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## CANADIAN GOVERNMENT RAILWAYS.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

DEBIT.	\$	cts.	CREDIT.	\$	cts.
To Balance, March 31, 1918.....	6,205,809	45	By issues during year ended March 31, 1919	22,627,004	55
Purchase during year ended March 31, 1919.	23,283,454	12	Sales of material, fuel, etc.....	776,219	36
Charges from other Departments.....	5,942,215	37	Sales old material....	906,991	78
Labour.....	200,086	02			
Staff payrolls.....	176,299	86	Balance—		
			Ordinary stores including fuel.....	8,456,847	69
			Roadway and bridge material.....	3,040,801	44
	29,602,055	37			
				11,497,649	13
	35,807,864	82			
				35,807,864	82

## CANADIAN GOVERNMENT RAILWAYS.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

DEBIT.	\$	cts.	CREDIT.	\$	cts.
To balance on hand April 1st, 1918....	7,805	98	By amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31st, 1919.....	44,989,598	29
Amounts received during the year and credited as follows—			Leaving a balance on hand at March 31st, 1919, as follows.....		102
Station agents.....	26,226,410	65			
Traffic ledger.....	10,647,700	05			
Car service ledger....	486,994	85			
Individual and Companies ledger.....	6,687,034	55			
Rents ledger.....	57,733	87			
General ledger.....	875,918	36			
	44,981,792	33			
	44,989,598	31		44,989,598	31

## CANADIAN GOVERNMENT RAILWAYS.

RAIL RENEWAL ACCOUNT.

	\$	cts.
On April 1, 1918, there was a balance to the credit of the Rail Renewal Account of.....	342,083	04
During the year no charges have been made against this account.....	—	—
Leaving a credit balance to the credit of Rail Renewal Account at March 31, 1919, of.....	342,083	04

## CANADIAN GOVERNMENT RAILWAYS.

FIRE RENEWAL ACCOUNT.

	\$	cts.
On April 1, 1919, there was a balance to the credit of the Fire Renewal Account of.....	202,905	74
There has been charged during the year, against the above amount.....	37,424	35
Leaving a credit balance to the credit of the Fire Renewal Account at March 31, 1919, of..	165,481	39

## DEPARTMENT OF RAILWAYS AND CANALS

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## CANADIAN GOVERNMENT RAILWAYS.

## EQUIPMENT RENEWAL ACCOUNT.

	DR. \$ cts.	CR. \$ cts.
There was a credit balance at April 1, 1918, to the credit of Equipment Renewal Account of.....		998,364 17
Cash received from sale of old rolling stock.....		107,139 36
Refunded for freight charges.....		1,708 86
		1,107,212 39
There has been charged during the year against the above account for rolling stock purchased, repaired, etc.—		
9 second-hand Gondola cars.....	3,210 00	
3 " Wooden box cars.....	1,455 00	
1 " locomotive.....	11,790 00	
Repairs to 24 30-ton flat cars purchased.....	1,337 69	
Repairs to 14 Hart ballast cars purchased.....	655 02	
Alteration and repairs to 12 second-hand sleeping cars.....	7,500 00	
Alteration of second-hand parlour cars purchased.....	1,738 56	
Repairs to second-hand passenger equipment purchased.....	2,499 78	
Changing parlour and sleeping cars to baggage cars.....	11,841 12	
Springs for upper upper berths in hospital cars.....	1,586 10	
Changing car Jow-Kash to private car No. 42.....	9,836 10	
Applying electric lighting to No. 7 sleeping car.....	11,027 94	
Fitting up 250 box cars for pulp wood service.....	47,488 05	
Making under-frames and trucks of box cars into platform cars.....	8,761 76	
Changing centre dump to side dump cars.....	24,049 36	
Changing frames and trucks of five cars to platform cars.....	3,755 04	
Changing seven cars damaged in explosion to platform cars.....	320 49	
Moving locomotives from Kingston to Brockville.....	687 57	
Dismantling freight cars.....	14 00	
		149,553 58
Leaving a credit balance to the credit of Equipment Renewal Account at March 31, 1919.....		957,658 81

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

## RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	DR.	\$ cts.	1919.	CR.	\$ cts.
Mar. 31	To rental of New Brunswick and Prince Edward Island Railway from August 1, 1917, to Mar. 6, 1919.....	2,604 22	Mar. 31	By Dominion of Canada.....	2,604 22
		2,604 22			2,604 22

## INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

## RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	DR.	\$ cts.	1919.	CR.	\$ cts.
Mar. 31	To rental of International Railway of New Brunswick from Feb. 1, 1918, to Jan. 31, 1919.....	90,000 00	Mar. 31	By Dominion of Canada.....	90,000 00
		90,000 00			90,000 00

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## NATIONAL TRANSCONTINENTAL RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	DR.	\$	cts.	1919.	CR.	\$	cts.
Mar. 31	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1918, to Mar. 31, 1919 inclusive, at \$50,000 per month....			Mar. 31	By Dominion of Canada.....	600,000	00
			600,000 00				
			600,000 00				600,000 00

## VALE RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	DR.	\$	cts.	1919.	CR.	\$	ct.
Mar. 31	To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1917, to April 30, 1918.....			Mar. 31	By Dominion of Canada....	1,200	00
			1,200 00				
			1,200 00				1,200 00

## SAINT JOHN AND QUEBEC RAILWAY.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1919.

Expenditure.		\$	cts.	Earnings.		\$	cts.
Maintenance of way and structures...		80,555	26	Passenger.....		32,270	14
Maintenance of Equipment.....		8,787	92	Freight.....		101,987	94
Traffic.....		4,043	47	Mails and express.....		1,534	81
Transportation—rail line.....		95,572	19			135,792	89
General.....		3,731	21	Less—Miscellaneous.....		27,865	08
		192,690	05			107,927	85
Rental.....		46,174	85	Balance.....		130,937	09
		238,864	90			238,864	90

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## ST. JOHN AND QUEBEC RAILWAY.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

DR.	\$ cts.	CR.	\$ cts.
To Stores department.....	1,494 56	By Dominion of Canada.....	7,989 75
Individuals and Companies ledger	3,533 65		
Rents ledger.....	222 90		
Traffic ledger.....	188 91		
Auditor's Suspense.....	990 55		
Station agents.....	1,390 70		
Cash in transit.....	42 28		
Freight in transit.....	9 10		
Capital suspense—concrete culvert	117 10		
	<u>7,989 75</u>		<u>7,989 75</u>

## ST. JOHN AND QUEBEC RAILWAY.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

DR.	\$ cts.	CR.	\$ cts.
To Balance on hand April 1, 1918....	Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended Mar. 31, 1919.....	153,997 96
Station agents.....	116,881 80		
Traffic ledger.....	23,414 56		
Individual and companies ledger..	9,979 49		
Rents ledger.....	744 60		
General ledger.....	2,977 51		
	<u>153,997 96</u>		<u>153,997 96</u>

## ST. JOHN AND QUEBEC RAILWAY.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

DR.	\$ cts.	CR.	\$ cts.
To balance Mar. 31, 1919.....	Nil.	By issues during year ended Mar. 31, 1919.....	7,202 27
Purchased during year ended Mar. 31, 1919...\$ 7,950 61		Balance, Mar. 31, 1919.....	1,494 56
Charges from other departments.....	746 22		
	<u>8,696 83</u>		<u>8,696 83</u>

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## APPENDIX III.

## REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF THE DEPARTMENT.

## CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton Island and the Atlantic Ocean.

A full statement of the various canals, and canalized waters, now in operation, with their mileage, limiting dimensions, etc., is given in an appendix to this report.

## LACHINE CANAL.

Navigation was carried on throughout the entire season without serious interruption. Fires occurred at the carpenter shop, near Wellington basin, and at the Mill Street machine shop. The former was totally destroyed, and the latter badly gutted in the upper story; the carpenter shop has since been rebuilt. Very few repairs or improvements were carried out during the year. The following, only, need be mentioned. Forty-two cast iron mooring posts, set in concrete, were placed at different points along the canal, replacing the former wooden posts; lock walls and other masonry were repointed, and 50 feet of iron guard fence was erected along the wall between the bridge and weir at Côte St. Paul.

## SOULANGES CANAL.

With the exception of a ten days' interruption to traffic, due to the development of a leak at Lock No. 4, no delays of a serious nature occurred during the entire season. Extensive repairs to Lock No. 4 have since been carried out. Other repairs of a minor nature were performed as usual.

## CORNWALL CANAL.

A delay to traffic of about 24 hours occurred towards the close of the navigation season, when the lower gates of Lock No. 15 were carried out by a collision. This was the first serious accident which had taken place for six years. A few lesser accidents occurred which caused no delay to traffic. Among the more important repairs carried out during the season, the following may be mentioned: The wooden floor of the Pitt Street wharf at Cornwall was reconstructed in concrete. At the repairing basin, where summer repairs to vessels are made, the bottom was concreted and a concrete rudder pit installed. Extensive repairs were made to the concrete tail race of the waste weir, and to the washout in the canal bank above the upper dam. At Lock No. 19, both lower gates were taken out, resteped and replaced. All the necessary minor repairs, both to floating plant and to machinery, locks, etc., were performed as usual.

## FARRAN'S POINT CANAL.

No unusual construction was found necessary at this canal; the work performed consisted only in repairs to stone protection walls, and an overhauling of the acetylene pipe line.

## RAPIDE PLAT CANAL.

A reinforced concrete culvert was constructed under the highway which crosses Stata's creek, in the village of Morrisburg, to supplement the existing culvert which was not large enough to accommodate the increased flow in spring freshets. The highway across this stream was raised and improved, and permanently fenced on both sides, a concrete sidewalk being also constructed along one side of it. The work of rebuilding the lower entrance pier at Lock No. 23 was commenced in August, 1918, and carried on well towards completion before the close of the navigation season. This pier, which is 25 feet wide and 500 feet long, was originally a wooden crib structure. This has been removed to low water line, and is being rebuilt with concrete outer walls, stone filled, and floored with concrete. The new pier will be equipped with cast iron mooring posts and reinforced concrete poles to carry electric light wires.

## GALOPS CANAL.

The two large valves in the weir used for filling the 500-foot chamber in Lock 25 were removed at the close of the navigation season, rebuilt and reset in position. Repairs to the concrete walls of the Government ditch west of Iroquois were completed. A telegraph line, slightly over one mile in length, was constructed on the south bank of the canal connecting the G.N.W. lines in Cardinal with the collector's office.

## MURRAY CANAL.

This canal, which is an open waterway 80 feet in width, with 12 feet depth at low water, across the isthmus of the Prince Edward County Peninsula, connecting the Bay of Quinté with Lake Ontario, is without locks. No special work was required in the maintenance of this canal during the past season.

## WELLAND CANAL.

During the past season, this canal was open to navigation for eight months. Traffic returns show a slight increase over the previous year; 2,887 vessels passed through the canal in the season of 1918. This figure does not include vessels which did not make the through trip nor tugs or pleasure craft. Several accidents occurred which caused delays to traffic, though none of these delays were of a serious nature. Gates were struck and damaged by vessels in a number of instances, while both at Welland and Port Col-

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borne considerable delays were occasioned by the striking of the steel highway bridges over the canal. Various repairs and improvements were carried out during the year. On the new canal the work of replacing arc lamps by gas-filled tungsten lamps was completed. Protection gates were installed at the approach to the highway swing bridge at Queenstown street, St. Catharines, and swing bridges at Allanburgh and Humberstone were painted. Repairs of a minor nature were also attended to on the old canal.

*Welland Canal Feeders.*—At Dunnville, the long bridge over the dam, which was carried out by the freshet of March, 1918, was rebuilt, all the renewals being of a permanent nature.

*Port Colborne Elevator.*—The grain receipts for the year amounted to 13,822,371 bushels, a falling off of about 5,000,000 bushels from the year before. The earnings, however, show a considerable increase. No construction or extensive repair work was found necessary.

## WELLAND SHIP CANAL CONSTRUCTION.

Shortly after the armistice in November, 1918, it was decided to resume construction work on the Welland Ship Canal which had been practically closed down owing to war conditions in 1917, and which had resulted in the contractors, for the various sections, being released from their contracts early in calendar year of 1918.

In January, 1919, contracts were entered into between the Department and the former contractors for the resumption of the work on sections Nos. 1, 2, 3 and 5 on a "cost plus" percentage basis.

During the period of the suspension of the work nearly all the rails, ties, locomotives, cars, steam hoists, locomotive cranes and equipment of machine, carpenter and blacksmith shops together with other equipment of all kinds, were sold and consequently the greater part of the period from the reletting of the work to the end of the fiscal year was taken up in the purchase and replacement of this plant and the work of restoration necessary to be done preliminary to active construction. Complete details in regard to the general scheme of the Welland Ship Canal, and the various works thus far carried out on it, will be found in previous reports.

## SAULT STE. MARIE CANAL

This canal was in operation during the past season for a period of 236 days. The average freight traffic through the Canadian and American canals showed a decrease of 5 per cent from the year before. On the Canadian canal alone, this decrease in traffic amounted to 16 per cent; passenger traffic, however, showed a slight increase.

No accidents or delays to traffic of a serious nature occurred. The following, however, may be mentioned: During the season eleven vessels were grounded on various occasions on the bank immediately west of the upper north pier. This was caused by currents round the end of the pier, due to the draught of water into the power canal of the Great Lakes Power Company. No damage to vessels was suffered. In the year 1909, the floor of the lock was considerably damaged by the carrying away of the lock gates. This damage was patched up at the time, but towards the close of last season, the pressure on the culverts caused the patching to give way, as also a considerable portion of the partition wall between the two middle culverts. Permanent repairs to this break have since been made.

## STE. ANNE LOCK.

This lock was in operation during the entire season. No special repair work was found necessary.

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## CARILLON AND GRENVILLE CANALS.

The operation of these two canals was continued without interruption during the entire navigation season. The principal repair work carried out was the rebuilding of the waste weir above lock No. 4, on the Grenville canal.

## RIDEAU CANAL.

Navigation proceeded uninterruptedly during the entire season, and ample depths of water were maintained without difficulty. Owing to the unusually mild winter and light snow fall, no trouble was experienced from spring freshets. Various repair and renewal works were carried out, among which the following may be specially noted: At the Ottawa lock station, both chamber walls of lock No. 4 were taken down and are now being rebuilt in concrete. At Hogsback lock station, the connecting bridge between the east and west bulkheads was rebuilt and other repairs carried out. A new pair of gates was placed at the upper end of Black Rapids lock, and repairs made to the layby piers and to the cribs at the waste weir, and on the east shore of the river. The old timber swing span at Manotick was taken down and replaced with a new one. At Kilmarnock lock, the old swing bridge was renewed, and the timber foundations rebuilt in concrete. A new lay-by pier 150 feet long was also constructed at this point. At Morton, the old timber dam, which had become very defective, was replaced by a concrete dam during the winter months. Extensive repairs were made to the masonry of the lower lock at Brewer's Upper Mills. At the lower mills, a new concrete centre pier was constructed for the swing bridge. The upper sill of the upper lock at Kingston Mills was renewed in concrete, and other lesser repairs attended to.

## ST. OURS LOCK.

No interruption to navigation occurred at this lock, and repair work of a minor nature only was found necessary.

## CHAMBLY CANAL.

The road on the west side of the canal at Isle Ste. Thérèse, which had got into very bad condition, was thoroughly re-metalled for a distance of nearly half a mile. Wooden mooring posts were replaced by concrete at a number of points; the banks of the canal were put in good repair, and all tow paths put in good order.

## TRENT CANAL.

The route of the Trent canal, as now in operation or under construction, lies between Trenton, on the bay of Quinté, where direct connection is made with lake Ontario, and Honey Harbour, on Georgian bay, from which port the waters of the Great Lakes are at once accessible. The portion of the canal now under construction lies between lake Couchiching and Georgian bay.

## CANAL IN OPERATION.

That portion of the canal which lies between Trenton and Rice lake was formally opened for traffic on June 3, 1918. The extent of the canal now in operation may, therefore, be stated as 203.6 miles, or between Trenton and Washago, at the head of lake Couchiching. In addition to this, other channels maintained would approximate an additional 90 miles. Between Trenton and Rice Lake, the various construction contracts, which have been under way for some years past, were all brought to completion with the exception of a few details in the finishing up of the work which have no effect on the operation of the canal. On section 3, a small amount of dredging still

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remains to be done. Work on the Grand Trunk Railway high level bridge over the canal at Campbellford has been completed, but the removal of the piers of the old bridge has yet to be effected.

From Rice Lake westward the principal items of work carried out on the canal during the year were as follows: The main crossover valve in the Peterborough lift lock was removed, repaired, and replaced; new lower gates were provided for Lock No. 27, Stoney lake. East of Kirkfield lift lock, the rock cut on the north side was faced with concrete to prevent leakage through the open seams and resulting damage to property in the vicinity. On the lower Otonabee, dredging operations were resumed, and improvements in the channel effected. Similar operations were also carried on at Robinson's Island bar, and in the river below Bobcaygeon. The construction of a new concrete dam at Redstone lake was begun in August last, and will be resumed during the coming season. The old dam at Koshlong Lake was taken down and replaced by a new timber dam on the same foundation. The Swamp Lake and Eagle Lake dams underwent extensive repairs. At Nassau a brick dwelling was erected for the accommodation of the damkeeper and bridge tender. The work of reconstructing in concrete the pile centre piers above and below the Peterborough lift lock was completed early in January last.

## CANAL UNDER CONSTRUCTION.

*Severn Division.*—A general description of the Severn Division is to be found in the Report of the Superintending Engineer included in the Annual Report for the fiscal year ending March 31, 1914, and in the Annual Report for the year ending March 31, 1918. The work on the division includes 6 locks, 16 dams and 8 bridges of which 1 lock, 10 dams and 2 bridges are finished and in commission. At the end of this fiscal year about 50 per cent of the work had been completed.

In January 1919, contracts were let to the York Construction Company for the easterly half of Section No. 1, and to the Randolph Macdonald Company, Limited, the former contractors, for the continuance of work on Section No. 3, on a "cost plus" percentage basis. To the end of the fiscal year work on Section No. 1 consisted chiefly in repairing and transporting plant, the building of camps, shops, etc., and some clearing. On Section No. 3 the work done consisted chiefly in excavation of rock ridges between the lock and the Canadian Northern Railway, building of coffer dams and rock excavation in the centre branch of the river at Washago, distribution of gravel and ties along the Canadian Northern Railway diversion, repairing camps, plant, etc. About 80 per cent of the material for the valves of Swift Rapids and Couchiching Locks has been delivered at the lock sites and part of it built into the walls.

Important survey work has been carried out during the year at Buckhorn Lake with a view to the preparation of navigation charts and future improvements of the navigation channel. Valuable reports have also been prepared in regard to stream measurements from observation taken during the past season.

## ST. PETER'S CANAL.

This canal, as reconstructed between the years 1912 and 1917, has been in continuous operation. Since November last, the work of replacing the old wooden swing span used for highway traffic over the canal at St. Peters, N.S., by a steel span brought from Cardinal, Ontario, has been in progress. It is expected that the new bridge will be in commission in about two weeks time.

## CANALIZATION OF THE ST. LAWRENCE RIVER.

For many years the question of the ultimate enlargement of the St. Lawrence Canal System between Lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

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During recent years the work of completing definite plans for such an enterprise, became necessary in order to enable us to deal intelligently with proposals, by private corporations, for the development of isolated water powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus plans were evolved for a comprehensive development of the upper section of the river.

During the past season two boring parties have been investigating subsurface conditions on the sites of proposed works. Some survey work has also been done to supplement our information respecting the route from Lake St. Francis to the harbour of Montreal, and the plans for this section have been worked up.

A special publication entitled "St. Lawrence River Route and Canals" was published in 1919. It contains details of canals, specially the location, and length of canals, depth of water in the locks and their size, etc.

## RAILWAYS.

### HUDSON BAY RAILWAY.

By the close of 1918, this road had been completed for a distance of 334 miles north of Le Pas, Manitoba, or up to and including the second crossing of the Nelson River at Kettle Rapids. Between this point and the ocean terminus at Port Nelson on Hudson Bay, a distance of about 90 miles, the line has been graded only. The railway was taken over from the contractor on October 9, 1918, by the Government, and has since been operated for them by the Canadian National Railways Management.

### HUDSON BAY RAILWAY TERMINUS, PORT NELSON, MAN.

During the previous season (1917-18) practically all the materials on hand were used in the various works under construction. Owing to war conditions, it had been impossible to replenish the stock, so that in the past year little further progress with the work was found possible. The preparation of a new set of charts of the Nelson Estuary was carried through in the summer of 1918, it having been found from experience that the existing charts were far from reliable. Careful surveys were made, and the findings therefrom indicated the existence of very satisfactory conditions for navigation. Across the outer bar, which is situated 18 miles from the partly constructed island, it was found that there was a channel 33½ feet deep at high water neap tides, and 1,200 feet wide, the distance of this channel from the nearest shore being six miles.

The wireless station was closed down at the end of the season, and the force reduced to seven men who have been left to look after the works and plant.

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CANALS OF CANADA.

Name.	Location.	Length in Miles.	Locks.			
			No. of	Minimum dimensions.		
				Length.	Width.	Depth.
			Ft.	Ft.	Ft.	
<i>St. Lawrence and Great Lakes.</i>						
Lachine.....	Montreal to Lachine.....	8.50	5	270	45	14
Soulanges.....	Cascades Point to Coteau Landing.....	14.00	5	280	45	15
Cornwall.....	Cornwall to Dickinson's Landing.....	11.00	6	270	45	14
Farran's Point.....	Farran's Point Rapid.....	1.25	1	800	50	14
Rapide Plat.....	Rapide Plat, Morrisburg.....	3.67	2	270	45	14
Galops.....	Iroquois to Cardinal.....	7.33	3			14
Murray.....	Isthmus of Murray, Bay of Quinté.....	5.17	None.			12
Welland.....	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie.....	26.75	26	270	44	14
Sault Ste. Marie....	St. Mary's Rapids, 47 miles West of Lake Huron.....	1.41	1	900	60	19.5
<i>Ottawa and Rideau rivers.</i>						
St. Anne Lock.....	Junction of St. Lawrence and Ottawa rivers.....	0.12	1	200	45	9
Carillon.....	Carillon rapids, Ottawa river.....	0.75	2	200	45	9
Grenville.....	Long Sault Rapids, Ottawa river.....	5.75	5	200	45	9
Rideau.....	Ottawa to Kingston.....	126.25	47	134	33	5
	Rideau Lake to Perth (Tay Branch)....	7.00	2	134	33	5
<i>Richelieu river.</i>						
St. Ours Lock.....	St. Ours, Que.....	0.12	1	200	45	7
Chambly.....	Chambly to St. Johns, Que.....	12.00	9	118	22.5	7
<i>Miscellaneous.</i>						
Trent.....	Trenton to Peterboro Lock, Peterboro... Peterboro Lock to head of Lake Couchiching.....	89.0	18	175	33	8.3
	Sturgeon Lake to Port Perry (Scugog Branch).....	114.6	23	134	33	6
St. Peter's.....	St. Peter's Bay to Bras d'Or Lakes, Cape Breton, N.S.....	30.0	1	142	33	6
		0.49	1	300	48	18

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TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASONS, 1916, 1917, 1918 AND 1919.

CANALS.	1916.		1917.		1918.		1919.	
	Opened.	Closed.	Opened.	Closed.	Opened.	Closed.	Opened.	Closed.
Lachine.....	Apr. 26	Dec. 15	Apr. 25	Dec. 15	Apr. 30	Dec. 17	Apr. 16	Dec. 12
Soulanges.....	" 26	" 15	" 25	" 15	May 1	" 17	" 18	" 12
Grenville.....	" 29	Nov. 30	" 26	Nov. 26	" 1	Nov. 30	May 1	Nov. 25
Carillon.....	" 29	" 30	" 26	" 26	" 1	" 30	" 1	" 25
Ste. Anne's.....	" 25	Dec. 2	" 25	" 30	Apr. 26	" 30	Apr. 17	" 30
Chambly.....	May 1	" 1	May 1	" 27	May 1	" 30	May 1	" 30
St. Ours.....	Apr. 22	" 1	" 1	" 27	Apr. 29	" 20	Apr. 23	" 30
Cornwall.....	" 24	" 14	Apr. 14	Dec. 12	" 24	Dec. 17	" 17	Dec. 13
Williamsburg..	" 24	" 16	" 17	" 10	" 26	" 16	" 17	" 17
	" 24	" 16	" 17	" 10	" 24	" 16	" 17	" 13
	" 24	" 16	" 17	" 10	" 24	" 16	" 17	" 13
Murray.....	" 17	" 7	" 18	" 1	" 21	" 7	" 14	" 4
Welland.....	" 22	" 16	" 18	" 8	" 23	" 20	" 19	" 13
Sault Ste. Marie.....	" 18	" 19	" 25	" 16	" 23	" 17	" 19	" 13
Rideau.....	May 1	Nov. 30	May 1	Nov. 30	May 1	Nov. 30	" 11	" 15
At Kingston.....	" 1	" 30	" 1	" 19	" 1	" 30	May 1	Nov. 28
Hastings to Rice Lake.....	Apr. 28	" 14	May 5	Dec. 4	May 6	" 16	May 15	Nov. 14
Rice Lake to Peterborough.....	" 25	Dec. 9	" 5	" 4	Apr. 20	Dec. 4	May 3	Nov. 24
Peterborough to Lakefield.....	May 18	Nov. 9	" 23	Nov. 19	May 17	Nov. 27	May 10	Nov. 25
Peterborough Lift Lock.....	" 15	" 9	" 24	" 3	" 17	" 6	May 15	Nov. 7
Lakefield to Bobcaygeon.....	" 9	" 23	" 2	" 9	" 9	" 21	Ap. 29	" 15
Trent....	Apr. 27	" 30	" 12	" 14	" 6	" 28	" 21	" 18
Bobcaygeon to Rosedale.....	Apr. 27	" 30	" 12	" 14	" 6	" 28	" 21	" 18
Kirkfield Lift Lock.....	May 15	" 3	June 2	Oct. 24	" 24	Oct. 25	May 21	Oct. 23
Kirkfield to Lake Simcoe.....	" 5	Oct. 14	May 26	Nov. 1	" 25	Nov. 1	May 7	" 23
Lake Simcoe to Orillia.....	" 1	Nov. 16	" 26	" 1	" 25	" 5	May 1	Nov. 20
Scugog River and Lindsay Lock	" 1	" 11	Apr. 18	" 19	Apr. 26	" 22	Apr. 12	Nov. 23
St. Peter's.....	Sept. 1	Jan. 18	" 16	Jan. 15	May 3	Jan. 13	Apr. 10	Jan. 3
		1917.		1918.		1919.		1920.

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## APPENDIX IV.

## REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF ENGINEER OF THE QUEBEC BRIDGE.

OTTAWA, ONT., March 31, 1919.

I beg to submit herewith, my final progress report on the construction of the Quebec Bridge, as follows:—

In May, 1918, there still remained the following work to be carried out, viz.:—

- Completion of the painting.
- Completion of the riveting.
- Completion of concrete sidewalks.
- Completion of the erection of hand-railing.
- Removal of falsework pedestals on north and south shores.
- Grading and cleaning up around south anchor pier.
- Removal of docks and cribs, northshore.
- Placing of riprap outside the new north main pier.

During the summer, the contractor had about 150 men employed on painting, and another 100 employed on the various works mentioned above.

On August 21, the bridge was submitted to a test load, in accordance with the requirements of the specification. The test was made with two heavily loaded freight trains with four Santa Fé freight engines, which covered both tracks of the main span between the main piers. The engines and loaded cars were the heaviest available, the total weight of these trains being 6,627 tons. The load was placed in such a position as to give the greatest stress in the members of the cantilever, and allowed to remain for two hours. The test was satisfactory in every respect.

At the same time, I made a thorough inspection of the work in its entirety, and reported that everything had been satisfactorily completed, according to the contract which the Government had entered into with the St. Lawrence Bridge Company Limited.

On November 18, the final estimate was passed in favour of the St. Lawrence Bridge Company and the structure taken over from the contractors and accepted as complete.

## APPENDIX V.

**REPORT OF ALEX. FERGUSON, ENGINEER IN CHARGE OF LIFTING RAILS  
FOR WAR PURPOSES.**

The following is a summary of the work done during the fiscal year ending March 31, 1919, in connection with the lifting of rails for war purposes.

The construction of the highways between Otley and Carrot creek and between Peers and Fulstow, for the relief of settlers, was finished and another highway was constructed from Rosevear, on the Grand Trunk Pacific, to Horner, in order to give settlers on the abandoned Canadian Northern line access to the Grand Trunk Pacific.

Authority was given for the settlement of the numerous claims for compensation which had been filed. All claims received were thoroughly investigated and the greater number settled. Of 228 settlers in the district affected, 121 were paid compensation, 50 were not considered to have suffered, 53 had their entries cancelled at the instance of the Department, and 4 could not be traced. One storekeeper's claim was settled and one is still under investigation. Compensation was paid on 156 lots and 23 buildings in the townsite of Tollerton and the affairs of the Tollerton School District were wound up. The claims of six lumber operators were settled and the claim of a coal mining company fully investigated.

The entire Joint Section was re-surveyed and plans partially prepared.

The question of the economic operation of the Pocahontas Branch and its possible elimination was fully investigated.









CANAL STATISTICS

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STATISTIQUE DES CANAUX

CANADA  
DOMINION BUREAU OF STATISTICS  
TRANSPORTATION DIVISION

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# CANAL STATISTICS

FOR THE YEAR ENDED DECEMBER 31

## 1919

PREPARED IN COLLABORATION WITH THE  
DEPARTMENT OF RAILWAYS AND CANALS  
CANADA

PRINTED BY ORDER OF PARLIAMENT



OTTAWA  
THOMAS MULVEY  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1920

CANADA  
BUREAU FÉDÉRAL DE LA STATISTIQUE  
DIVISION DES TRANSPORTS

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# STATISTIQUE DES CANAUX

POUR L'ANNÉE TERMINÉE LE 31 DÉCEMBRE

## 1919

DRESSÉE EN COLLABORATION AVEC LE MINISTÈRE  
DES CHEMINS DE FER ET CANAUX.

IMPRIMÉ PAR ORDRE DU PARLEMENT



OTTAWA  
THOMAS MULVEY  
IMPRIMEUR DE SA TRÈS EXCELLENTE MAJESTÉ LE ROI  
1920

## CANAL STATISTICS, 1919.

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### PREFACE.

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The statistics in this report were formerly collected and compiled in the Statistical Branch of the Department of Railways and Canals. By Order in Council under the Statistics Act, dated August 29, 1919 (P.C. 1754), the work of the branch was transferred to the Dominion Bureau of Statistics, and by arrangement with the Department of Railways and Canals, the data collected by the Canal Statistical officers are now forwarded to the Bureau.

The report, which was in process of compilation at the time of the above transfer, has been completed along the lines followed in previous years. A summary of its contents is as follow:—

Complete data are given for all the Canadian canals, with regard to number of vessels passed through, their registered tonnage, description, nationality, and passengers and cargoes carried. The report also includes certain data for the United States canal at Sault Ste. Marie. As no tolls are charged by either the Canadian or American canals at Sault Ste. Marie, vessels use both freely, and the statistics of one would not be complete without those of the other.

The movement of Canadian grain from the head of Lake Superior is one of the most important items of Canadian inland water traffic, and more elaborate statistics have therefore been compiled on it than on other items. The large decrease from 1918 of 8,888,353 tons was all in American freight, which was 10,384,707 tons less than the previous year, while Canadian freight increased 1,496,354 tons. The decline in American freight was practically all in the Sault Ste. Marie canal returns and in coal and iron ore. The decrease for that canal in iron ore was 8,211,866 tons, and in coal 661,473 tons, whilst variations in other commodities gave a total net decrease of 8,775,626 tons.

Coal shipments were light all season, dropping in June to about one-third those of June, 1918, and declining until in October they were only about one-eighth those of the previous year. Iron ore shipments held up to the 1918 figures for May, June and July, but dropped off in August, and continued light till the close of navigation. These decreases were due to the general shortage of coal and to labour troubles in the United States steel plants. Strikes occurred at many of these plants on September 22, and it was the end of November before they were in operation.

As a result of lack of cargoes on the Great Lakes, and of better conditions on the ocean routes, many American steam vessels were taken off the Great Lakes and sent to the Atlantic Ocean. The down registered tonnage of American steam vessels on the Welland canal exceeded the up tonnage by 367,376 tons, and on the St. Lawrence canal by 319,531 tons, the movement in this direction being steady throughout the season.

Complete details with regard to the above and other data are given in the tables of the report.

R. H. COATS,

*Dominion Statistician.*

DOMINION BUREAU OF STATISTICS,

OTTAWA, April 11, 1920.

# STATISTIQUE DES CANAUX, 1919.

## PRÉFACE.

Les statistiques contenues en ce rapport étaient autrefois recueillies et compilées par la section statistique du ministère des Chemins de fer et Canaux. Le Bureau Fédéral de la Statistique a été chargé de ce travail par arrêté en conseil du 29 août 1919 (C.P. 1754), en vertu des dispositions de la Loi de la Statistique, et conformément aux décisions prises par le ministère des Chemins de fer et Canaux; les données en la possession de sa section statistique sont désormais transmises à ce bureau.

Le rapport, qui était en cours d'élaboration lorsque ce transfert s'est effectué, a été établi selon les méthodes suivies les années précédentes. Voici un résumé de son contenu:

On y trouve des informations complètes sur tous les canaux canadiens, c'est-à-dire, le nombre des navires qui y sont passés, leur tonnage enregistré, leur genre, leur pavillon, leurs passagers et leurs cargaisons. Le rapport contient également certaines données relatives au canal du Sault Ste-Marie appartenant aux Etats-Unis. Etant donné qu'aucun péage n'est perçu ni sur le canal canadien ni sur le canal américain du Sault Ste-Marie, la batellerie circule indistinctement sur l'un et sur l'autre, de telle sorte que les statistiques de l'un seraient incomplètes sans celles de l'autre.

Le mouvement du grain canadien depuis la tête du lac Supérieur est l'un des facteurs dominants des transports par eau au Canada; il nécessite, par conséquent, des statistiques plus élaborées que les autres produits transportés. La diminution considérable de 8,888,353 tonnes sur les chiffres de 1918 porte uniquement sur le fret américain, inférieur de 10,384,707 tonnes à celui de l'année précédente, tandis que le fret canadien présente un accroissement de 1,496,354 tonnes. Le fléchissement du fret américain s'est manifesté presque entièrement sur le trafic du canal du Sault Ste-Marie; il affecte la houille et le minerai de fer. Dans ce canal seul, le minerai de fer a déchu de 8,211,866 tonnes, la houille de 661,473 tonnes et les fluctuations des autres produits ont ramené le déficit net à 8,775,626 tonnes.

Durant toute la saison, les expéditions de charbon ont été minimes; dès le mois de juin elles descendaient aux environs du tiers de celles de juin 1918, puis continuaient à décliner de telle sorte qu'en octobre elles ne représentaient que la huitième partie de celles du même mois de l'année précédente. En mai, juin et juillet, les transports de minerai de fer se sont maintenus au niveau des chiffres de 1918, mais un fléchissement se produisit en août et dura jusqu'à la fin de la saison; cette diminution eut pour cause la rareté du charbon, puis les grèves qui affectèrent les aciéries des Etats-Unis, nombre de ces usines ayant cessé leurs opérations le 22 septembre pour ne les reprendre qu'à la fin de novembre.

Le manque de cargaisons sur les grands lacs et l'accroissement de l'activité de la navigation océanique, déterminèrent certains armateurs américains à envoyer sur l'océan Atlantique leurs vapeurs des grands lacs. Les vapeurs américains qui ont descendu le canal Welland excédaient de 367,376 tonnes enregistrées ceux qui l'ont remonté; sur le canal du St-Laurent, cette différence s'est chiffrée par 319,531 tonnes, le mouvement s'étant accentué régulièrement dans cette direction pendant toute la saison.

On peut voir dans les tableaux de ce rapport tous les détails de nature à éclairer cette situation.

R. H. COATS,  
*Statisticien du Dominion.*

BUREAU FÉDÉRAL DE LA STATISTIQUE,  
OTTAWA, 11 avril 1920.



Total Traffic through all Canadian Canals in 1919.  
Volume total du trafic par tous les canaux canadiens, en 1919.

Canals — Canaux	Tons — Tonnes	Increase — Augmentation	Decrease — Diminution
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie.....	4,138,085	-	8,775,626
Welland.....	2,170,779	-	3,519
St. Lawrence.....	2,891,619	-	139,515
Chambly.....	242,961	-	126,225
St. Peters.....	64,879	5,163	-
Murray.....	108,250	63,515	-
Ottawa.....	218,438	51,268	-
Rideau.....	103,539	49,403	-
Trent.....	52,953	-	11,940
St. Andrews.....	3,763	-	877
Total.....	9,995,266	-	8,888,353

Total Traffic through all Canadian Canals.  
Volume total du trafic par tous les canaux canadiens.

	Tons—Tonnes		Tons—Tonnes
1900.....	5,013,693	1910.....	42,990,608
1901.....	5,665,259	1911.....	38,030,353
1902.....	7,513,197	1912.....	47,587,245
1903.....	9,203,817	1913.....	52,053,913
1904.....	8,256,236	1914.....	37,023,237
1905.....	9,371,744	1915.....	15,198,803
1906.....	10,523,185	1916.....	23,583,491
1907.....	20,543,639	1917.....	22,238,935
1908.....	17,502,820	1918.....	18,883,619
1909.....	33,720,748	1919.....	9,995,266

Year. — Année.	Canadian Vessels. — Navires canadiens		United States Vessels — Navires des Etats-Unis		Freight Tonnage — Cargaison		
	No. — Nombre	Registered Tonnage. — Tonnage enregistré	No. — Nombre	Registered Tonnage. — Tonnage enregistré	Origin—Origine		Total.
					Canada	United States — Etats-Unis	
1908.....	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909.....	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910.....	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911.....	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912.....	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913.....	28,654	12,078,041	10,739	24,238,788	11,130,875	40,925,038	52,053,913
1914.....	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,257
1915.....	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916.....	23,002	9,839,029	6,800	10,660,829	7,486,062	16,096,529	23,583,491
1917.....	21,588	9,831,694	6,594	10,259,772	5,964,369	16,274,566	22,238,935
1918.....	18,909	7,800,972	6,791	9,616,200	3,369,477	15,514,142	18,883,619
1919.....	20,682	8,735,973	4,092	5,259,173	4,865,831	5,129,435	9,995,266

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## Canadian and American Freight—Percent of Totals.

Proportion respective du fret canadien et du fret américain.

Year. — Année.	Canadian Freight Per Cent. — Pourcentage du fret canadien	American Freight Per Cent. — Pourcentage du fret américain
1908.....	28.7	71.3
1909.....	21.8	78.2
1910.....	18.3	81.7
1911.....	20.5	79.5
1912.....	19.7	80.3
1913.....	21.3	78.7
1914.....	25.3	74.7
1915.....	44.7	55.3
1916.....	31.7	68.3
1917.....	26.8	73.2
1918.....	17.8	82.2
1919.....	48.7	51.3

## Percentage which each Commodity bore to the Total Traffic.

Pourcentage de chaque catégorie de marchandises, par rapport au trafic total.

	1915	1916	1917	1918	1919
	Percent — Pourcentage	Percent — Pourcentage	Percent — Pourcentage	Percent — Pourcentage	Percent — Pourcentage
Agricultural Products—Produits agricoles.....	34.11	21.96	17.21	11.44	31.83
Animal Products—Produits des animaux.....	.07	.04	.05	.12	.16
Manufactures—Produits des manufactures.....	7.21	3.53	3.65	4.25	8.29
Forest Products—Produits forestiers.....	9.83	5.87	5.26	4.94	8.74
Mine Products—Produits miniers.....	48.78	68.60	73.82	79.25	50.98

Decrease in Products of Mine was due principally to the labor trouble at the American Steel Mills during October and November and shortage of coal during the entire season.

See Page 7 for comparisons of totals.

La diminution des produits miniers est surtout attribuable aux différends ouvriers survenus dans les aciéries américaines en octobre et novembre, ainsi qu'à la disette de charbon durant la saison entière.

Voir page 7, pour la comparaison des totaux.

## Season of Navigation, 1919.

Saison de navigation de 1919.

Canals. — Canaux.	First Vessel Passage — Passage du premier navire	Last Vessel Passage — Passage du dernier navire	Number of Days used — Durée de la saison en jours
Sault Ste. Marie.....	April—Avril 12	Dec. 14.....	247
Welland.....	" 19	" 10.....	236
St. Lawrence.....	" 16	" 11.....	240
Chambly.....	" 23	Nov. 28.....	220
St. Peters.....	" 12	Dec. 31.....	264
Murray.....	" 14	Nov. 28.....	220
Ottawa.....	" 24	" 22.....	213
Rideau.....	May—Mai 1	" 25.....	209
Trent.....	" 1	" 27.....	211
St. Andrews.....	" 10	Oct. 28.....	172

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Total Traffic through Canadian Canals during 1919, by Canals and Commodities.

Volume du trafic des canaux canadiens en 1919, par canal et par catégorie de marchandises.

Canals — Canaux	Agricultural Products — Produits agricoles	Animal Products — Produits des animaux	Manu- factures	Products of the Forest — Produits forestiers	Products of the Mines — Produits miniers	Total.
1919	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie .....	1,531,576	1,812	303,617	29,038	2,222,042	4,138,085
Welland .....	778,449	895	238,807	91,682	1,060,946	2,170,779
St. Lawrence .....	792,563	5,244	231,903	449,697	1,412,212	2,891,619
Chambly .....	12,700	282	5,960	123,042	100,977	242,961
St. Peter's .....	9,993	1,686	7,268	1,556	44,376	64,879
Murray .....	—	—	8,147	—	100,103	108,250
Ottawa .....	2,646	2,998	18,555	114,355	79,884	218,438
Rideau .....	1,247	2,327	12,184	13,234	74,547	103,539
Trent .....	2,328	188	2,497	47,079	861	52,953
St. Andrews .....	—	91	268	3,404	—	3,763
Total .....	3,181,502	15,523	829,206	873,087	5,095,948	9,995,266

Total Traffic through Canadian Canals during 1919, by origin—"Canadian" and "American".

Volume du trafic des canaux canadiens en 1919, selon l'origine de la cargaison.

Canals — Canaux	Total Traffic — Volume total	Canadian Freight — Fret canadien	Percent. — Pourcentage	American Freight — Fret américain	Percent. — Pourcentage
1919	Tons — Tonnes	Tons — Tonnes	—	Tons — Tonnes	—
Sault Ste. Marie .....	4,138,085	1,606,311	38.82	2,531,774	61.18
Welland .....	2,170,779	1,079,087	49.70	1,091,692	50.30
St. Lawrence .....	2,891,619	1,498,322	51.82	1,393,297	48.18
Chambly .....	242,961	138,420	56.98	104,541	43.02
St. Peter's .....	64,879	64,879	100.00	—	—
Murray .....	108,250	107,547	99.35	703	00.65
Ottawa .....	218,438	215,178	98.51	3,260	1.49
Rideau .....	103,539	99,371	95.97	4,168	4.03
Trent .....	52,953	52,953	100.00	—	—
St. Andrews .....	3,763	3,763	100.00	—	—
Total .....	9,995,266	4,865,831	48.7	5,129,435	51.3

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## Total Traffic through the Canadian Canals during 1919.

Commodities.	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	St. Peter's.	Murray.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<b>CLASS No. 1—VESSELS.</b>						
	Tonnes.	Tonnes.	Tonnes.	Tonnes.	Tonnes.	Tonnes.
Canadian Vessels.—Steam	2,741,964	1,720,192	2,453,376	41,215	27,982	86,194
“ Sail	75,132	204,227	654,397	24,389	50,430	66,416
United States Vessels.—Steam	3,660,108	684,388	746,477	20	1,506	633
“ Sail	11,526	7,207	22,695	107,585	16	1,801
Total, Class No. 1.	6,488,730	2,616,014	3,876,945	173,209	79,934	155,044
<b>CLASS No. 2.</b>						
	No.	No.	No.	No.	No.	No.
Passengers	41,099	—	101,750	1,403	322	1,099
<b>CLASS No. 3.</b>						
	Tons	Tons.	Tons.	Tons.	Tons.	Tons.
	Tonnes.	Tonnes.	Tonnes.	Tonnes.	Tonnes.	Tonnes.
<b>Agricultural Products—</b>						
Barley	201,761	135,031	130,568	3	2	—
Buckwheat	—	—	—	—	2	—
Corn	—	26,725	25,219	83	12	—
Oats	193,140	46,748	48,963	468	1,521	—
Rye	79,269	3,208	2,333	—	—	—
Flax	19,726	1,820	1,450	—	—	—
Peas	15	—	5	—	—	—
Wheat	758,968	547,423	552,875	6	1	—
Flour	320,065	17,494	22,002	3	—	—
Hay	91	—	6,574	696	2,322	—
Other Mill Products	7,663	—	1,594	948	944	—
Fruits and Vegetables	1,032	—	638	1,476	910	—
Potatoes	6	—	336	35	3,876	—
Total	1,581,576	778,449	792,563	12,700	9,993	—
<b>Animal Products—</b>						
Live Stock	14	—	399	254	28	—
Poultry, Game and Fish	90	—	27	26	1,263	—
Dressed Meats	—	895	945	—	16	—
Other Packing House Products	728	—	314	2	311	—
Hides and Leather	157	—	43	—	1	—
Wool	687	—	5	—	—	—
Animal Products, All other	136	—	3,508	—	67	—
Total	1,812	895	5,244	282	1,686	—
Grand Total, Class No. 3	1,583,388	779,344	797,807	12,982	11,679	—
<b>CLASS No. 4.</b>						
<b>Manufactures—</b>						
Agricultural Implements	890	7,845	126	142	3	—
Cement, Bricks, Lime	3,746	—	3,431	427	182	—
Household Goods and Furniture	50	—	2,276	12	213	—
Iron—Pig and Bloom	9,671	9,276	11,212	—	16	15
Iron and Steel, All other	37,499	20,438	9,247	191	147	40
Petroleum and Other Oils	4,743	147,449	102,715	95	757	—
Sugar	7,484	—	12,694	90	128	—
Salt	14,151	—	1,119	132	820	—
Wines, Liquors and Beers	219	30	2,489	10	14	194
Merchandise—Not enumerated	225,164	53,769	86,594	4,861	4,988	7,898
Total, Class No. 4	303,617	238,807	231,903	5,960	7,268	8,147
<b>CLASS No. 5.</b>						
<b>Products of Forests—</b>						
Pulpwood	21,169	86,497	316,935	27,407	—	—
Sawed Lumber	6,585	5,185	128,578	82,144	932	—
Square Timber	—	—	300	267	10	—
Shingles	1,236	—	90	122	138	—
Other Woods	48	—	3,794	13,102	476	—
Total, Class No. 5	29,038	91,682	449,697	123,042	1,556	—
<b>CLASS No. 6.</b>						
<b>Products of Mine—</b>						
Hard Coal	5,700	1,480	292,207	95,641	427	668
Soft Coal	275,673	984,766	1,023,357	—	40,732	35
Coke	4,200	—	—	—	1	—
Copper Ore	10,801	—	—	—	—	—
Iron Ore	1,890,614	—	—	—	5	—
Other Ore	7,064	10,870	—	—	925	—
Sand, etc.	27,990	63,830	96,648	5,336	2,286	99,400
Total, Class No. 6	2,222,042	1,060,946	1,412,212	100,977	44,376	100,103
Grand Total	4,138,085	2,170,779	2,891,619	242,961	64,879	108,250

## SESSIONAL PAPER No. 20a.

## Volume du trafic par les canaux canadiens en 1919.

Ottawa.	Rideau.	Trent	St. Andrews	Total.	Produits.
Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	1ÈRE CATÉGORIE—NAVIERS.
102,402	79,826	123,190	16,004	7,392,345	Navires canadiens, à vapeur.
183,687	42,750	32,705	9,495	1,343,628	“ “ à voiles.
99	—	—	—	5,093,231	Navires des Etats-Unis, à vapeur.
14,920	192	—	—	165,942	“ “ à voiles.
301,108	122,768	155,895	25,499	13,995,146	Total, 1ère catégorie.
No. Nombre.	No. Nombre.	No. Nombre.	No. Nombre.	No. Nombre.	2e catégorie—PASSAGERS.
21,380	17,026	101,561	6,160	291,800	
Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	3E CATÉGORIE.
—	—	32	—	467,397	Produits agricoles—
—	5	—	—	7	Orge.
17	—	4	—	52,060	Sarrasin.
171	21	—	—	291,032	Mais.
—	—	39	—	84,849	Avoine.
—	—	—	—	23,002	Seigle.
8	3	1	—	39	Lin.
19	—	2,011	—	1,861,299	Pois.
503	143	33	—	363,198	Blé.
733	816	34	—	18,624	Farine.
569	145	124	—	10,896	Foin.
372	57	12	—	4,497	Autres produits de meunerie.
254	57	38	—	4,602	Fruits et légumes.
2,646	1,247	2,328	—	3,181,502	Pommes de terre.
327	17	165	91	1,295	Total.
29	2	—	—	1,437	Produits des animaux—
51	60	1	—	1,971	Animaux vivants.
289	329	1	—	1,974	Volaille, gibier et poisson.
30	17	—	—	248	Viande abattue.
5	6	—	—	703	Autres produits des fabricants de conserves.
2,267	1,896	21	—	7,895	Peaux et cuir.
2,998	2,327	188	91	15,523	Laine.
5,644	3,574	2,516	91	3,197,025	Tous autres produits des animaux.
127	130	35	—	9,298	Total.
773	863	514	—	9,936	Grand total, de la 3e catégorie.
343	75	127	2	3,098	4E CATÉGORIE.
203	203	2	—	30,598	Manufactures—
1,696	1,212	1	2	70,473	Instruments aratoires.
725	428	62	6	256,980	Ciment, briques, chaux.
1,404	973	7	—	22,780	Meubles et objets mobiliers.
796	371	2	30	17,421	Fer en gueuse et en saumon.
1,630	1,271	23	—	5,880	Tous autres fer et acier.
10,858	6,658	1,724	228	402,742	Pétrole et autres huiles.
18,555	12,184	2,497	268	829,206	Sucres.
112,973	11,880	5,553	500	466,061	Sel.
99	1,240	5,404	215	353,896	Vins, liqueurs et bières.
12	28	7,974	—	9,890	Marchandises non énumérées.
1,271	86	182	—	1,808	Total. 4e catégorie.
114,355	13,234	19,966	2,689	41,432	5E CATÉGORIE.
1,040	4,175	45	—	401,383	Produits forestiers—
2,624	351	77	—	2,327,615	Bois à pulpe.
—	—	—	—	4,201	Bois de construction scié.
—	—	—	—	10,801	Bois équarri.
76,220	70,021	739	—	1,890,619	Bardeaux.
79,884	74,547	861	—	442,470	Autres bois.
218,438	103,539	52,953	3,763	9,995,266	Total, 5e catégorie.
1,040	4,175	45	—	401,383	6E CATÉGORIE.
2,624	351	77	—	2,327,615	Produits miniers—
—	—	—	—	4,201	Houille anthracite.
—	—	—	—	10,801	Houille bitumineuse.
76,220	70,021	739	—	1,890,619	Coke.
79,884	74,547	861	—	442,470	Minéral de cuivre.
218,438	103,539	52,953	3,763	9,995,266	Minéral de fer.
—	—	—	—	—	Autre minéral.
—	—	—	—	—	Sable, etc.
—	—	—	—	—	Total, 6e catégorie.
—	—	—	—	—	Grand total.

Total Freight through the Canadian Canals during 1918 and 1919.  
Cargaisons transportées sur les canaux canadiens en 1918 et 1919.

	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From Canadian to United States Ports De ports canadiens à ports des E.-U.		From United States to United States Ports De ports des E.-U. à ports des E.-U.		From United States to Canadian Ports De ports des E.-U. à ports canadiens		Tons Tonnage		Tons Tonnage		Origin of Cargo Origine de la cargaison	
	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Total	Canadian Canada	United States Etats-Unis	
	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	Tons Tonnes	
1918.														
Sault Ste. Marie.....	225,857	877,507	9,530	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,338,861	11,576,850	—	—	—
Welland.....	46,285	385,084	76,712	5,385	1,600,700	1,600,700	181,920	1,992,378	2,174,298	495,607	2,678,691	—	—	—
St. Lawrence.....	183,694	407,728	261,309	6,551	2,106,483	106,630	451,551	2,579,586	3,031,134	800,910	2,140,194	—	—	—
Chambly.....	2,897	11,853	247,826	—	—	—	250,722	118,463	369,186	269,556	106,630	—	—	—
St. Peter's.....	13,913	45,801	—	—	—	—	43,415	43,401	89,716	59,716	—	—	—	—
Murray.....	40,370	3,531	35	799	—	—	40,405	4,330	44,735	43,001	—	—	—	—
Ottawa.....	13,715	83,732	—	6,237	—	—	19,952	147,218	167,170	150,700	7,470	—	—	—
Rideau.....	34,564	19,372	—	—	—	—	34,564	19,372	54,156	50,663	3,473	—	—	—
Trent.....	16,796	48,097	—	—	—	—	16,796	48,097	64,893	64,893	—	—	—	—
St. Andrews.....	4,626	—	—	—	—	—	4,626	14	4,640	4,640	—	—	—	—
Grand Total.....	631,719	1,883,499	595,402	370,949	352,160	10,487,078	664,035	3,898,777	2,243,316	16,610,303	18,883,619	3,369,477	15,514,142	—
1919.														
Sault Ste. Marie.....	261,443	1,308,516	1,054	50,820	83,855	2,168,683	234,328	29,386	580,680	3,557,405	4,138,085	1,606,311	2,531,774	—
Welland.....	175,593	923,020	—	—	12,870	5,766	—	1,053,530	188,463	1,952,316	2,170,779	1,079,387	1,091,692	—
St. Lawrence.....	213,297	1,013,698	289,668	23,738	200	—	5,428	1,345,590	508,593	2,383,026	2,891,619	1,498,392	1,393,297	—
Chambly.....	4,698	10,579	123,158	—	—	—	—	104,526	127,896	115,105	282,901	183,450	108,941	—
St. Peter's.....	16,601	48,215	—	—	—	—	—	—	16,601	48,218	64,879	183,570	107,517	—
Murray.....	104,948	2,634	—	—	—	—	668	—	105,016	2,634	108,250	107,517	703	—
Ottawa.....	15,145	176,735	—	23,298	—	—	3,260	—	13,405	200,653	218,438	215,471	3,290	—
Rideau.....	66,914	32,560	30	—	—	—	—	4,035	66,914	36,369	103,589	49,371	4,168	—
Trent.....	22,261	30,692	—	—	—	—	—	—	22,261	30,692	52,953	52,953	—	—
St. Andrews.....	3,427	536	—	—	—	—	—	—	3,427	336	3,763	3,763	—	—
Grand Total.....	884,387	3,546,988	413,910	97,856	90,925	2,174,449	243,634	2,537,067	1,638,906	8,356,300	9,995,266	4,865,831	5,129,435	—

SESSIONAL PAPER No. 20a.

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.  
Tonnage des navires et des cargaisons ayant franchi le canal du Sault Ste. Marie.

Years Année.	Canadian Vessels Navires canadiens		United States Vessels Navires des E.-U.		Total No. Nombre total	Vessel Tonnage Tonnage total	Freight Tonnage Tonnage des cargaisons		Lockages Passages jours d'ouverture		Days Open No. Nombre	Remarks. Observations
	No. Nombre	Tonnage	No. Nombre	Tonnage			Canadian Canadiennes	United States Etats-Unis	Total Total	No. Nombre		
1895.....	609	126,534	583	623,092	1,192	749,626	—	595,837	699	87	Canal first opened Sept. 9, 1895—L'inauguration du canal eut lieu le 9 sept. 1895.	
1896.....	2,070	589,407	3,066	3,805,749	5,136	4,395,156	—	4,577,399	3,042	218		
1897.....	1,909	405,546	2,359	3,391,936	4,268	3,797,482	—	4,947,065	2,604	238		
1898.....	1,811	403,931	1,864	2,353,699	3,675	2,757,630	—	3,055,387	2,550	243		
1899.....	2,000	558,552	1,769	2,389,457	3,769	2,948,009	—	3,006,664	2,610	239		
1900.....	1,790	577,310	1,291	1,674,438	2,081	2,194,748	—	2,035,677	2,205	238		
1901.....	1,796	775,151	1,408	1,674,597	4,204	2,449,748	—	2,820,394	2,910	246		
1902.....	3,080	1,366,630	1,964	3,237,372	5,044	4,604,002	—	4,729,268	3,418	264		
1903.....	2,711	1,615,839	1,640	3,146,897	4,351	4,762,746	—	5,511,868	3,242	256		
1904.....	2,637	1,555,042	1,325	2,673,663	3,962	4,230,705	—	5,030,705	3,022	241		
1905.....	3,970	1,803,299	1,692	2,734,349	5,662	4,537,637	—	6,574,406	4,031	253		
1906.....	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	—	6,574,039	4,152	253		
1907.....	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969	—	15,588,165	4,596	238		
1908.....	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	3,667	235	Origin of cargo first shown—Commencement des statistiques sur l'origine de la cargaison.	
1909.....	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	5,046	240		
1910.....	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	3,345,619	33,050,068	6,110	248		
1911.....	2,713	3,108,580	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	6,802	236		
1912.....	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,263	6,200	240		
1913.....	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,934,734	37,744,590	6,266	246		
1914.....	3,011	3,473,292	2,966	13,827,870	6,377	17,301,162	3,609,747	23,980,437	4,712	239		
1915.....	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815	2,561,734	5,189,233	4,374	248		
1916.....	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124	4,155,910	12,657,738	4,777	245		
1917.....	3,199	3,182,960	2,138	8,712,604	5,337	11,895,564	2,571,503	15,447,092	4,142	237		
1918.....	3,067	2,436,500	1,962	7,584,042	5,069	10,020,542	1,336,861	11,576,850	4,034	241		
1919.....	3,140	2,817,096	1,929	6,671,634	4,069	6,488,730	1,606,311	2,521,774	3,174	247		

The decrease in 1919 in the number of American vessels, and in the American freight was due to the shortage of coal, labour troubles at the mines and at the steel plants. American vessels tonnage over 319,000 registered tons were removed from the Great Lakes during the season. See page 23.

Decrease from 1918 in iron ore was 8,211,866 tons and in coal 661,473 tons.  
La diminution constatée en 1919 dans le nombre des bateaux américains et dans le volume du fret a été réduite de plus de 319,000 tonnes enregistrées, durant la saison. Voir page 23.  
mines et les usines métallurgiques.  
La flotte américaine des grands lacs a été réduite de plus de 8,211,866 tonnes et la houille de 661,473 tonnes.  
Comparé à 1918, le minerai de fer a été réduit de plus de 8,211,866 tonnes et le charbon de plus de 661,473 tonnes.

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United States Coal Destined to Canadian Ports through Chambly, Rideau, St. Lawrence, and Welland Canals, and the Canadian and American Canals at Sault Ste. Marie, during 1919.  
Charbon des Etats-Unis destiné aux ports canadiens, ayant passé par les canaux Chambly, Rideau, St-Laurent, Welland et Sault Ste-Marie (canadien et américain) durant 1919.

Canals. — Canaux	Carried in Canadian Bottoms — Transporté par batellerie canadienne	Carried in United States Bottoms — Transporté par batellerie des Etats-Unis	Total.  Tons Tonnes	Per cent in Canadian Bottoms — Pourcentage de la batellerie canadienne	Per cent in United States Bottoms — Pourcentage de la batellerie des Etats-Unis
	Tons Tonnes	Tons Tonnes		—	—
Chambly.....	—	95,641	95,641	—	100.00
Rideau.....	4,168	—	4,168	100.00	—
St. Lawrence.....	218,590	81,636	300,226	72.81	27.19
Welland.....	702,728	280,497	983,225	71.47	28.53
Sault Ste. Marie, Canadian.....	153,400	74,173	227,573	67.41	32.59
Sault Ste. Marie, United States.....	398,500	2,083,942	2,482,442	16.05	83.95
Total.....	1,477,386	2,615,889	4,093,275	36.09	63.91

Total Freight through the Welland Canal in 1919, carried in Canadian and in United States Bottoms.

Volume du fret passé par le canal Welland en 1919, transporté par la batellerie canadienne et par la batellerie des Etats-Unis.

Commodity — Cargaisons	Tons carried in Canadian Bottoms — Batellerie canadienne. Tonnes	Tons carried in United States Bottoms — Batellerie des Etats-Unis, Tonnes	Total tons — Total, tonnes
	Barley—Orge.....	135,031	—
Corn—Mais.....	10,999	15,726	26,725
Oats—Avoine.....	46,748	—	46,748
Rye—Seigle.....	3,208	—	3,208
Flax—Lin.....	1,820	—	1,820
Wheat—Blé.....	533,854	13,569	547,423
Flour—Farine.....	1,600	15,894	17,494
Dressed Meats—Viande abattue.....	—	895	895
Agricultural implements—Instruments aratoires.....	7,845	—	7,845
Iron, pig and bloom—Fer en gueuse et en saumon.....	9,276	—	9,276
Iron and steel—Fer et acier.....	18,358	2,100	20,458
Petroleum—Pétrole.....	147,449	—	147,449
Wines, etc.—Vins, etc.....	40	—	40
Merchandise—Marchandises diverses.....	52,531	1,238	53,769
Pulpwood—Bois à pulpe.....	81,120	5,377	86,497
Sawed lumber—Bois de construction scié.....	—	5,185	5,185
Coal (hard and soft)—Houille, anthracite et bitumineuse.....	702,728	283,518	986,246
Other ores—Autres minerais.....	—	10,870	10,870
Sand and stone—Sable et pierre.....	—	63,830	63,830
Total.....	1,752,577	418,202	2,170,779

Per cent of total in Canadian Bottoms—Pourcentage du total transporté par la batellerie canadienne..... 80.73  
Per cent of total in United States Bottoms—Pourcentage du total transporté par la batellerie des Etats-Unis..... 19.27

Total Canadian Wheat through the Canadian and American Canals at Sault Ste. Marie.  
Blé canadien transporté sur les canaux canadien et américain du Sault Ste. Marie.

	Canadian Canal — Canal canadien	United States Canal — Canal des Etats-Unis	Total
	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
1913.....	101,066,133	40,660,766	141,726,899
1914.....	77,467,833	17,564,233	95,032,066
1915.....	48,727,911	121,389,950	170,117,861
1916.....	82,807,342	102,196,325	185,003,667
1917.....	60,551,243	98,023,019	158,574,262
1918.....	19,987,255	42,312,016	62,299,271
1919.....	21,060,989	70,513,847	91,574,836

## SESSIONAL PAPER No. 20a.

Total Canadian Wheat through the Canadian and American Canals at Sault Ste. Marie—Showing destination.

Blé canadien transporté sur les canaux canadien et américain du Sault Ste. Marie, avec indication de sa destination.

	To— Pour—	Montreal Montréal	Georgian Bay Baie Georgienne	Other Canadian Ports Autres ports canadiens	Buffalo Buffalo	Total
		Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux
1913.....		15,186,632	26,054,001	28,973,333	71,512,933	141,726,899
1914.....		10,283,166	24,864,467	34,350,699	25,533,734	95,032,066
1915.....		4,025,010	25,315,999	33,067,613	107,709,239	170,117,861
1916.....		1,686,482	48,007,361	28,029,847	107,279,977	185,003,667
1917.....		1,280,170	52,453,042	31,369,487	73,471,563	158,574,262
1918.....		728,500	38,774,391	20,638,204	2,158,176	62,299,271
1919.....		563,003	53,793,931	33,090,288	4,127,614	91,574,836

\*"Other Canadian Ports" refers chiefly to Port Colborne and Goderich, for details see page 17.

\*"Autres ports canadiens" se rapporte principalement à Port Colborne et Goderich. Pour détails, voir page 17.

Canadian Grain and Flour from Fort William, Port Arthur through the Canals at Sault Ste. Marie, during 1919.

Grain et farine canadiens expédiés de Fort William et Port Arthur et ayant passé par les canaux du Sault Ste. Marie en 1919.

	Canadian Canal Canal canadien	American Canal Canal américain	Total
	Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux
Wheat—Blé.....	21,060,989	70,513,847	91,574,836
Oats—Avoine.....	11,149,582	5,151,271	16,300,853
Barley—Orge.....	7,306,677	5,573,200	12,873,877
Rye—Seigle.....	660,005	100,000	760,005
Flax—Lin.....	592,650	245,392	838,042
*Flour—Farine.....	11,131,650	1,785,510	12,917,160
Total.....	51,895,553	83,369,220	135,264,773

\*2,473,700 barrels of Canadian flour went through the Canadian Canal, and 396,780 barrels through the American Canal, making an aggregate of 2,870,480 barrels equivalent to 12,917,160 bushels of Wheat at  $4\frac{1}{2}$  bushels to a barrel.

\*2,473,700 barils de farine canadienne ont passé par le canal canadien et 396,780 barils par le canal américain, soit au total 2,870,480 barils, équivalant à 12,917,160 boisseaux de blé, à raison de  $4\frac{1}{2}$  boisseaux au baril.

Canadian Grain and Flour passing through the Canadian and American canals at Sault Ste. Marie in 1919.

Grain et farine canadiens ayant passé par les canaux canadien et américain du Sault Ste-Marie en 1919.

	Percentage in Canadian bottoms — Pourcentage de la batellerie canadienne	Percentage in United States bottoms — Pourcentage de la batellerie des Etats-Unis
	Barley—Orge.....	89.65
Oats—Avoine.....	85.94	14.06
Flax—Lin.....	70.72	29.28
Rye—Seigle.....	100.00	—
Wheat—Blé.....	95.55	4.45
Flour—Farine.....	100.00	—
Total (tons—tonnes).....	94.54	5.46

Items were reduced to tons to get percentages for the total.

Pour l'obtention de ces pourcentages, le volume a été réduit en tonnes.

10 GEORGE V A. 1920

## Canadian Wheat through the Sault

Blé canadien ayant passé par les

1919	April	May	June	July	August
	Avril	Mai	Juin	Juillet	Août
	Bushels	Bushels	Bushels	Bushels	Bushels
	Boisseaux	Boisseaux	Boisseaux	Boisseaux	Boisseaux
<b>CANADIAN CANAL</b>					
Fort William—Port Arthur to Montreal	43,000	28,666	—	184,270	27,567
“ “ “ Georgian Bay	1,438,200	2,601,000	281,987	65,000	286,434
“ “ “ Other Canadian Ports	140,000	2,918,350	2,344,750	799,169	754,000
“ “ “ Buffalo	—	—	—	65,000	—
Total	1,621,200	5,548,016	2,626,735	1,113,439	1,068,001
<b>AMERICAN CANAL</b>					
Fort William—Port Arthur to Montreal	—	—	—	—	—
“ “ “ Georgian Bay	5,559,055	10,002,971	1,127,000	64,074	—
“ “ “ Other Canadian Ports	1,618,000	2,527,000	1,495,000	990,019	393,900
“ “ “ Buffalo	—	2,726,169	—	—	5,000
Total	7,177,055	15,256,140	2,622,000	1,054,093	398,900
<b>CANADIAN AND AMERICAN CANALS</b>					
Fort William—Port Arthur to Montreal	43,000	28,666	—	184,270	27,567
“ “ “ Georgian Bay	6,997,255	12,603,971	1,408,985	129,074	286,434
“ “ “ Other Canadian Ports	1,758,000	5,445,350	3,839,750	1,789,188	1,147,900
“ “ “ Buffalo	—	2,726,169	—	65,000	5,000
Grand Total	8,798,255	20,804,156	5,248,735	2,167,532	1,466,901

## Canadian Oats through the Sault

Avoine canadienne ayant passé par les

1919.	April	May	June	July	August
	Avril	Mai	Juin	Juillet	Août
	Bushels	Bushels	Bushels	Bushels	Bushels
	Boisseaux	Boisseaux	Boisseaux	Boisseaux	Boisseaux
<b>CANADIAN CANAL</b>					
Fort William—Port Arthur to Montreal	52,941	154,500	109,000	297,000	328,500
“ “ “ Georgian Bay	—	129,000	243,075	615,000	60,647
“ “ “ Other Canadian Ports	—	505,764	272,882	419,058	1,427,637
“ “ “ Buffalo	—	—	418,751	624,000	—
Total	52,941	789,264	1,043,708	1,955,058	1,816,784
<b>AMERICAN CANAL</b>					
Fort William—Port Arthur to Montreal	—	—	—	—	—
“ “ “ Georgian Bay	50,500	412,083	129,000	150,000	—
“ “ “ Other Canadian Ports	—	63,125	7,570	1,765	80,000
“ “ “ Buffalo	—	—	—	300,000	97,000
Total	50,500	475,208	136,570	451,765	177,000
<b>CANADIAN AND AMERICAN CANALS</b>					
Fort William—Port Arthur to Montreal	52,941	154,500	109,000	297,000	328,500
“ “ “ Georgian Bay	50,500	541,083	372,075	765,000	60,647
“ “ “ Other Canadian Ports	—	568,889	280,452	420,823	1,507,637
“ “ “ Buffalo	—	—	418,751	924,000	97,000
Grand Total	103,441	1,264,472	1,180,278	2,406,823	1,993,784

SESSIONAL PAPER No. 20a.

Ste. Marie Canals, during 1919.

canaux du Sault Ste-Marie en 1919.

September Septembre	October Octobre	November Novembre	December Décembre	Total	1919
Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	CANAL CANADIEN
48,500	—	231,000	—	563,003	Fort William—Port Arthur à Montréal.
1,127,398	1,804,000	654,000	349,600	8,607,617	“ “ la Baie Georgienne.
1,563,200	1,379,200	1,441,700	485,000	11,825,369	“ “ d'autres ports canadiens.
—	—	—	—	65,000	“ “ Buffalo.
2,739,098	3,183,200	2,326,700	834,600	21,060,989	Total.
—	—	—	—	—	CANAL AMÉRICAIN
3,863,100	12,652,053	8,288,061	3,630,000	45,186,314	Fort William—Port Arthur à Montréal.
3,035,000	5,240,000	4,411,000	1,555,000	21,264,919	“ “ la Baie Georgienne.
—	—	—	1,331,445	4,062,614	“ “ d'autres ports canadiens.
6,898,100	17,892,053	12,699,061	6,516,445	70,513,847	“ “ Buffalo.
—	—	—	—	—	Total.
—	—	—	—	—	CANAUX CANADIEN ET AMÉRICAIN
48,500	—	231,000	—	563,003	Fort William—Port Arthur à Montréal.
4,990,498	14,456,053	8,942,061	3,979,600	53,793,931	“ “ la Baie Georgienne.
4,598,200	6,619,200	5,852,700	2,040,000	33,090,288	“ “ d'autres ports canadiens.
—	—	—	1,331,445	4,127,614	“ “ Buffalo.
9,637,198	21,075,233	15,025,761	7,351,045	91,574,836	Grand total.

Ste. Marie Canals during 1919.

canaux du Sault Ste-Marie en 1919.

September Septembre	October Octobre	November Novembre	December Décembre	Total	1919
Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	Bushels Boisseaux	CANAL CANADIEN
352,008	383,000	197,000	106,000	1,979,949	Fort William—Port Arthur à Montréal.
239,118	739,707	1,545,000	520,000	4,091,547	“ “ la Baie Georgienne.
598,059	457,000	299,935	—	3,980,335	“ “ d'autres ports canadiens.
—	—	—	55,000	1,097,751	“ “ Buffalo.
1,189,185	1,579,707	2,041,935	681,000	11,149,582	Total.
—	63,000	—	—	63,000	CANAL AMÉRICAIN.
70,000	60,000	873,228	301,500	2,046,311	Fort William—Port Arthur à Montréal.
—	317,500	—	112,000	581,960	“ “ la Baie Georgienne.
—	—	1,110,000	953,000	2,460,000	“ “ d'autres ports canadiens.
70,000	440,500	1,983,228	1,366,500	5,151,271	“ “ Buffalo.
—	—	—	—	—	Total.
—	—	—	—	—	CANAUX CANADIEN ET AMÉRICAIN.
352,008	446,000	197,000	106,000	2,042,949	Fort William—Port Arthur à Montréal.
309,118	799,707	2,418,228	821,500	6,137,858	“ “ la Baie Georgienne.
598,059	774,500	299,935	112,000	4,562,295	“ “ d'autres ports canadiens.
—	—	1,110,000	1,008,000	3,537,751	“ “ Buffalo.
1,189,185	2,020,207	4,025,163	2,047,500	16,300,853	Grand total.

10 GEORGE V A. 1920

Canadian Barley through the Sault  
Orge canadienne passée par les canaux

1919	April	May	June	July	August
	Avril	Mai	Juin	Juillet	Août
	Bushels	Bushels	Bushels	Bushels	Bushels
	Boisseaux	Boisseaux	Boisseaux	Boisseaux	Boisseaux
CANADIAN CANAL					
Fort William—Port Arthur to Montreal.....	17,000	284,110	320,333	241,750	272,633
“ “ Georgian Bay.....	-	457,000	730,000	145,000	314,000
“ “ Other Canadian Ports.....	-	240,000	397,166	617,000	505,000
“ “ Buffalo.....	-	-	-	-	-
Total.....	17,000	981,110	1,420,499	1,003,750	1,091,633
AMERICAN CANAL					
Fort William—Port Arthur to Montreal.....	-	-	-	-	-
“ “ Georgian Bay.....	-	1,091,000	276,000	-	-
“ “ Other Canadian Ports.....	283,000	1,096,208	175,000	-	541,900
“ “ Buffalo.....	802,000	-	-	-	65,492
Total.....	1,085,000	2,187,208	451,000	-	606,492
CANADIAN AND AMERICAN CANALS					
Fort William—Port Arthur to Montreal.....	17,000	284,110	320,333	241,750	272,633
“ “ Georgian Bay.....	-	1,548,000	979,000	145,000	314,000
“ “ Other Canadian Ports.....	283,000	1,326,208	572,166	617,000	1,046,000
“ “ Buffalo.....	802,000	-	-	-	65,492
Grand Total.....	1,102,000	3,168,318	1,891,499	1,003,750	1,698,125

Canadian Traffic through the American  
Trafic canadien par le canal américain

Commodity.	April	May	June	July	August
	Avril	Mai	Juin	Juillet	Août
	Tons	Tons	Tons	Tons	Tons
	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes
Barley.....	26,040	50,493	10,824	-	14,656
Oats.....	808	7,603	2,821	7,228	2,832
Rye.....	-	-	-	3,000	-
Flax.....	-	-	-	-	1,383
Wheat.....	215,311	457,655	78,660	31,623	11,967
Flour.....	-	8,638	1,166	7,346	9,607
Merchandise.....	-	7,003	2,202	2,322	2,604
Oils.....	8,591	14,000	8,030	7,895	8,194
Pulp wood and Lumber.....	-	12,960	9,924	23,810	13,956
Ores.....	-	-	-	9,600	11,536
	250,750	558,402	113,627	92,824	76,735

Percentage of grain and flour—Pourcentage du grain et de la farine, 90-93.

Percentage of other traffic—Pourcentage des autres produits, 9-17.

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Ste. Marie Canals during 1919.

du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	1919
Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	CANAL CANADIEN
206,408	350,667	63,602	—	1,756,503	Fort William—Port Arthur à Montréal.
199,000	439,263	1,132,745	70,000	3,460,008	“ “ la Baie Georgienne.
45,000	80,000	—	—	1,884,166	“ “ d'autres ports canadiens.
—	—	—	200,000	200,000	Buffalo.
450,408	869,930	1,196,347	270,000	7,300,677	Total.
—	8,500	—	—	8,500	CANAL AMÉRICAIN.
—	173,000	113,000	632,000	2,285,000	Fort William—Port Arthur à Montréal.
60,000	—	—	—	2,155,208	“ “ la Baie Georgienne.
—	—	—	257,000	1,124,492	“ “ d'autres ports canadiens.
60,000	181,500	113,000	889,000	5,573,200	Buffalo.
—	—	—	—	—	Total.
206,408	359,167	63,602	—	1,765,003	CANAUX CANADIEN ET AMÉRICAIN.
199,000	612,263	1,245,745	702,000	5,745,008	Fort William—Port Arthur à Montréal.
105,000	80,000	—	—	4,039,374	“ “ la Baie Georgienne.
—	—	—	457,000	1,324,492	“ “ d'autres ports canadiens.
510,408	1,051,430	1,309,347	1,159,000	12,873,877	Buffalo.
—	—	—	—	—	Grand total.

canal at Sault Ste. Marie during 1919.

du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	Produits
Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	
1,440	4,356	2,712	21,328	131,849	Orge.
1,120	7,048	31,732	21,864	83,056	Avoine.
—	—	—	—	3,000	Seigle.
—	—	2,688	2,800	6,871	Lin.
206,943	436,762	372,091	195,493	2,006,535	Blé.
1,443	5,486	—	2,079	35,785	Farine.
634	3,349	—	—	18,114	Mrrchandises diverses.
17,940	12,617	7,455	—	84,722	Huiles.
17,682	4,404	4,314	—	87,050	Bois à pulpe et bois de construction.
—	11,200	6,720	—	39,056	Minerais.
247,202	485,222	427,712	243,564	2,496,038	

10 GEORGE V A. 1920

## Freight Rates by Water on Wheat from Fort William and Port Arthur.

Tarifs des transports par eau sur le blé expédié de Fort William et Port Arthur.

	1916	1917	1918	1919
Fort William and Port Arthur to Montreal—Fort William et Port Arthur à Montréal—				
Per ton per mile—Par tonne et par mille .....	0.205 cent.	0.265 cent.	0.309 cent.	0.292 cent.
Per bushel—Par boisseau .....	7.55 "	9.78 "	11.39 "	10.76 "
Per ton—Par tonne .....	\$2.52	\$3.26	\$3.80	\$3.58
Fort William and Port Arthur to Georgian Bay—Fort William et Port Arthur à la Baie Georgienne—				
Per ton per mile—Par tonne et par mille .....	0.264 cent.	0.270 cent.	0.277 cent.	0.203 cent.
Per bushel—Par boisseau .....	4.10 "	4.25 "	4.32 "	3.15 "
Per ton—Par tonne .....	\$1.37	\$1.42	\$1.44	\$1.05
Fort William and Port Arthur to Other Canadian Ports*—Fort William et Port Arthur à autres ports canadiens—				
Per ton per mile—Par tonne et par mille .....	0.169 cent.	0.185 cent.	0.205 cent.	0.150 cent.
Per bushel—Par boisseau .....	3.68 "	4.18 "	4.48 "	3.46 "
Per ton—Par tonne .....	\$1.22	\$1.39	\$1.49	\$1.15
Fort William and Port Arthur to Buffalo—Fort William et Port Arthur à Buffalo—				
Per ton per mile—Par tonne et par mille .....	0.159 cent.	0.196 cent.	0.158 cent.	0.143 cent.
Per bushel—Par boisseau .....	4.27 "	5.00 "	4.11 "	3.73 "
Per ton—Par tonne .....	\$1.42	\$1.67	\$1.37	\$1.24

\*Principally Port Colborne—\*Principalement Port Colborne.

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Freight Rates by Water on Wheat from Fort William and Port Arthur during 1918 and 1919  
 Tarifs des transports par eau sur le blé expédié de Fort William et Port Arthur en 1918 et 1919.

	1918			1919		
	Average rate per bushel	Average rate per ton	Average rate per ton per mile	Average rate per bushel	Average rate per ton	Average rate per ton per mile
	Moyenne par boisseau	Moyenne par tonne	Moyenne par tonne et par mille	Moyenne par boisseau	Moyenne par tonne	Moyenne par tonne et par mille
	cents	\$	cents.	cents	\$	cents
Fort William-Port Arthur to Montreal—Ft. William-Port Arthur à Montréal—						
April—Avril.....	—	—	—	12-00	4 00	0-325
May—Mai.....	10-50	3 49	0-284	11-50	3-83	0-312
June—Juin.....	10-50	3 50	0-284	—	—	—
July—Juillet.....	10-50	3 50	0-284	9-89	3 29	0-269
August—Août.....	11-359	3 78	0-308	10-50	3 50	0-285
September—Septembre.....	12-50	4 16	0-339	11-00	3 67	0-298
October—Octobre.....	12-50	4 17	0-339	—	—	—
November—Novembre.....	12-50	4 17	0-339	11-10	3 70	0-301
December—Décembre.....	—	—	—	—	—	—
Average—Moyenne.....	11-39	3 80	0-309	10-76	3 58	0-292
Fort William-Port Arthur to Georgian Bay—Ft. William-Pt. Arthur à la Baie Georgienne						
April—Avril.....	5-04	1 68	0-305	3-50	1-17	0-225
May—Mai.....	3-61	1 20	0-234	3-07	1-02	0-196
June—Juin.....	3-50	1 17	0-226	3-00	1-00	0-195
July—Juillet.....	3-50	1 17	0-226	2-34	0-86	0-152
August—Août.....	3-50	1 16	0-226	2-36	0-78	0-153
September—Septembre.....	4-00	1 33	0-259	2-93	0-97	0-191
October—Octobre.....	3-99	1 33	0-256	3-00	1-00	0-194
November—Novembre.....	4-11	1 37	0-266	3-00	1-00	0-196
December—Décembre.....	5-38	1 79	0-348	5-15	1-72	0-334
Average—Moyenne.....	4-32	1 44	0-277	3-15	1-05	0-203
Fort William-Port Arthur to Other Canadian Ports—Ft. William-Pt. Arthur à autres ports canadiens—						
April—Avril.....	5-50	1 83	0-228	3-95	1 32	0-161
May—Mai.....	3-50	1 16	0-173	3-31	1 10	0-164
June—Juin.....	3-67	1 22	0-185	3-02	1 01	0-136
July—Juillet.....	3-72	1 24	0-188	2-57	0 86	0-104
August—Août.....	3-64	1 21	0-201	3-43	1 14	0-142
September—Septembre.....	4-19	1 40	0-211	3-41	1-14	0-153
October—Octobre.....	4-27	1 42	0-206	3-41	1 14	0-144
November—Novembre.....	4-11	1 37	0-168	3-31	1 10	0-129
December—Décembre.....	5-78	1 93	0-266	5-60	1 87	0-293
Average—Moyenne.....	4-48	1 49	0-205	3-46	1 15	0-150
Fort William-Port Arthur to Buffalo—Ft. William-Pt. Arthur à Buffalo.....						
April—Avril.....	4-00 *	1 33	0-154	—	—	—
May—Mai.....	4-00	1 33	0-154	3-50	1 17	0-135
June—Juin.....	4-00	1 33	0-154	—	—	—
July—Juillet.....	4-00	1 33	0-154	3-00	1 00	0-115
August—Août.....	—	—	—	3-50	1 17	0-135
September—Septembre.....	—	—	—	—	—	—
October—Octobre.....	—	—	—	—	—	—
November—Novembre.....	6-00	2 00	*0-330	—	—	—
December—Décembre.....	—	—	—	6-00	2 00	0-231
Average—Moyenne.....	4-11	1 37	0-158	3-73	1 24	0-143

\*To Detroit instead of Buffalo—A Détroit, au lieu de Buffalo.

10 GEORGE V A. 1920

## Vessel and Freight Tonnage passed through the Welland Canal.

Tonnage des navires et des cargaisons ayant passé par le Canal Welland.

Years. Années.	Canadian Vessels. Batellerie canadienne		U. S. Vessels. Batellerie des E.-U.		Total No. Nom- bre total.	Vessel Tonnage. Tonnage des navires.	Freight Tonnage. Tonnage des cargaisons.		
	No. — Nom- bre.	Tonnage.	No. — Nom- bre.	Tonnage.			Canadian. — Canadien- nes.	United Sta. — Des E.-U.	Total.
1890	2135	615,821	748	506,648	2883	1,122,469			1,016,165
1891	1788	527,892	806	682,264	2594	1,110,156			975,013
1892	1818	592,078	797	600,223	2615	1,192,301			955,554
1893	1468	493,595	1375	994,148	2843	1,487,743			1,294,823
1894	1473	564,035	939	688,910	2412	1,252,945			1,008,221
1895	1513	518,627	709	549,746	2222	1,068,373			869,595
1896	1676	593,341	1090	860,106	2766	1,453,447			1,279,967
1897	1588	589,127	1137	943,134	2725	1,532,261			1,274,292
1898	1325	518,578	1059	894,309	2384	1,412,887			1,140,077
1899	1679	559,300	523	501,373	2202	1,060,673			789,770
1900	1765	575,381	634	437,431	2399	1,012,812			719,360
1901	1101	413,597	446	391,983	1547	805,580			620,269
1902	1011	393,357	557	432,366	1568	825,723			665,387
1903	955	465,296	832	571,700	1787	1,036,996			1,002,919
1904	799	435,049	634	416,964	1433	852,013			811,371
1905	768	479,389	827	622,106	1595	1,101,495			1,002,050
1906	866	602,876	670	647,152	1536	1,250,028			1,201,967
1907	1127	753,713	855	830,000	1982	1,583,713			1,614,132
1908	1531	992,237	820	670,934	2351	1,663,171	776,245	927,208	1,703,453*
1909	1724	1,185,974	709	677,884	2433	1,863,858	1,050,241	975,716	2,025,951
1910	1852	1,461,499	692	687,018	2544	2,148,517	1,196,946	1,129,344	2,326,290
1911	1664	1,541,548	816	755,631	2480	2,297,179	1,296,480	1,241,149	2,537,629
1912	1946	1,814,965	959	864,535	2905	2,679,500	1,553,116	1,298,799	2,851,915
1913	2411	2,376,778	818	787,752	3229	3,154,530	2,093,406	1,477,308	3,570,714
1914	2902	2,878,483	790	757,212	3692	3,635,695	2,013,619	1,847,350	3,860,969
1915	2126	2,032,348	796	822,847	2922	2,855,195	1,426,256	1,634,756	3,061,012
1916	2092	1,794,722	847	718,897	2939	2,513,619	1,054,480	1,490,454	2,544,964
1917	2554	2,284,873	697	491,388	3251	2,776,261	981,914	1,508,628	2,490,542
1918	2088	1,760,301	1104	835,088	3192	2,595,389	495,607	1,678,691	2,174,298
1919	2344	1,924,419	869	691,595	3213	2,616,014	1,079,087	1,091,692	2,170,779

\*Origin of cargo first shown. Début des statistiques d'origine.

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Table 1.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.  
Tableau 1.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Vessels Navires	Total Number Nombre total	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From Canadian to United States Ports De ports canadiens à ports des Etats-Unis		From United States to United States Ports De ports des Etats- Unis à ports des Etats-Unis		From United States to Canadian Ports De ports des Etats- Unis à ports canadiens		Tons Tonnage		Total Tons Tonnage total
		Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	
CANADIAN VESSELS—NAVIRES CANADIENS												
<i>Steam and Sail—A vapeur et à voiles.</i>												
Sault Ste. Marie.....	3, 140	1, 602, 583	1, 005, 755	20, 831	89, 774	12, 482	—	72, 033	9, 638	1, 707, 929	1, 109, 167	2, 817, 096
Welland.....	2, 344	434, 586	489, 606	486, 394	923	27, 430	—	5, 929	479, 551	954, 339	970, 050	1, 924, 419
St. Lawrence.....	5, 882	881, 238	963, 695	637, 440	834	5, 373	1, 593	1, 913	615, 687	1, 525, 964	1, 581, 809	3, 107, 773
Chambly.....	383	28, 449	26, 951	6, 174	—	—	—	99	3, 928	34, 722	30, 882	65, 604
St. Peter's.....	1, 158	39, 812	38, 600	—	—	—	—	—	—	39, 812	38, 600	78, 412
Murray.....	1, 586	80, 519	70, 952	96	270	10	—	434	329	81, 059	71, 551	152, 610
Ottawa.....	1, 642	137, 725	146, 381	—	1, 197	—	—	786	—	138, 511	147, 578	286, 089
Ridwan.....	1, 833	59, 817	61, 736	253	—	—	—	—	780	60, 070	62, 506	122, 576
Trent.....	3, 594	79, 664	76, 231	—	—	—	—	—	—	79, 664	76, 231	155, 895
St. Andrews.....	129	14, 148	11, 351	—	—	—	—	—	—	14, 148	11, 351	25, 499
Total Canadian—Total, navires canadiens.....	20, 682	3, 358, 541	2, 891, 251	1, 151, 188	96, 998	45, 295	1, 593	81, 194	1, 109, 913	4, 636, 218	4, 099, 755	8, 735, 973
UNITED STATES VESSELS—NAVIRES DES ETATS-UNIS.												
<i>Steam and Sail—A vapeur et à voiles.</i>												
Sault Ste. Marie.....	929	10, 799	2, 585	42, 101	107, 154	2, 354, 099	1, 094, 657	52, 559	7, 680	2, 459, 558	1, 212, 076	3, 671, 634
Welland.....	869	30, 778	33, 931	87, 851	—	40, 520	38, 264	2, 071	458, 160	161, 220	530, 375	691, 595
St. Lawrence.....	1, 066	13, 586	15, 880	202, 118	8, 726	3, 054	19, 108	5, 756	500, 955	234, 494	544, 678	769, 172
Chambly.....	1, 910	107	990	51, 963	306	—	—	—	54, 140	52, 169	55, 436	107, 005
St. Peter's.....	17	1, 054	368	—	—	—	—	50	—	1, 104	418	1, 522
Murray.....	21	—	—	351	1, 976	—	30	15	—	1, 404	2, 030	2, 434
Ottawa.....	148	2, 818	1, 016	—	7, 138	—	—	3, 949	—	6, 767	8, 252	15, 019
Ridwan.....	2	96	96	—	—	—	—	—	—	96	96	192
Trent.....	—	—	—	—	—	—	—	—	—	—	—	—
St. Andrews.....	—	—	—	—	—	—	—	—	—	—	—	—
Total United States—Total, navires des Etats-Unis.....	4, 092	59, 218	54, 895	384, 384	125, 350	2, 397, 810	1, 152, 059	64, 400	1, 021, 057	2, 905, 812	2, 353, 361	5, 259, 173
Grand Total, Canadian and United States—Grand total, navires canadiens et des Etats-Unis.....	24, 774	3, 417, 759	2, 946, 146	1, 535, 572	222, 348	2, 443, 105	1, 153, 652	145, 594	2, 130, 970	7, 542, 030	6, 453, 116	13, 995, 146

Table 2.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.  
Tableau 2.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Canadian American Steam-Sail—Canadiens et américains—à vapeur et à voiles.

Vessels Navires	Total Number Nombre total	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From Canadian to United States Ports De ports canadiens à ports américains		From United States to United States Ports De ports des Etats- Unis à ports des Etats-Unis		From United States to Canadian Ports De ports des Etats- Unis à ports canadiens		Tons Tonnage		Total Tons Tonnage total
		Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	
<i>Sault Ste. Marie Canal—Canal du Sault Ste. Marie.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur	2,807	1,562,363	971,486	83,774	—	—	9,638	1,074,898	1,657,066	40,863	1,074,898	2,741,904
Canadian Vessels, Sail—Navires canadiens, à voiles	333	40,220	34,269	—	—	643	—	—	31,260	—	31,260	75,132
Total Canadian—Total, batellerie canadienne	3,140	1,602,583	1,005,755	83,774	—	—	9,638	1,074,898	1,707,929	40,863	1,109,167	2,817,036
<i>United States Vessels, Steam—Navires des Etats-Unis, à vapeur.</i>												
United States Vessels, Sail—Navires des Etats-Unis, à voiles	890	8,881	1,572	106,947	2,350,198	1,092,373	7,680	2,451,536	2,008,572	8,022	2,451,536	3,660,108
Total United States—Total, batellerie des Etats-Unis	929	10,799	2,585	107,154	2,354,099	1,094,657	7,680	2,459,558	2,016,594	8,022	2,459,558	3,671,634
<i>Grand total, Sault Ste. Marie Canal—Grand total, canal du Sault Ste-Marie.</i>												
	4,069	1,613,382	1,008,340	200,928	2,366,581	1,094,657	17,318	4,167,487	3,724,483	48,885	4,216,372	6,488,730
<i>Welland Canal—Canal Welland.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur	2,038	373,084	414,112	458,670	923	—	3,564	861,106	859,086	85,233	944,339	1,720,192
Canadian Vessels, Sail—Navires canadiens, à voiles	306	61,502	75,491	27,724	—	—	2,395	93,233	110,994	—	204,227	2,044,419
Total Canadian—Total, batellerie canadienne	2,344	434,586	489,606	486,394	923	—	5,929	954,339	970,080	85,233	1,039,316	1,924,419
United States Vessels, Steam—Navires des Etats-Unis à vapeur	853	30,778	33,951	85,704	—	—	2,071	158,506	158,506	—	317,012	684,388
United States Vessels, Sail—Navires des Etats-Unis, à voiles	16	—	—	2,147	—	—	3,121	2,714	2,714	—	5,428	7,207
Total United States—Total, batellerie des Etats-Unis	869	30,778	33,951	87,851	—	—	2,071	161,220	161,220	—	322,440	691,595
Grand Total Welland Canal—Grand total, canal Welland	3,213	465,364	523,557	574,245	923	—	8,000	1,115,559	1,141,502	85,233	1,226,791	2,616,014

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<i>St. Lawrence Canals—Canaux du St-Laurent.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur.....	3,910	653,702	735,821	538,841	590	5,373	715	1,706	516,568	1,199,682	1,253,694	2,453,376
Canadian Vessels, Sail—Navires canadiens, à voiles.....	1,972	227,536	227,874	98,559	244	—	878	147	99,119	326,282	328,115	654,397
Total Canadian—Total, batellerie canadienne.....	5,882	881,238	963,695	637,440	834	5,373	1,593	1,913	615,687	1,525,964	1,581,809	3,107,773
<i>United States Vessels, Steam—Navires des Etats-Unis, à vapeur.....</i>												
United States Vessels, Sail—Navires des Etats-Unis, à voiles.....	878	8,529	12,879	201,835	62	2,354	19,108	755	500,955	213,473	533,004	746,477
Total United States—Total, batellerie des Etats-Unis.....	1,066	13,566	15,889	202,118	8,726	3,054	19,108	5,756	500,955	224,494	544,678	769,172
Grand Totals, St. Lawrence Canals—Grand total, canaux du St-Laurent.....	6,948	894,804	979,584	839,558	9,560	8,422	20,701	7,669	1,116,642	1,750,458	2,126,487	3,876,945
<i>Chambly Canal—Canal Chambly.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur.....	138	21,376	19,712	—	—	—	—	—	127	21,376	19,839	41,215
Canadian Vessels, Sail—Navires canadiens, à voiles.....	245	7,073	7,242	6,174	—	—	—	99	3,801	13,346	11,013	24,389
Total Canadian—Total, batellerie canadienne.....	383	28,449	26,954	6,174	—	—	—	99	3,928	34,722	30,882	65,604
<i>United States Vessels, Steam—Navires des Etats-Unis, à vapeur.....</i>												
United States Vessels, Sail—Navires des Etats-Unis, à voiles.....	1,039	107	990	51,963	306	99	—	—	54,120	52,169	55,416	107,585
Total United States—Total, batellerie des Etats-Unis.....	1,040	107	990	51,963	306	99	—	—	54,140	52,169	55,436	107,605
Grand Total Chambly Canal—Grand total, canal Chambly.....	1,423	28,556	27,944	58,137	306	99	—	99	58,068	86,891	86,318	173,209
<i>St. Peter's Canal—Canal St-Pierre.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur.....	291	15,003	12,979	—	—	—	—	—	—	15,003	12,979	27,982
Canadian Vessels, Sail—Navires canadiens, à voiles.....	864	24,809	25,621	—	—	—	—	—	—	24,809	25,621	50,430
Total Canadian—Total, batellerie canadienne.....	1,155	39,812	38,600	—	—	—	—	—	—	39,812	38,600	78,412
<i>United States Vessels, Steam—Navires des Etats-Unis, à vapeur.....</i>												
United States Vessels, Sail—Navires des Etats-Unis, à voiles.....	16	1,038	368	—	50	—	—	50	—	1,088	418	1,506
Total United States—Total, batellerie des Etats-Unis.....	17	1,054	368	—	50	—	—	50	—	1,101	418	1,522
Grand Total St. Peter's Canal—Grand total, canal St-Pierre.....	1,172	40,866	38,968	—	50	—	—	50	—	40,916	39,018	79,934

Table 2.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.  
 Tableau 2.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.  
 Canadian American Steam-Sail—Canadiens et américains—à vapeur et à voiles.

Vessels Navires	Total Number Nombre total	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From Canadian to United States Ports De ports canadiens à ports des Etats-Unis		From United States to United States Ports De ports des Etats- Unis à ports des Etats-Unis		From United States to Canadian Ports De ports des Etats- Unis à ports des canadiens		Tons Tonnage		Total Tons Tonnage Total
		Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	Up En montant	Down En des- cendant	
<i>Murray Canal—Canal Murray.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur	436	42,990	42,065	96	270	—	—	434	329	43,530	42,664	86,194
Canadian Vessels, Sail—Navires canadiens, à voiles	150	37,529	28,887	—	—	—	—	—	—	37,529	28,887	66,416
Total Canadian—Total, batellerie canadienne	586	80,519	70,952	96	270	—	—	434	329	81,059	71,551	152,610
<i>United States Vessels, Steam—Navires des Etats-Unis, à vapeur</i>												
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	16	—	—	351	186	38	27	15	16	404	229	633
United States Vessels, Sail—Navires des Etats-Unis, à voiles	5	—	—	—	1,790	—	3	—	8	—	1,801	1,801
Total United States—Total, batellerie des Etats-Unis	21	—	—	351	1,976	38	30	15	24	404	2,030	2,434
Grand Total, Murray Canal—Grand total, canal Murray	607	80,519	70,952	447	2,246	48	30	449	353	81,463	73,581	155,044
<i>Ottawa Canals—Canaux de l'Ottawa.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur	510	49,854	52,324	—	112	—	—	112	—	49,966	52,436	102,402
Canadian Vessels, Sail—Navires canadiens, à voiles	1,132	87,871	94,057	—	1,085	—	—	674	—	88,545	95,142	183,687
Total Canadian—Total, batellerie canadienne	1,642	137,725	146,381	—	1,197	—	—	786	—	138,511	147,578	286,089
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	1	—	99	—	—	—	—	—	—	—	99	99
United States Vessels, Sail—Navires des Etats-Unis, à voiles	147	2,818	947	—	7,138	—	—	3,949	98	6,767	8,153	14,920
Total United States—Total, batellerie des Etats-Unis	148	2,818	1,046	—	7,138	—	—	3,949	98	6,767	8,252	15,019
Grand Total, Ottawa Canals—Grand total, canaux de l'Ottawa	1,790	140,543	147,397	—	8,335	—	—	4,735	98	145,278	155,830	301,108

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<i>Rideau Canal—Canal Rideau.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur.....	1,502	38,585	40,208	253	—	—	—	—	780	38,838	40,988	79,826
Canadian Vessels, Sail—Navires canadiens, à voiles.....	—	21,232	21,518	—	—	—	—	—	—	21,232	21,918	42,750
Total Canadian—Total, batellerie canadienne.....	1,833	59,817	61,726	253	—	—	—	—	780	60,070	62,906	122,576
United States Vessels, Steam—Navires des Etats-Unis, à vapeur.....	—	—	—	—	—	—	—	—	—	—	—	—
United States Vessels, Sail—Navires des Etats-Unis, à voiles.....	2	96	96	—	—	—	—	—	—	96	96	192
Total United States—Total, batellerie des Etats-Unis.....	2	96	96	—	—	—	—	—	—	96	96	192
Grand Total, Rideau Canal—Grand total, canal Rideau.....	1,835	59,913	61,822	253	—	—	—	—	780	60,166	62,002	122,768
<i>Trent Canals—Canaux de Trent.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur.....	3,011	63,060	60,130	—	—	—	—	—	—	63,060	60,130	123,190
Canadian Vessels, Sail—Navires canadiens, à voiles.....	583	16,604	16,101	—	—	—	—	—	—	16,604	16,101	32,705
Total Canadian—Total, batellerie canadienne.....	3,594	79,664	76,231	—	—	—	—	—	—	79,664	76,231	155,895
United States Vessels, Steam—Navires des Etats-Unis, à vapeur.....	—	—	—	—	—	—	—	—	—	—	—	—
United States Vessels, Sail—Navires des Etats-Unis, à voiles.....	—	—	—	—	—	—	—	—	—	—	—	—
Total United States—Total, batellerie des Etats-Unis.....	—	—	—	—	—	—	—	—	—	—	—	—
Grand Total, Trent Canals—Grand total, canaux de Trent.....	3,594	79,664	76,231	—	—	—	—	—	—	79,664	76,231	155,895
<i>St. Andrews Canal—Canal St-André.</i>												
Canadian Vessels, Steam—Navires canadiens, à vapeur.....	92	8,480	7,524	—	—	—	—	—	—	8,480	7,524	16,004
Canadian Vessels, Sail—Navires canadiens, à voiles.....	31	5,668	3,827	—	—	—	—	—	—	5,668	3,827	9,495
Total Canadian—Total, batellerie canadienne.....	123	14,148	11,351	—	—	—	—	—	—	14,148	11,351	25,499
United States Vessels, Steam—Navires des Etats-Unis, à vapeur.....	—	—	—	—	—	—	—	—	—	—	—	—
United States Vessels, Sail—Navires des Etats-Unis, à voiles.....	—	—	—	—	—	—	—	—	—	—	—	—
Total United States—Total, batellerie des Etats-Unis.....	—	—	—	—	—	—	—	—	—	—	—	—
Grand Total, St. Andrew's Canal—Grand total, canal St-André.....	123	14,148	11,351	—	—	—	—	—	—	14,148	11,351	25,499

\*Sail includes all barges and vessels that are not self propelled. \* «A voiles » embrasse toutes les péniches et autres embarcations qui ne circulent pas par leurs propres moyens.

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Table 3.—Classified Tonnage of all Vessels passed  
 Tableau 3.—Classification du tonnage de toutes les

SAULT STE.

CANAL DU SAULT

CANADIAN VESSELS—BATELLERIE CANADIENNE

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vessels — Voiliers	No. — Nomb.	Tonnage
	ton.				ton		
1	5,000 (to-à) 5,704 .....	2	6,264	1	5,000 (to-à) .....	—	—
2	4,000 (to-à) 5,000 .....	5	22,450	2	4,000 (to-à) 5,000 .....	—	—
3	3,000 (to-à) 4,000 .....	7	24,400	3	3,000 (to-à) 4,000 .....	—	—
4	2,000 (to-à) 3,000 .....	11	26,700	4	2,000 (to-à) 3,000 .....	—	—
5	1,000 (to-à) 2,000 .....	27	37,400	5	1,000 (to-à) 2,000 .....	1	1,150
6	Under—Au-dessous de 1,000 .....	118	11,465	6	Under—Au-dessous de 1,000 .....	39	4,850
	Total .....	170	128,679		Total .....	40	6,000

WELLAND

CANAL

	ton.				ton.		
1	250 (to-à) 1,669 .....	89	85,819	1	250 (to-à) 1,375 .....	33	22,250
2	200 (to-à) 249 .....	3	725	2	200 (to-à) 249 .....	1	250
3	150 (to-à) 199 .....	4	750	3	150 (to-à) 199 .....	6	1,170
4	100 (to-à) 149 .....	3	390	4	100 (to-à) 149 .....	1	110
5	50 (to-à) 99 .....	7	505	5	50 (to-à) 99 .....	5	310
6	Under—Au-dessous de 50 .....	35	1,010	6	Under—Au-dessous de 50 .....	2	10
	Total .....	141	89,199		Total .....	48	24,100

ST. LAWRENCE

CANAUX DU

	ton.				ton.		
1	250 (to-à) 2,500 .....	132	133,750	1	250 (to-à) 1,150 .....	78	39,475
2	200 (to-à) 249 .....	3	650	2	200 (to-à) 249 .....	20	4,150
3	150 (to-à) 199 .....	6	1,000	3	150 (to-à) 199 .....	47	7,700
4	100 (to-à) 149 .....	8	925	4	100 (to-à) 149 .....	47	5,100
5	50 (to-à) 99 .....	25	1,740	5	50 (to-à) 99 .....	19	1,350
6	Under—Au-dessous de 50 .....	26	690	6	Under—Au-dessous de 50 .....	17	410
	Total .....	200	138,755		Total .....	228	58,215

TRENT, RIDEAU, OTTAWA,

CANAUX TRENT, RIDEAU

	Tons				Tons		
1	250 (to-à) 480 .....	5	1,750	1	250 (to-à) 350 .....	3	920
2	200 (to-à) 249 .....	—	—	2	200 (to-à) 249 .....	9	1,920
3	150 (to-à) 199 .....	3	490	3	150 (to-à) 199 .....	29	4,780
4	100 (to-à) 149 .....	6	680	4	100 (to-à) 149 .....	40	4,760
5	50 (to-à) 99 .....	20	1,295	5	50 (to-à) 99 .....	19	1,280
6	Under—Au-dessous de 50 .....	161	1,555	6	Under—Au-dessous de 50 .....	22	420
	Total .....	195	5,770		Total .....	122	14,080

NOTE—A vessel is counted only once for each canal.

NOTA—Une embarcation n'est comptée qu'une seule fois dans chaque canal.

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through the following Canals, during 1919.

embarcations passées par les canaux suivants, en 1919.

MARIE CANAL.

STE-MARIE.

UNITED STATES VESSELS—BATELLERIE DES ETATS-UNIS.

Class Classe	Steam Vessels Vapeurs	No. Nomb.	Tonnage	Class Classe	Sailing Vessels Voiliers	No. Nomb.	Tonnage
	tons				tons		
1	5,000 (to-à) 6,498..... tonnes	57	313,698	1	5,000 (to-à) ..... tonnes	-	-
2	4,000 (to-à) 5,000..... "	78	365,200	2	4,000 (to-à) 5,000..... "	-	-
3	3,000 (to-à) 4,000..... "	80	280,600	3	3,000 (to-à) 4,000..... "	-	-
4	2,000 (to-à) 3,000..... "	39	109,000	4	2,000 (to-à) 3,000..... "	-	-
5	1,000 (to-à) 2,000..... "	26	42,600	5	1,000 (to-à) 2,000..... "	-	-
6	Under—Au-dessous de 1,000..... "	24	4,395	6	Under—Au-dessous de 1,000..... "	10	423
	Total .....	304	1,115,493		Total.....	10	423

CANAL.

WELLAND.

	tons				tons		
1	250 (to-à) 1,900..... tonnes	204	348,900	1	250 to 1,890..... tonnes	3	3,165
2	200 (to-à) 249..... "	-	-	2	200 (to-à) 249..... "	-	-
3	150 (to-à) 199..... "	13	2,480	3	150 (to-à) 199..... "	-	-
4	100 (to-à) 149..... "	4	520	4	100 (to-à) 149..... "	2	300
5	50 (to-à) 99..... "	13	940	5	50 (to-à) 99..... "	-	-
6	Under—Au-dessous de 50..... "	28	760	6	Under—Au-dessous de 50..... "	8	200
	Total.....	262	353,600		Total.....	13	3,665

CANAL

ST-LAURENT

	tons				tons		
1	250 (to-à) 2,200..... tonnes	133	161,100	1	250 (to-à) 1,100..... tonnes	3	1,925
2	200 (to-à) 249..... "	5	1,000	2	200 (to-à) 249..... "	1	200
3	150 (to-à) 199..... "	6	950	3	150 (to-à) 199..... "	-	-
4	100 (to-à) 149..... "	18	1,825	4	100 (to-à) 149..... "	44	4,525
5	50 (to-à) 99..... "	3	200	5	50 (to-à) 99..... "	8	720
6	Under—Au-dessous de 50..... "	10	300	6	Under—Au-dessous de 50..... "	2	50
	Total.....	175	165,375		Total.....	58	7,420

AND CHAMBLY CANALS

OTTAWA ET CHAMBLY

	tons				tons		
				1	250 (to-à) ..... tonnes	-	-
				2	200 (to-à) 230..... "	5	1,056
				3	150 (to-à) 199..... "	7	1,100
				4	100 (to-à) 149..... "	75	8,710
				5	50 (to-à) 99..... "	69	6,430
				6	Under—Au-dessous de 50..... "	3	110
					Total.....	159	17,406

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Table 4.—Comparative Statement of all the Canals for the years ended December 31, 1918 and 1919.

Tableau 4.—Etat comparatif pour l'ensemble des canaux, durant les années terminées le 31 décembre 1918 et 1919.

Commodities—Produits	1918	1919	Increase — Augmentation	Decrease — Diminution
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
<b>CLASS NO. 1—1ÈRE CATÉGORIE</b>				
Canadian vessels, steam—Vapeurs canadiens.....	6,401,007	7,392,345	991,338	—
Canadian vessels, sail—Voiliers canadiens.....	1,399,965	1,343,628	—	56,337
United States vessels, steam—Vapeurs des Etats-Unis.....	9,202,963	5,093,231	—	4,109,732
United States vessels, sail—Voiliers des Etats-Unis.....	413,237	165,942	—	247,295
Total Class No. 1—Total, 1ère catégorie.....	17,417,172	13,995,146	—	3,422,026
<b>CLASS NO. 2—2ÈME CATÉGORIE</b>				
Passengers—Passagers.....	No. — Nomb.	No. — Nomb.	No. — Nomb.	No. — Nomb.
Passengers—Passagers.....	212,151	291,800	79,649	—
<b>CLASS NO. 3—3ÈME CATÉGORIE</b>				
Barley—Orge.....	145,620	467,397	321,777	—
Buckwheat—Sarrasin.....	4	7	3	—
Corn—Maïs.....	3,626	52,060	48,434	—
Oats—Avoine.....	231,240	291,032	59,792	—
Rye—Seigle.....	27,805	84,849	57,044	—
Flax—Lin.....	54,788	23,002	—	31,786
Peas—Pois.....	67	39	—	28
Wheat—Blé.....	1,330,740	1,861,299	530,559	—
Flour—Farine.....	319,733	363,198	43,465	—
Hay—Poin.....	32,682	18,624	—	14,058
Other mill products—Autres produits de meunerie.....	5,525	10,896	5,371	—
Fruit and vegetables—Fruits et légumes.....	3,578	4,497	919	—
Potatoes—Pommes de terre.....	4,209	4,602	393	—
Live stock—Animaux vivants.....	1,167	1,295	128	—
Poultry, game and fish—Volailles, gibier et poisson.....	3,224	1,437	—	1,787
Dressed meats—Viande abattue.....	8,854	1,971	—	6,883
Other packing house products—Autres produits des fabriques de conserves.....	327	1,974	1,647	—
Hides and leather—Peaux et cuir.....	41	248	207	—
Wool—Laine.....	1,293	703	—	590
All other animal products—Tous autres produits animaux.....	7,608	7,895	287	—
Total, Class No. 3—Total, 3e catégorie.....	2,182,131	3,197,025	1,014,894	—
<b>CLASS NO. 4—4ÈME CATÉGORIE</b>				
Agricultural implements—Instruments aratoires.....	1,296	9,298	8,002	—
Cement, bricks and lime—Ciment, briques et chaux.....	4,869	9,936	5,067	—
Household goods and furniture—Meubles et articles de ménage.....	1,807	3,098	1,291	—
Iron, pig and bloom—Fer en gueuse et en saumon.....	7,991	30,598	22,607	—
Petroleum and other oils—Pétrole et autres huiles.....	61,606	70,473	8,867	—
Sugar—Sucre.....	251,105	256,980	5,875	—
Salt—Sel.....	16,904	22,780	5,876	—
Wines, liquors and beers—Vins, liqueurs et bière.....	26,315	17,421	—	8,894
Merchandise not enumerated—Marchandises non énumérées.....	1,884	5,880	3,996	—
Merchandise not enumerated—Marchandises non énumérées.....	426,693	402,742	—	23,951
Total, Class No. 4—Total, 4e catégorie.....	800,470	829,266	28,736	—
<b>CLASS NO. 5—5ÈME CATÉGORIE</b>				
Pulpwood—Bois à pulpe.....	510,868	466,061	—	44,807
Sawed lumber—Bois de construction scié.....	376,315	353,896	—	22,419
Square lumber—Bois de construction équarri.....	1,731	9,890	8,159	—
Shingles—Bardeaux.....	3,408	1,808	—	1,600
Other woods—Autres bois.....	48,334	41,432	—	6,902
Total, Class No. 5—Total, 5e catégorie.....	940,656	873,087	—	67,569

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Table 4.—Comparative Statement of all the Canals for the years ended December 31, 1918 and 1919—*Concluded*.

Tableau 4.—Etat comparatif pour l'ensemble des canaux, durant les années terminées le 31 décembre 1918 et 1919—fin.

Commodities—Produits	1918	1919	Increase — Augmentation	Decrease — Diminution
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
CLASS No. 6—6e CATÉGORIE				
Hard coal—Houille anthracite.....	593,411	401,383	-	192,028
Soft coal—Houille bitumineuse.....	3,870,350	2,327,615	-	1,542,735
Coke.....	4,500	4,201	-	299
Copper ore—Minerai de cuivre.....	22,107	10,801	-	11,306
Iron ore—Minerai de fer.....	10,102,495	1,890,619	-	8,211,876
Other ore—Autres minerais.....	14,473	18,859	4,386	-
Sand, etc.—Sable, etc.....	353,026	442,470	89,444	-
Total, Class No. 6—Total, 6e catégorie.....	14,960,362	5,095,948	-	9,864,414
Grand total.....	18,883,619	9,995,266	-	8,888,353

Table 5 (No. 1).—General Statement Showing the Quantity of Freight Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1919.  
 Tableau 5 (N° 1).—Relevé général du volume de fret transporté sur le canal du Sault Ste-Marie pendant la saison de navigation 1919.

Commodities—Produits	From Canadian Ports De ports canadiens à ports canadiens		From U. States to U. States Ports De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports De ports des Etats-Unis à ports canadiens		Tons Tonnes		Total tons Tonnage total		Origin of Cargo Origine de la cargaison	
	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Canadian Canada	U. States Etats-Unis
Agricultural implements—Instruments aratoires.	—	—	—	—	—	—	—	—	—	—	—	—
All other animals—Tous autres animaux.	890	—	—	—	—	—	890	—	890	—	890	—
Barley—Orge.	136	—	—	—	—	—	136	—	136	—	136	—
Buckwheat—Sarrasin.	—	168, 113	—	4, 800	—	26, 064	—	201, 761	201, 761	—	172, 913	28, 848
Cement, bricks, etc.—Ciment, briques, etc.	1, 046	—	2, 700	—	—	—	3, 746	—	3, 746	—	1, 046	2, 700
Coal, hard—Houille anthracite.	900	—	52, 900	—	—	—	5, 700	—	5, 700	—	350	5, 700
Coal soft—Houille bitumineuse.	—	—	—	—	—	—	221, 873	—	273, 673	—	350	275, 323
Coke.	—	—	—	—	—	—	4, 200	—	4, 200	—	—	4, 200
Corn—Maïs.	—	—	—	—	—	—	—	—	—	—	—	—
Dressed meats—Viande abattue.	—	—	—	—	—	—	—	—	—	—	—	—
Flax—Lin.	—	14, 274	—	2, 020	—	3, 432	—	19, 726	19, 726	—	16, 294	3, 432
Flour—Farine.	220	248, 210	—	—	—	69, 735	—	319, 785	320, 005	—	248, 430	71, 575
Fruits and vegetables—Fruits et légumes.	1, 030	—	—	—	—	—	1	—	1, 031	—	1, 031	—
Hay—Foin.	91	—	—	—	—	—	—	—	91	—	91	—
Hides and leather—Peaux et cuir.	146	—	—	—	—	—	—	11	146	—	157	—
Household goods—Meubles et articles de ménage.	43	7	—	—	—	—	—	43	43	—	50	—
Iron, pig and bloom—Fer en gueuse et en saumon.	8, 772	899	—	—	—	—	—	8, 772	899	—	9, 671	—
Iron and steel, all other—Fer et acier, tous autres.	29, 688	103	—	—	—	—	—	37, 319	180	—	21, 053	16, 446
Live stock—Animaux vivants.	13	—	7, 619	—	—	—	—	7, 619	14	—	13	1
Merchandise—Marchandises.	192, 103	4, 431	17, 784	—	—	7, 327	2, 534	213, 403	11, 761	—	189, 209	35, 955
Oats—Avoine.	—	169, 887	—	18, 662	—	2, 884	—	193, 140	193, 140	—	190, 256	2, 884
Other mill products—Autres produits de meunerie.	248	6, 437	—	—	—	—	—	248	7, 315	—	7, 563	—
Other packing house products—Autres produits des fabricants de conserves.	728	—	—	—	—	—	—	728	—	—	728	—
Other woods—Autres bois.	48	—	—	—	—	—	—	48	—	—	48	—
Ore, all other—Minerais, tous autres.	—	—	—	—	—	—	—	—	—	—	—	—
Ore, copper—Minerais de cuivre.	—	—	—	—	—	—	—	—	—	—	—	—
Ore, iron—Minerais de fer.	—	—	—	—	—	—	—	—	—	—	—	—
Peas—Fois.	15	—	—	—	—	—	—	15	—	—	15	—
Petroleum—Pétrole.	4, 743	—	—	—	—	—	—	4, 743	—	—	4, 743	—

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	45							45	45	90				90			
Poultry, game and fish—Volailles, gibier et poisson.....	45	—	—	—	—	—	—	6	6	6	—	—	—	6	—	—	—
Potatoes—Pommes de terre.....	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pulpwood—Bois à pulpe.....	700	20,418	—	—	—	—	—	721	20,448	21,169	—	—	—	21,148	—	—	—
Rye—Seigle.....	—	17,668	812	—	—	6,664	—	79,269	79,269	79,269	—	—	—	18,180	—	—	—
Sawed lumber—Bois de construction scié.....	491	—	—	—	—	—	—	491	6,094	6,505	—	—	—	491	—	—	—
Shingles—Bardeaux.....	—	—	—	—	—	—	—	—	1,236	1,236	—	—	—	—	—	—	—
Square timber—Bois équarri.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar—Sucre.....	7,484	—	—	—	—	—	—	7,484	—	7,184	—	—	—	7,484	—	—	—
Salt—Sel.....	11,243	—	—	60	—	—	—	14,151	14,151	14,151	—	—	—	11,301	—	—	—
Sand and stone—Sable et pierre.....	463	—	—	—	—	—	—	463	27,527	27,990	—	—	—	27,990	—	—	—
Wheat—Blé.....	—	—	1,950	—	—	—	—	—	738,968	738,968	—	—	—	631,829	—	—	—
Wines, liquors and beers—Vins, liqueurs et bières.....	159	—	—	—	—	—	—	159	60	60	—	—	—	219	—	—	—
Wool—Laine.....	—	10	—	—	—	—	—	—	687	687	—	—	—	10	—	—	—
Total freight—Total du fret.....	261,443	1,308,516	50,820	1,054	1,054	29,386	234,328	580,680	3,557,405	4,138,085	1,606,311	2,531,774	—	—	—	—	—

20a—3

Table 5 (No. 2).—General Statement Showing the Quantity of Freight Transported on the Welland Canal during the Season of Navigation in 1919.

Tableau 5 (N° 2).—Relevé général du volume de fret transporté sur le canal Welland pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From Canadian to U. States Ports De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports De ports des Etats-Unis à ports canadiens		Tons Tonnes		Total tons Tonnage total	Origin of Cargo Origine de la cargaison	
	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant		Canadian Canada	U. States Etats-Unis
Agricultural implements—Instruments aratoires	7,845	—	—	—	—	—	—	—	7,845	—	7,845	—	—
All other animals—Tous autres animaux	—	—	—	—	—	—	—	—	—	—	—	—	—
Barley—Seigle	—	132,531	—	—	—	—	2,500	—	—	135,031	135,031	—	3,340
Buckwheat—Sarrasin	—	—	—	—	—	—	—	—	—	—	—	—	—
Cement, bricks, &c.—Ciment, briques, etc.	—	—	80	—	—	—	1,400	—	—	1,480	1,480	—	1,480
Coal, hard—Houille anthracite	—	—	3,021	—	—	—	984,745	—	—	984,766	984,766	—	984,766
Coal, soft—Houille bitumineuse	—	—	—	—	—	—	—	—	—	—	—	—	—
Coke	—	—	—	—	—	—	—	—	—	—	—	—	—
Corn—Maïs	—	7,493	—	—	—	—	19,232	—	—	26,725	26,725	—	24,150
Dressed meats—Viande abattue	—	—	—	—	—	—	895	—	—	895	895	—	895
Flax—Lin	—	1,820	—	—	—	—	—	—	—	1,820	1,820	—	1,820
Flour—Farine	—	1,600	—	—	—	—	—	—	—	1,600	1,600	—	1,600
Fruits and vegetables—Fruits et légumes	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay—Foin	—	—	—	—	—	—	—	—	—	—	—	—	—
Hides and leather—Peaux et cuir	—	—	—	—	—	—	—	—	—	—	—	—	—
Household goods—Meubles et articles de ménage	—	—	—	—	—	—	—	—	—	—	—	—	—
Iron, pig and bloom—Fer en gueuse et en saumon	9,276	—	—	—	—	—	—	—	9,276	—	9,276	—	—
Iron and steel, all other—Fer et acier, tous autres	19,715	723	—	—	—	—	—	—	19,715	723	20,438	—	—
Live stock—Animaux vivants	52,331	—	—	—	—	—	—	—	52,331	—	52,331	—	—
Merchandise—Marchandises	—	—	—	—	—	—	—	—	—	—	—	—	—
Oats—Avoine	—	46,748	—	—	—	—	1,238	—	—	46,748	46,748	—	—
Other mill products—Autres produits de meunerie	—	—	—	—	—	—	—	—	—	—	—	—	—
Other packing house products—Autres produits de fabricants de conserves	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Woods—Autres bois	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, all other—Minerais, tous autres	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, copper—Minerais de cuivre	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, iron—Minerais de fer	—	—	—	—	—	—	—	—	—	—	—	—	—
Poas—Pois	—	—	—	—	—	—	—	—	—	—	—	—	—
Petroleum—Pétrole	23,417	124,032	—	—	10,870	—	—	—	23,417	124,032	147,449	—	1,659

## SESSIONAL PAPER No. 20a.

Poultry, game and fish—Volailles, gibier et poisson.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
• Potatoes—Pommes de terre.....	—	23,518	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
* Pulpwood—Bois à pulpe.....	62,979	3,208	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rye—Seigle.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sawed lumber—Bois de construction, scié.....	—	1,265	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shingles—Bardoux.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Square timber—Bois équarri.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
* Sugar and salt—Sucre et sel.....	—	61,830	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
* Sand and stone—Sable et pierre.....	—	519,517	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wheat—Blé.....	—	—	2,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wines, liquors and beers—Vins, liqueurs et Bières.....	—	1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wool—Laine.....	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total freight—Total du fret.....	175,593	923,020	12,870	5,766	—	1,053,530	188,463	1,982,316	2,170,779	1,079,087	1,091,692	—	—	—	—	—	—	—	—	—	—	—	—	—

\* Includes 60,267 tons way freight. \*\* Includes 61,830 tons way freight.

\* Y compris 60,267 tonnes de fret transbordé. \*\* Y compris 61,830 tonnes de fret transbordé.

\* Table 5 (No. 3).—General Statement Showing the Quantity of Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919—Concluded.

Tableau 5 (N° 3).—Relevé général du volume de fret transporté sur les canaux du St-Laurent durant la saison de navigation 1919—fin.

Commodities—Produits	From Canadian to Canadian Ports		From U. States to U. States Ports		From U. States to Canadian Ports		Tons		Total Tonnage		Origin of Cargo	
	De ports canadiens à ports canadiens		De ports des Etats-Unis à ports des Etats-Unis		De ports des Etats-Unis à ports canadiens		Up	Down	Total	Canadian	U. States	
	Up	Down	Up	Down	Up	Down	En montant	En descendant		Canada	Etats-Unis	
Agricultural implements—Instruments aratoires.	106	20	—	—	—	—	106	20	126	126	—	
All other animals—Tous autres animaux.	803	2,705	—	—	—	—	803	2,705	3,508	3,508	—	
Barley—Orge.	1,255	129,313	—	—	—	—	1,255	129,313	130,568	125,511	5,057	
Buckwheat—Sarrasin.	2,556	166	—	—	704	—	3,265	166	3,431	2,953	478	
Cement, bricks, &c.—Ciment, briques, etc.	1,430	300	—	—	1,471	289,006	2,901	289,396	292,297	1,430	290,777	
Coal, hard—Houille anthracite.	15,920	75	150	—	1,370	1,005,842	17,440	1,005,917	1,023,357	9,849	1,013,508	
Coke.	—	—	—	—	—	—	—	—	—	1,696	23,523	
Corn—Maïs.	15	24,084	—	—	—	1,120	15	25,204	25,219	1,696	23,523	
Dressed meats—Viande abattue.	47	6	—	—	—	895	47	901	948	53	805	
Flax—Lin.	—	1,456	—	—	—	—	—	1,456	1,456	—	—	
Flour—Farine.	970	5,138	—	—	—	15,894	970	21,032	22,002	6,108	15,894	
Fruits and vegetables—Fruits et légumes.	298	340	—	—	—	—	298	340	638	—	—	
Hay—Foin.	5,023	1,551	—	—	—	—	5,023	1,551	6,574	6,574	—	
Hides and leather—Peaux et cuir.	2	41	—	—	—	—	2	41	43	43	—	
Household goods—Meubles et articles de ménage.	782	1,494	—	—	—	—	782	1,494	2,276	2,276	—	
Iron, pig and bloom—Fer en gueuse et en saumon.	2,512	8,700	—	—	—	—	2,512	8,700	11,212	11,212	—	
Iron and steel, all other—Fer et acier, tous autres.	6,428	2,769	—	—	—	—	6,428	2,769	9,197	9,197	—	
Live stock—Animaux vivants.	24	375	—	—	—	—	24	375	399	399	50	
Merchandise—Marchandises.	42,103	41,991	—	—	843	1,238	42,946	43,648	86,594	84,221	2,373	
Oats—Avoine.	985	47,978	—	—	—	—	985	47,978	48,963	48,963	—	
Other mill products—Autres produits de meunerie.	382	1,212	—	—	—	—	382	1,212	1,594	1,594	—	
Other packing house products—Autres produits des fabricants de conserves.	238	76	—	—	—	—	238	76	314	314	—	
Other woods—Autres bois.	3,043	751	—	—	—	—	3,043	751	3,794	3,794	—	
Ore, all other—Minerais, tous autres.	—	—	—	—	—	—	—	—	—	—	—	
Ore, copper—Minerais de cuivre.	—	—	—	—	—	—	—	—	—	—	—	
Ore, iron—Minerais de fer.	—	—	—	—	—	—	—	—	—	—	—	
Peas—Pois.	—	5	—	—	—	—	—	5	5	5	—	
Petroleum—Pétrole.	49,854	51,211	—	—	—	1,650	49,854	52,861	102,715	102,715	—	

## SESSIONAL PAPER No. 20a.

Poultry, game and fish—Volailles, gibier et poisson.....	2	25	—	—	—	—	—	—	25	27	—	—	—	—
Potatoes—Pommes de terre.....	79	257	—	—	—	—	—	—	79	325	—	—	—	—
Pulpwood—Bois de pulpe.....	27,834	—	289,101	—	—	—	—	—	310,933	316,835	—	—	—	—
Rye—Seigle.....	—	2,333	—	—	—	—	—	—	2,333	2,333	—	—	—	—
Sawed lumber—Bois de construction, scié.....	15,539	87,941	—	23,259	—	—	—	—	113,030	128,578	—	—	—	2,539
Shingles—Bardeaux.....	—	90	—	—	—	—	—	—	90	90	—	—	—	—
Square timber—Bois équarri.....	29	4	297	—	—	—	—	—	4	300	—	—	—	—
Sugar—Sucre.....	12,605	89	—	—	—	—	—	—	12,605	12,694	—	—	—	—
Salt—Sel.....	982	137	—	—	—	—	—	—	982	1,119	—	—	—	—
Sand and stone—Sable et pierre.....	12,324	82,589	—	—	—	—	—	—	13,350	96,648	—	—	—	—
Wheat—Blé.....	7,508	518,661	—	—	—	—	—	—	83,289	96,648	—	—	—	—
Wines, liquors and beers—Vins, liqueurs et bières.....	—	—	—	—	—	—	—	—	7,508	562,875	—	—	—	—
Wool—Laine.....	1,919	570	—	—	—	—	—	—	1,919	2,489	—	—	—	—
	—	5	—	—	—	—	—	—	—	5	—	—	—	—
Total freight—Total du fret.....	213,297	1,013,698	289,668	23,738	200	—	5,428	1,345,590	508,593	2,891,619	2,333,026	1,408,322	1,393,297	—

\*Total of No. 4 and 5 Table 5.

\*Totalisation des tableaux 5 (N<sup>o</sup> 4) et 5 (N<sup>o</sup> 5).

Table 5 (No. 4).—General Statement Showing the Quantity of Through Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919.

Tableau 5 (N° 4).—Relevé général du volume de fret (transport direct) ayant emprunté les canaux du St-Laurent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From Canadian to U. States Ports De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports De ports des Etats-Unis à ports canadiens		Tons Tonnes		Total tons Tonnage total		Origin of Cargo Origine de la cargaison.	
	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Canadian Canada	U. States Etats-Unis
Agricultural Implements—Instruments aratoires.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other animals—Tous autres animaux.....	55	90	—	—	—	—	—	—	55	90	—	—	145	—
Barley—Orge.....	—	128,366	—	—	—	—	—	—	—	128,366	—	—	128,366	5,057
Buckwheat—Sarrasin.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cement, Bricks, etc.—Ciment, briques, etc.....	7	4	—	—	—	—	—	—	7	4	—	—	11	—
Coal, Hard—Houille anthracite.....	—	—	—	—	—	—	—	—	—	—	—	—	—	279,811
Coal, Soft—Houille bitumineuse.....	—	—	—	—	—	—	—	—	—	—	—	—	—	993,321
Coke.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Corn—Maïs.....	—	5,790	—	—	—	—	—	—	—	—	—	—	—	6,910
Dressed Meats—Viande abattue.....	5	—	—	—	—	—	—	—	5	—	—	—	—	6,900
Flax—Lin.....	—	1,456	—	—	—	—	—	—	—	—	—	—	—	1,456
Flour—Farine.....	—	1,961	—	—	—	—	—	—	—	—	—	—	—	1,456
Fruits and Vegetables—Fruits et légumes.....	28	25	—	—	—	—	—	—	28	25	—	—	—	17,858
Hay—Foin.....	—	275	—	—	—	—	—	—	—	—	—	—	—	275
Hides and Leather—Peaux et cuir.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Household Goods—Meubles et articles de ménage.....	491	1,296	—	—	—	—	—	—	491	1,296	—	—	—	—
Iron, Pig and Bloom—Fer en gueuse et en saumon.....	1,549	200	—	—	—	—	—	—	1,549	200	—	—	—	1,787
Iron and Steel, all other—Fer et acier, tous autres.....	3,300	413	—	—	—	—	—	—	3,300	413	—	—	—	1,749
Live Stock—Animaux vivants.....	—	—	—	—	—	—	—	—	—	—	—	—	—	3,713
Merchandise—Marchandises.....	35,880	36,851	—	—	—	—	—	—	35,880	36,851	—	—	—	73,969
Oats—Avoine.....	—	47,625	—	—	—	—	—	—	—	—	—	—	—	47,625
Other Mill Products—Autres produits de meunerie.....	10	—	—	—	—	—	—	—	10	—	—	—	—	10
Other Packing House Products—Autres produits des fabriciens de conserves.....	—	1	—	—	—	—	—	—	—	—	—	—	—	1
Other Woods—Autres bois.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, all other—Minerais, tous autres.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, Copper—Minerais de cuivre.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, Iron—Minerais de fer.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Peas—Pois.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Petroleum—Pétrole.....	33,474	50,912	—	—	—	—	—	—	33,474	52,562	—	—	—	86,036



Table 5 (No. 5).—General Statement Showing the Quantity of Way Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919.

Tableau 5 (N° 5).—Relevé général du volume de fret. (transbordé) ayant circulé sur les canaux du St-Laurent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From Canadian to U. States Ports De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports De ports des Etats-Unis à ports canadiens		Tons Tonnes		Total tons Tonnage total		Origin of Cargo Origine de la cargaison	
	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Canadian Canada	U. States Etats-Unis
Agricultural implements—Instruments aratoires	106	20	—	—	—	—	—	—	106	20	—	—	126	—
All other animals—Tous autres animaux	748	2,615	—	—	—	—	—	—	748	2,615	—	—	3,363	—
Barley—Orge	1,255	947	—	—	—	—	—	—	1,255	947	—	—	2,202	—
Buckwheat—Sarrasin	2,549	162	—	—	—	—	—	—	3,258	162	—	—	3,420	478
Cement, bricks, etc.—Ciment, briques, etc.	1,130	300	300	—	—	—	—	—	2,901	9,495	—	—	12,396	10,966
Coal, hard—Houille anthracite	15,920	75	—	—	150	—	—	—	17,440	12,596	—	—	30,036	20,187
Coke	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Corn—Maïs	15	18,291	—	—	—	—	—	—	15	18,294	—	—	18,309	17
Dressed meats—Viande abattue	42	6	—	—	—	—	—	—	42	6	—	—	48	48
Flax—Lin	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flour—Farine	970	3,171	—	—	—	—	—	—	970	3,174	—	—	4,144	—
Fruits and vegetables—Fruits et légumes	270	315	—	—	—	—	—	—	270	315	—	—	585	—
Hay—Foin	5,023	1,276	—	—	—	—	—	—	5,023	1,276	—	—	6,299	—
Hides and leather—Peaux et cuir	2	41	—	—	—	—	—	—	2	41	—	—	43	—
Household goods—Meubles et articles de ménage	201	198	—	—	—	—	—	—	291	198	—	—	489	—
Iron, pig and bloom—Fer en gueuse et en saumon	963	8,500	—	—	—	—	—	—	963	8,500	—	—	9,463	—
Iron and steel, all other—Fer et acier, tous autres	3,128	2,356	—	—	50	—	—	—	3,178	2,356	—	—	5,534	50
Live stock—Animaux vivants	24	375	—	—	—	—	—	—	24	375	—	—	399	—
Merchandise—Marchandises	6,223	5,080	479	—	—	—	843	—	7,069	5,659	—	—	12,625	1,135
Oats—Avoine	935	353	—	—	—	—	—	—	985	353	—	—	1,338	—
Other mill products—Autres produits de meunerie	372	1,212	—	—	—	—	—	—	372	1,212	—	—	1,584	—
Other packing house products—Autres produits des fabriques de conserves	238	75	—	—	—	—	—	—	238	75	—	—	313	—
Other woods—Autres bois	3,013	751	—	—	—	—	—	—	3,043	751	—	—	3,794	—
Ore, all other—Minerais, tous autres	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, copper—Minerais de cuivre	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, iron—Minerais de fer	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Peas—Pois	—	5	—	—	—	—	—	—	—	5	—	—	5	—
Petroleum—Pétrole	16,380	299	—	—	—	—	—	—	16,380	299	—	—	16,679	—

SESSIONAL PAPER No. 20a.

Poultry, game and fish—Volailles, gibier et poisson.....	25	—	—	—	—	—	—	2	95	97	97	—
Potatoes—Pommes de terre.....	227	—	—	—	—	—	—	50	227	277	277	—
Pulpwood—Bois à pulpe.....	2,544	28,052	—	—	—	—	—	30,596	30,596	30,596	30,596	—
Rye—Seigle.....	10	—	—	—	—	—	—	10	10	10	10	—
Sawed lumber—Bois de construction scié.....	85,860	—	23,259	—	—	—	—	15,539	109,113	124,568	124,568	—
Shingles—Bardoux.....	90	—	—	—	—	—	—	90	90	90	90	—
Square timber—Bois équarri.....	29	267	—	—	—	—	—	206	4	309	309	—
Sugar—Sucre.....	396	69	—	—	—	—	—	1,396	69	1,465	1,465	—
Salt—Sel.....	931	81	—	—	—	—	—	331	84	1,013	1,013	—
Sand and stone—Sable et pierre.....	12,324	82,589	—	—	10,35	—	700	13,338	83,289	96,648	93,391	3,057
Wheat—Blé.....	7,506	4,671	—	—	—	—	—	7,506	4,671	12,177	12,177	—
Wines, liquors and beers—Vins, liqueurs et bières.....	1,524	345	—	—	—	—	—	1,524	345	1,869	1,869	—
Wool—Laine.....	—	5	—	—	—	—	—	—	5	5	5	—
Total Freight—Total du fret.....	101,522	220,408	28,619	23,738	200	—	22,416	135,769	266,562	402,331	348,166	54,165

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Table 5 (No. 6).—General Statement Showing the Quantity of Freight Transported on the Chambly Canal during the Season of Navigation in 1919.

Tableau 5 (N° 6).—Relevé général du volume de fret transporté sur le canal Chambly pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports		From Canadian to U. States Ports		From U. States to U. States Ports		From U. States to Canadian Ports		Tons—Tonnes		Total tons—Tonnage total		Origin of Cargo—Origine de la cargaison	
	Up—En montant	Down—En descendant	Up—En montant	Down—En descendant	Up—En montant	Down—En descendant	Up—En montant	Down—En descendant	Up—En montant	Down—En descendant	Up—En montant	Down—En descendant	Canadian—Canada	U. States—Etats-Unis
Agricultural implements—Instruments aratoires	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other animals—Tous autres animaux	142	—	—	—	—	—	—	—	142	—	—	—	142	—
Barley—Orge	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buckwheat—Sarrasin	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cement, bricks, etc.—Ciment, briques, etc.	427	—	—	—	—	—	—	—	427	—	—	—	—	—
Coal, hard—Houille anthracite	15	—	—	—	—	—	95,626	—	15	95,626	—	—	—	95,641
Coal, soft—Houille bitumineuse	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coke	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Corn—Maïs	—	83	—	—	—	—	—	—	—	83	—	—	—	83
Dressed meats—Viande abattue	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flax—Lin	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flour—Farine	666	30	—	—	—	—	—	—	666	30	—	—	—	696
Fruits and vegetables—Fruits et légumes	49	1,427	—	—	—	—	—	—	49	1,427	—	—	—	1,476
Hay—Foin	467	7,142	1,823	—	—	—	—	—	2,290	7,142	—	—	—	9,432
Hides and leather—Peaux et cuir	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Household goods—Meubles et articles de ménage	9	—	—	—	—	—	—	—	9	—	—	—	—	—
Iron, pig and bloom—Fer en gueuse et en saumon	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Iron and steel, all other—Fer et acier, tous autres	185	6	—	—	—	—	—	—	185	6	—	—	—	191
Live stock—Animaux vivants	—	254	—	—	—	—	—	—	—	254	—	—	—	254
Merchandise—Marchandises	358	460	479	—	—	—	—	—	837	4,024	—	—	—	1,297
Oats—Avoine	—	468	—	—	—	—	—	—	—	468	—	—	—	468
Other mill products—Autres produits de meunerie	310	188	—	—	—	—	—	—	310	188	—	—	—	498
Other packing house products—Autres produits des fabricants de conserves	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Other woods—Autres bois	34	533	—	—	—	—	—	—	12,569	533	—	—	—	13,102
Ore, all other—Minerais, tous autres	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, copper—Minerais de cuivre	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ore, iron—Minerais de fer	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Peas—Pois	—	6	—	—	—	—	—	—	—	6	—	—	—	6
Petroleum—Pétrole	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	95	—	—	—	—	—	—	—	95	—	—	—	95



Table 5 (No. 7).—General Statement Showing the Quantity of Freight Transported on the St. Peter's Canals during the Season of Navigation in 1919.

Tableau 5 (N° 7).—Relevé général du volume de fret transporté sur le canal St-Pierre pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From U. States to U. States Ports De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports De ports des Etats-Unis à ports canadiens		Tons Tonnes		Total tons Tonnage total	Origin of Cargo Origine de la cargaison	
	Up montant	Down descendant	Up montant	Down descendant	Up montant	Down descendant	Up montant	Down descendant		Canadian Canada	U. States Etats-Unis
Agricultural Implements—Instruments agricoles	3	—	—	—	—	—	—	—	3	—	3
All other animals—Tous autres animaux	57	10	—	—	—	—	—	—	67	—	67
Barley—Orge	2	—	—	—	—	—	—	—	2	—	2
Barley—Orge	2	—	—	—	—	—	—	—	2	—	2
Bricks, common—Briques, ordinaires	74	108	—	—	—	—	—	—	182	—	182
Bricks, fire—Briques, réfractaires	424	3	—	—	—	—	—	—	427	—	427
Coal, bituminous—Charbon bitumineux	—	—	—	—	—	—	—	—	—	—	—
Coal, soft—Charbon tendre	—	40,730	—	—	—	—	—	—	40,730	—	40,730
Coke—Coke	1	—	—	—	—	—	—	—	1	—	1
Corn—Maïs	12	—	—	—	—	—	—	—	12	—	12
Dressed meats—Viande abattue	16	—	—	—	—	—	—	—	16	—	16
Flax—Lin	—	—	—	—	—	—	—	—	—	—	—
Flax—Lin	—	—	—	—	—	—	—	—	—	—	—
Fruits and vegetables—Fruits et légumes	2,253	69	—	—	—	—	—	—	2,322	—	2,322
Hay—Foin	872	38	—	—	—	—	—	—	910	—	910
Hides and leather—Peaux et cuir	941	3	—	—	—	—	—	—	944	—	944
Household goods—Mobilier et articles de ménage	1	—	—	—	—	—	—	—	1	—	1
Iron and steel—Fer en gueuse et en sautoir et bloom—Fer en gueuse et en sautoir	206	7	—	—	—	—	—	—	213	—	213
Iron and steel, all other—Fer et acier, tous autres	15	1	—	—	—	—	—	—	16	—	16
Live stock—Animaux vivants	71	76	—	—	—	—	—	—	147	—	147
Live stock—Animaux vivants	26	2	—	—	—	—	—	—	28	—	28
Merchandise—Marchandises	3,165	1,823	—	—	—	—	—	—	4,988	—	4,988
Oats—Avoine	1,461	60	—	—	—	—	—	—	1,521	—	1,521
Other mill products—Autres produits de meunerie	308	—	—	—	—	—	—	—	308	—	308
Other packing house products—Autres produits des fabriques de conserves	296	15	—	—	—	—	—	—	311	—	311
Other woods—Autres bois	205	271	—	—	—	—	—	—	476	—	476
Ore, all other—Minerais, tous autres	40	885	—	—	—	—	—	—	925	—	925
Ore, copper—Minerais de cuivre	—	—	—	—	—	—	—	—	—	—	—
Ore, iron—Minerais de fer	5	—	—	—	—	—	—	—	5	—	5
Peas—Pois	—	—	—	—	—	—	—	—	—	—	—
Petroleum—Pétrole	655	102	—	—	—	—	—	—	757	—	757

SESSIONAL PAPER No. 20a.

Poultry, game and fish—Volailles, gibier et poissons.....	39	1,224	39	1,224	1,263	1,263	-
Potatoes—Pommes de terre.....	3,876	-	3,876	-	3,876	3,876	-
Pulpwood—Bois à pulpe.....	-	-	-	-	-	-	-
Rye—Seigle.....	-	318	614	318	932	932	-
Sawed lumber—Bois de construction scié.....	137	1	137	1	138	138	-
Shingles—Bardoux.....	10	-	10	-	10	10	-
Square timber—Bois équarri.....	96	32	96	32	128	128	-
Sugar—Sucre.....	762	58	762	58	820	820	-
Salt—Sel.....	-	2,286	-	2,286	-	2,286	-
Sand and stone—Sable et pierre.....	-	-	-	-	-	-	-
Wheat—Blé.....	-	-	-	-	-	-	-
Wines, liquors and beers—Vins, liqueurs et bières.....	14	-	14	-	14	14	-
Wool—Laine.....	-	-	-	-	-	-	-
Total freight—Total du fret.....	16,661	48,218	16,661	48,218	64,879	64,879	-





Table 5 (No. 9).—General Statement Showing the Quantity of Freight Transported on the Ottawa Canals during the Season of Navigation in 1919.

Tableau 5 (N° 9).—Relevé général du volume de fret transporté sur les canaux de l'Ottawa pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From U. States to U. States Ports De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports De ports des Etats-Unis à ports canadiens		Tons Tonnes		Total tons Tonnage total	Origin of Cargo Origine de la cargaison	
	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant		Canadian Canada	U. States Etats-Unis
									Up En montant		
Agricultural implements—Instruments agricoles.	106	21	—	—	—	—	106	21	127	127	—
All other animals—Tous autres animaux.	15	2,252	—	—	—	—	15	2,252	2,267	2,267	—
Barley—Orge.	—	—	—	—	—	—	—	—	—	—	—
Buckwheat—Sarrasin	—	—	—	—	—	—	—	—	—	—	—
Cement, bricks, etc.—Ciment, briques, etc.	767	6	—	—	—	—	767	6	773	773	—
Coal, hard—Houille anthracite.	2	—	—	—	1,038	—	1,040	—	1,040	2	1,038
Coal, soft—Houille bitumineuse.	2,045	—	—	—	579	—	2,624	—	2,624	2,045	579
Coke.	—	—	—	—	—	—	—	—	—	—	—
Corn—Maïs.	17	—	—	—	—	—	17	—	17	17	—
Dressed meats—Viande abattue.	41	10	—	—	—	—	41	10	51	51	—
Flax—Lin.	—	—	—	—	—	—	—	—	—	—	—
Flour—Farine.	488	15	—	—	—	—	488	15	503	503	—
Fruits and vegetables—Fruits et légumes.	163	209	—	—	—	—	163	209	372	372	—
Hay—Foin.	141	592	—	—	—	—	141	592	733	733	—
Hides and leather—Peaux et cuir.	—	30	—	—	—	—	—	30	30	30	—
Household goods—Meubles et articles de ménage.	178	165	—	—	—	—	178	165	343	343	—
Iron, pig and bloom—Fer en gueuse et en saumon.	176	27	—	—	—	—	176	27	203	203	—
Iron and steel, all other—Fer et acier, tous autres.	1,015	81	—	—	—	—	1,015	81	1,096	1,096	—
Live stock—Animaux vivants.	16	311	—	—	—	—	16	311	327	327	—
Merchandise—Marchandises.	4,958	4,28	—	—	1,643	—	6,601	4,28	10,858	9,215	1,643
Oats—Avoine.	143	—	—	—	—	—	143	—	143	171	—
Other mill products—Autres produits de la meunerie.	106	463	—	—	—	—	106	463	569	569	—
Other packing house products—Autres produits des fabricants de conserves.	227	62	—	—	—	—	227	62	289	289	—
Other woods—Autres bois.	—	1,271	—	—	—	—	—	1,271	1,271	1,271	—
Ore, all other—Minerais, tous autres.	—	—	—	—	—	—	—	—	—	—	—
Ore, copper—Minerais de cuivre.	—	—	—	—	—	—	—	—	—	—	—
Ore, iron—Minerais de fer.	—	—	—	—	—	—	—	—	—	—	—
Peas—Pois.	—	8	—	—	—	—	—	8	8	8	—
Petroleum—Pétrole.	420	305	—	—	—	—	420	305	725	725	—

SESSIONAL PAPER No. 20a.

Poultry, game and fish—Volailles, gibier et poisson.....	2	27	—	—	—	—	—	—	—	—	20	27	—	—	—	—	29
Potatoes—Pommes de terre.....	29	225	—	—	—	—	—	—	—	—	254	225	—	—	—	—	254
Pulpwood—Bois à pulpe.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rye—Seigle.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sawed lumber—Bois de construction scié.....	130	89,545	—	—	23,298	—	—	—	—	—	—	112,843	—	—	—	—	112,973
Shingles—Bardeaux.....	—	12	—	—	—	—	—	—	—	—	—	12	—	—	—	—	12
Square timber—Bois équarri.....	25	74	—	—	—	—	—	—	—	—	—	74	—	—	—	—	99
Sugar—Sucre.....	1,264	140	—	—	—	—	—	—	—	—	—	140	—	—	—	—	1,404
Salt—Sel.....	784	12	—	—	—	—	—	—	—	—	—	12	—	—	—	—	796
Sand and stone—Sable et pierre.....	—	76,220	—	—	—	—	—	—	—	—	—	76,220	—	—	—	—	76,220
Wheat—Blé.....	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19
Wines, liquors and beers—Vins, liqueurs et bières.....	1,268	362	—	—	—	—	—	—	—	—	—	362	—	—	—	—	1,630
Wool—Laine.....	—	5	—	—	—	—	—	—	—	—	—	5	—	—	—	—	5
Total freight—Total du fret.....	15,145	176,735	—	—	23,298	—	—	—	—	—	—	200,033	—	—	—	—	215,178
																	3,260

Table 5 (No. 10).—General Statement Showing the Quantity of Freight Transported on the Rideau Canals during the Season of Navigation in 1919.

Tableau 5 (N° 10).—Relevé général du volume de fret transporté sur le canal Rideau pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports De ports canadiens à ports canadiens		From U. States to U. States Ports De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports De ports des Etats-Unis à ports canadiens		Tonnes		Total tons Tonnage total	Origin of Cargo Origine de la cargaison	
	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant	Up En montant	Down En descendant		Canadian Canada	U. States Etats-Unis
	Agricultural implements—Instruments agricoles	107	23	—	—	—	—	107	23	130	—
All other animals—Tous autres animaux	9	1,887	—	—	—	—	9	1,887	1,896	—	1,896
Barley—Orge	—	—	—	—	—	—	—	—	5	—	5
Buckwheat—Sarrasin	—	—	—	—	—	—	—	—	7	—	7
Cement, bricks, etc.—Ciment, briques, etc.	856	—	—	—	—	—	856	—	863	—	863
Coal, hard—Houille anthracite	134	6	—	—	—	—	134	6	4,175	—	4,175
Coal, soft—Houille bitumineuse	—	351	—	—	4,035	—	—	351	351	—	351
Coke	—	—	—	—	—	—	—	—	—	—	—
Corn—Maïs	—	—	—	—	—	—	—	—	—	—	—
Dressed meat—Viande abattue	52	8	—	—	—	—	52	8	60	—	60
Flax—Lin	—	—	—	—	—	—	—	—	—	—	—
Flour—Farine	20	123	—	—	—	—	20	123	143	—	143
Fruits and vegetables—Fruits et légumes	10	47	—	—	—	—	10	47	57	—	57
Hay—Foin	771	45	—	—	—	—	771	45	816	—	816
Hides and leather—Peaux et cuir	—	17	—	—	—	—	—	17	17	—	17
Household goods—Meubles et articles de ménage	20	55	—	—	—	—	20	55	75	—	75
Iron, pig and bloom—Fer en gueuse et en saumon	201	2	—	—	—	—	201	2	203	—	203
Iron and steel, all other—Fer et acier, tous autres	1,173	39	—	—	—	—	1,173	39	1,212	—	1,212
Livestock—Animaux vivants	4	13	—	—	—	—	4	13	17	—	17
Merchandise—Marchandises	3,841	2,817	—	—	—	—	3,841	2,817	6,658	—	6,658
Oats—Avoine	—	21	—	—	—	—	—	21	21	—	21
Other mill products—Autres produits de meunerie	17	128	—	—	—	—	17	128	145	—	145
Other packing house products—Autres produits des fabricants de conserves	218	111	—	—	—	—	218	111	329	—	329
Other woods—Autres bois	3	83	—	—	—	—	3	83	86	—	86
Ore, all other—Minerais, tous autres	—	—	—	—	—	—	—	—	—	—	—
Ore, copper—Minerais de cuivre	—	—	—	—	—	—	—	—	—	—	—
Ore, iron—Minerais de fer	—	—	—	—	—	—	—	—	—	—	—
Peas—Pois	—	3	—	—	—	—	—	3	3	—	3
Petroleum—Pétrole	147	281	—	—	—	—	147	281	428	—	428

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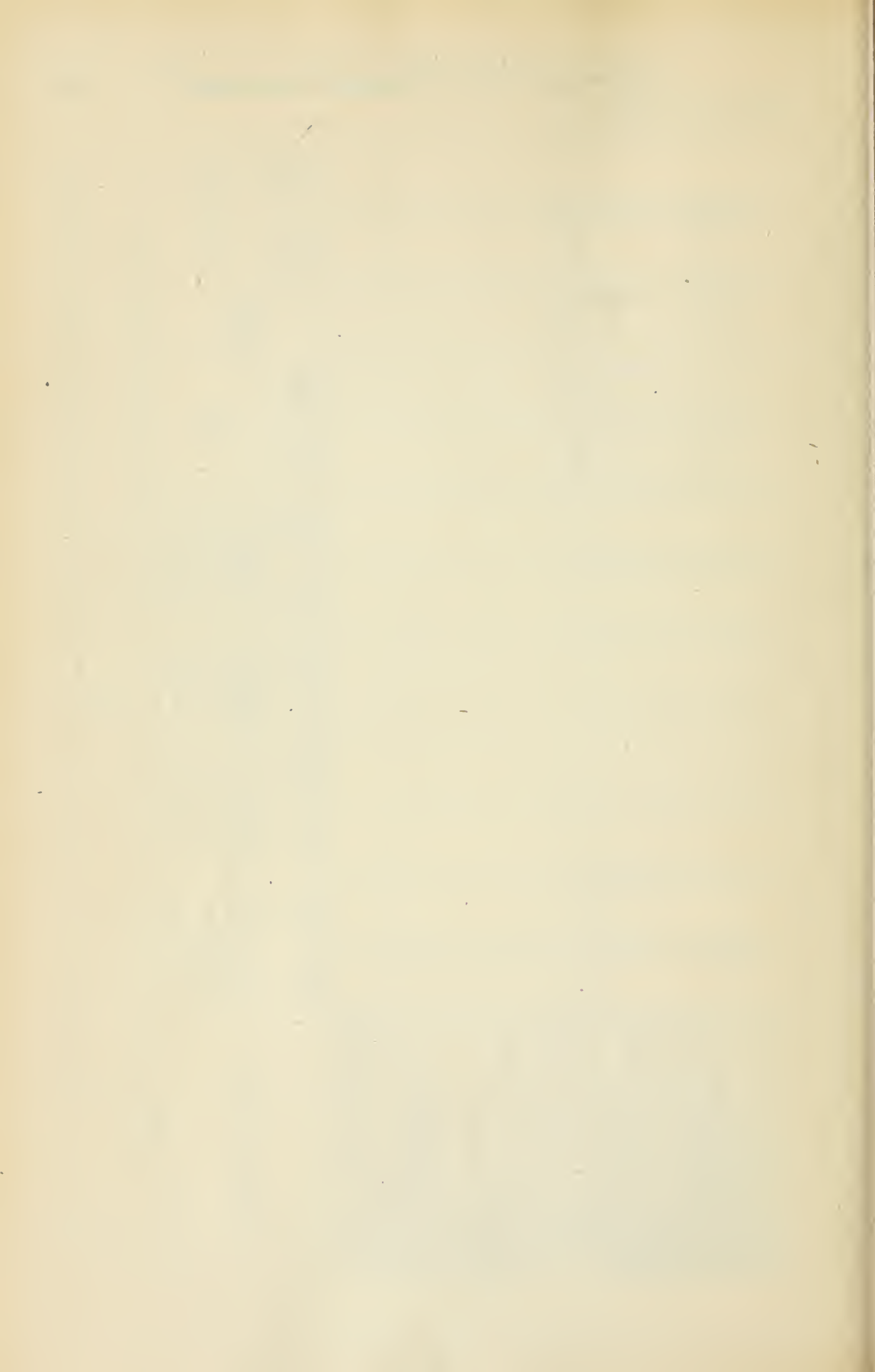
Poultry, game and fish—Volailles, gibier et poisson.....	2	-	-	-	-	-	2	-	55	-	-	-	-	-	2	-	-	-	-	-
Potatoes—Pommes de terre.....	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-
Pulpaewood—Bois à pulpe.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Raye—Seigle.....	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sawn lumber—Bois de construction scié.....	1,209	10,641	-	-	-	-	1,239	10,641	-	-	-	-	-	-	11,880	-	-	-	-	-
Shingles—Bardeaux.....	28	-	-	-	-	-	28	-	-	-	-	-	-	-	28	-	-	-	-	-
Square timber—Bois équarré.....	550	690	-	-	-	-	550	690	-	-	-	-	-	-	1,240	-	-	-	-	-
Sugar—Sucre.....	848	125	-	-	-	-	848	125	-	-	-	-	-	-	973	-	-	-	-	-
Salt—Sel.....	339	32	-	-	-	-	339	32	-	-	-	-	-	-	371	-	-	-	-	-
Sand and stone—Sable et pierre.....	55,307	14,714	-	-	-	-	55,307	14,714	-	-	-	-	-	-	70,021	-	-	-	-	-
Wheat—Blé.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wines, liquors and beers—Vins, liqueurs et bières.....	1,046	225	-	-	-	-	1,046	225	-	-	-	-	-	-	1,271	-	-	-	-	-
Wool—Laine.....	-	6	-	-	-	-	-	6	-	-	-	-	-	-	6	-	-	-	-	-
<b>Total freight—Total du fret.....</b>	<b>66,914</b>	<b>32,560</b>	<b>30</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>66,944</b>	<b>30,595</b>	<b>30,595</b>	<b>4,035</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>103,539</b>	<b>99,371</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,168</b>











CANADA  
DOMINION BUREAU OF STATISTICS  
TRANSPORTATION DIVISION

---

# RAILWAY STATISTICS

FOR THE  
YEAR ENDED JUNE 30  
1919

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

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PRINTED BY ORDER OF PARLIAMENT



OTTAWA  
THOMAS MULVEY  
PRINTER TO HIS MOST EXCELLENT MAJESTY  
1920



## RAILWAY STATISTICS

For the year ended June 30, 1919.

### PREFACE.

The data in this report were formerly collected and compiled by the Statistical Branch of the Department of Railways and Canals, Canada. By Order in Council under the Statistics Act, dated August 29, 1919 (P.C. 1754), the work of the branch was transferred to the Dominion Bureau of Statistics.

The report which was in process of compilation at the time of the above transfer, has been completed along the lines followed in previous years.

The statistics of both the steam and electric roads are presented in a series of tables covering the more important items of earnings, expenses and operation of each road, preceded by a series of summary comparative tables, in most cases covering the last ten years.

There was a general increase in freight rates of 15 per cent on March 15, 1918, and another of 25 per cent on August 12, 1918, that affected the majority of commodities; an increase of 15 per cent in passenger rates occurred on March 15, 1918. The tons of freight handled by the steam railways decreased 10,844,115 tons or 8.5 per cent and the number of passengers carried decreased 1,194,444 or 2.7 per cent. This latter figure will not check with the 1918 report due to an error in that report. The increased rates gave an increased revenue from both freight and passenger traffic, the total being \$52,756,751 over that of 1918. Operating expenses increased \$67,911,073 over 1918, making a decrease of \$15,154,322 in the net operating revenue.

The number of employees, which had been reduced during the war, was practically the same as in 1914, but salaries and wages have increased since 1914 by \$97,177,023 or 87 per cent. Expenditures on maintenance of way, structures and equipment increased \$38,512,421 over 1918, and \$75,763,955 over 1914, or over 105.7 per cent in the five years, due principally to increased wages and cost of materials.

Electric railways show similar decreases in net operating revenues.

R. H. COATS,  
*Dominion Statistician.*

Ottawa, April 20, 1920.



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## RAILWAY STATISTICS.

## MILEAGE IN OPERATION.

Year.	Single Track.	Second Track.	Yard track and sidings.	Total.	Increase.
1910.....	24,724	1,543	5,119	31,386	.....
1911.....	25,366	1,610	5,535	32,511	1,125
1912.....	26,718	1,752	6,112	34,582	2,071
1913.....	29,304	1,984	6,922	38,210	3,628
1914.....	30,795	2,293	7,512	40,600	2,393
1915.....	35,582	2,451	7,800	45,833	5,233
1916.....	37,434	2,489	8,396	48,319	2,486
1917.....	38,604	2,481	9,169	50,254	1,935
1918.....	38,879	2,523	9,238	50,640	386
1919.....	38,896	2,543	9,177	50,616	—24

The above does not include trackage rights.

## SINGLE TRACK MILEAGE.

Provinces.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.
Ontario.....	9,230	8,322	8,546	9,000	9,255	10,702	11,320	11,049	11,057	11,000
Quebec.....	3,795	3,882	3,883	3,896	4,043	4,677	4,733	4,734	4,791	4,860
Manitoba.....	3,221	3,446	3,520	3,993	4,076	4,498	4,310	4,194	4,168	4,189
Saskatchewan.....	2,932	2,121	3,754	4,651	5,089	5,327	5,378	6,124	6,162	6,148
Alberta.....	1,488	1,494	1,897	2,212	2,545	3,174	3,894	4,444	4,273	4,285
British Columbia.....	1,832	1,842	1,855	1,951	1,978	3,100	3,604	3,885	4,247	4,238
New Brunswick.....	1,522	1,548	1,545	1,545	1,839	1,962	1,957	1,959	1,959	1,948
Nova Scotia.....	1,351	1,354	1,357	1,359	1,365	1,367	1,436	1,422	1,428	1,432
Prince Edward Island.....	269	269	269	279	279	275	275	278	279	279
Yukon.....	91	102	102	102	102	102	102	102	102	102
In United States.....				225	224	398	426	413	143	415

## RAILWAY CAPITAL.

There was an increase in the capitalization of railways in 1919 of \$9,329,016 This increment represented an addition of \$500,500 to stocks and \$8,828,516 to funded debt.

## Distribution of capitalization:—

Stocks.....	\$ 878,101,113
Consolidated debenture stock (C.P.R.).....	216,284,882
Funded debt.....	914,823,515
Total.....	\$2,009,209,510

## Distribution of funded debt:—

Bonds.....	\$ 819,396,815
Miscellaneous obligations.....	26,000,000
Income bonds.....	25,275,000
Equipment trust obligations.....	44,151,700
Total.....	\$ 914,823,515

## STOCKS.

—	1916.	1917.	1918.	1919.
	\$ c.	\$ c.	\$ c.	\$ c.
Dividend-paying.....	420,697,257 00	364,376,024 00	364,376,024 00	364,376,024 00
Non-dividend.....	427,572,186 00	508,453,969 00	513,224,589 00	513,725,089 00
Amount of dividends.....	32,277,874 00	30,092,701 00	30,103,982 00	30,126,545, 00
Per cent. on dividend-paying.....	7 68	8 26	8 26	8 27
Per cent. on all stocks.....	3 81	3 45	3 43	3 43
Per mile, all stocks.....	25,950 00	25,400 00	25,811 00	25,796 00

## FUNDED DEBT.

—	1916.	1917.	1918.	1919.
	\$ c.	\$ c.	\$ c.	\$ c.
Outstanding for this purpose.....	869,323,449 00	895,492,856 00	905,994,999 00	914,823,515 00
Per mile of line affected.....	27,282 00	26,892 00	26,995 00	27,245 00

## CONSOLIDATED DEBENTURE STOCK.

—	\$ c.	\$ c.	\$ c.	\$ c.
	Amount outstanding (C.P.R.).....	176,284,882 00	216,284,882 00	216,284,882 00
Interest.....	7,051,395 00	7,051,395 00	7,051,395,00	7,051,395,00
Per mile of line affected.....	14,239 00	19,101 00	18,451 00	18,384 00

## EXPENDITURE ON GOVERNMENT OPERATED RAILWAYS.

The cost including equipment, of government owned and operated lines, for which no capitalization is given in foregoing statements, is shown in the following table:—

—	Miles.	Capital Cost.	Cost per Mile.
		\$	\$
Intercolonial.....	1593	152,300,044	95,605
National Transcontinental.....	2001	165,128,742	82,523
Prince Edward Island.....	279	12,633,933	45,282
Temiskaming and Northern Ontario.....	329	22,071,244	67,086
New Brunswick Coal and Railway.....	58	1,953,587	33,682
Totals.....	4260	354,087,550	

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On June 1, 1918, the following company owned branch lines in New Brunswick were taken over for operation pending completion of purchase of same:—

Road.	Miles.	*Amount expended during year for Construction and Betterments.
York and Carleton.....	6.25	\$ 7,250 60
Elgin and Havelock.....	26.27	47,209 98
Moncton and Buctouche.....	30.18	37,829 81
St. Martins.....	28.80	34,566 47
Salisbury and Albert.....	44.93	42,304 58

In addition to the above, the following expenditures were made during the year.

## RAILWAYS OPERATED AS CANADIAN GOVERNMENT RAILWAYS.

	\$
International Railway of New Brunswick, construction and betterments .....	77,849 84
Quebec Bridge, construction.....	656,761 79
Rolling stock.....	12,767,481 83

## RAILWAYS UNDER CONSTRUCTION.

	\$	\$	\$
Hudson Bay Railway including Port Nelson Terminals.....			562,557 80
Quebec and Saguenay Railway, Purchase.....	\$ 3,489,313 53		
Construction.....	1,149,900 79		
Rails.....	207,092 20		4,846,306 52
Purchase of Canadian Northern Railway Stock.....			9,733,333 24

\*All the Capital Expenditures made by the Department of Railways and Canals are for the year ended March 31, 1919.

## RAILWAY CAPITALIZATION.

Year.	Stocks.	Debenture Stock.	Funded Debt.	Total.
	\$	\$	\$	\$
1910.....	687,557,387		722,740,300	1,410,297,687
1911.....	749,207,687		779,481,514	1,528,689,201
1912.....	770,459,351		818,478,175	1,588,937,526
1913.....	755,316,516	163,257,224	613,256,952	1,531,830,692
1914.....	853,110,653	173,307,470	782,402,638	1,808,820,761
1915.....	847,801,101	176,284,882	851,724,905	1,875,810,888
1916.....	848,269,483	176,284,882	869,323,449	1,893,877,819
1917.....	872,829,993	216,284,882	896,005,116	1,985,119,991
1918.....	877,600,613	216,284,882	905,994,999	1,999,880,494
1919.....	878,101,113	216,284,882	914,823,515	2,009,209,510

## AID TO RAILWAYS.

Year.	Dominion.	Provinces.	Municipalities.
	\$ c.	\$ c.	\$ c.
1910.....	d146,923,179	36,433,696	17,983,823
1911.....	148,217,071	36,506,696	18,042,823
1912.....	e154,075,235	36,568,851	18,051,323
1913.....	163,251,469	37,123,349	18,078,673
1914.....	178,834,528	37,946,609	f17,914,836
1915.....	183,479,192	38,061,229	17,914,836
1916.....	184,719,627	38,061,229	17,914,836
1917.....	185,493,913	38,061,229	17,914,836
1918.....	218,714,318	38,061,229	17,914,836
1919.....	219,077,163	38,171,229	17,914,836

eThis amount includes payments of \$6,263,715.86 to Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

fThis reduction is due to the repayment of a loan.

Included with the aid to the C.P.R. in the sum of \$37,785,319.54 for lines built by Government and handed over to the Company. In that total is \$6,639,581 for surveys.

dThis included \$10,000,000 loaned to the Grand Trunk Pacific under authority chap. 19 of 1909.

## ANALYSIS OF CASH SUBSIDIES PAID BY THE VARIOUS PROVINCES SINCE 1910.

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Totals.
	\$	\$	\$	\$	\$	\$	\$
1910.....	9,198,616	12,328,197	6,384,300	4,851,487	792,209	2,878,887	36,433,696
1911.....	9,204,616	12,333,197	6,384,300	4,907,487	798,209	2,878,887	36,506,696
1912.....	9,204,616	12,333,197	6,440,455	4,907,487	804,209	2,878,887	36,568,851
1913.....	9,554,616	12,333,197	6,440,455	4,907,487	1,008,707	2,878,887	37,123,349
1914.....	9,554,616	12,333,197	6,987,850	4,907,487	1,284,572	2,878,887	37,946,609
1915.....	9,669,236	12,333,197	6,987,850	4,907,487	1,284,572	2,878,887	38,061,229

Additions were not made in succeeding years except.

1919, Alberta granted \$175,000 and paid \$110,000. Total all Provinces \$38,171,229.

## CASH AID GIVEN BY MUNICIPALITIES SHOWN BY PROVINCES.

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	North-west Territories.	Totals.
1910.....	13,311,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911.....	13,361,075 63	3,137,536 08	441,898 10	341,500 00	207,952 00	490,600 00	22,261 29	18,042,823 60
1912.....	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913.....	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,302 50	490,600 00	22,261 29	18,078,673 60
1914.....	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1915.....	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1916.....	13,361,075 63	3,180,501 38	484,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

Additions not made in succeeding years.

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces, and by municipalities:—

## DOMINION.

Cash subsidies.....	\$ 111,791,543 00
Loans.....	58,076,533 00
Cost of lines handed over to C. P. R.....	37,785,319 00
Paid to Quebec Government.....	5,160,053 00
Implement clause, G. T. P., agreement.....	6,263,715 00
Total.....	\$ 219,077,163 00

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The purchase of Grand Trunk Pacific bonds aggregating \$33,116,000 by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

## PROVINCES.

Cash subsidies.....	\$ 30,674,199 00
Loans.....	7,197,030 00
Subscription to shares.....	300,000 00
Total.....	\$ 38,171,229 00

NOTE—\$4,447,000, was transferred from subsidy to Loan account.

## MUNICIPALITIES.

Cash subsidies.....	\$ 12,670,838 00
Loans.....	2,404,498 00
Subscription to shares.....	2,839,500 00
Total.....	\$ 17,914,836 00

Loan of \$186,202.50 cancelled in 1914.

## LAND GRANTS.

Following have been the land grants to railways:—

	Acres.
By the Dominion.....	32,361,208
By the province of Quebec*.....	1,735,690
By the province of British Columbia.....	8,119,221
By the province of New Brunswick.....	1,647,772
By the province of Nova Scotia.....	160,000
By the province of Ontario.....	624,232
Total.....	44,648,123

\*See explanatory paragraph.

In the case of the province of Quebec the land grants have been on a special basis, and it is therefore necessary to have in mind the following facts:—

Acres granted—convertible.....	13,324,950
Converted, at 52½ cents per acre.....	\$ 6,995,599
Amount of conversion.....	\$ 4,557,728
Acres granted—not convertible.....	11,772,050
Acres earned—not convertible.....	1,735,690

## DOMINION LAND GRANTS.

Revised by Natural Resources Intelligence Branch and Lands Patent Branch,  
Department of Interior.

Name of Railway.	Area acres earned.
Alberta Railway and Irrigation Co.....	1,114,368
Alberta Great Waterways Railway Co.....	274
Canadian Pacific, main line.....	18,207,224
Calgary and Edmonton Railway Co.....	2,108,738
Great North West Central Railway Co.....	320,000
Manitoba North Western Railway Co.....	1,501,529
Manitoba South Western Colonization Railway Co.....	1,396,800
Saskatchewan and Western Railway Co.....	98,880
C. P. R. Pipestone Extension Souris Branch.....	200,320
C. P. R. Souris Branch.....	1,408,704
Canadian National—	
Formerly Lake Manitoba and Canal Co.....	798,400
Canadian North Western Railway Co.....	338
Canadian Northern Alberta Railway Co.....	537
Canadian Northern Manitoba Railway Co.....	73
Formerly Manitoba and South Eastern Railway Co.....	680,320
Qu'Appelle Long Lake and Saskatchewan Railroad and Steamboat Co.....	1,879,987
Canadian Northern Railway Co.....	2,643,934
Edmonton, Dunvegan and British Columbia Railway Co.....	761
Grand Trunk Pacific.....	21
Total.....	32,361,208

The Dominion has not made any grants of lands in aid of railways since 1894.

## GUARANTEES.

Guarantees of bonds have been substituted in large measure for other forms of aid during recent years. It has been most difficult to get an accurate statement of the facts in this regard, particularly as to the precise amount of outstanding liability. The following table is based on official reports from the Dominion and Provincial Governments:—

	Authorized.	Bonds Executed.	Guarantees Earned.
	\$	\$	\$
Dominion.....	189,666,539	183,532,523	183,532,523
Manitoba.....	25,663,553	25,663,553	25,663,553
Alberta.....	59,495,900	46,685,969	46,685,969
Saskatchewan.....	47,725,000	28,582,012	23,170,661
Ontario.....	7,860,000	7,860,000	7,860,000
British Columbia.....	68,135,000	60,317,524	51,048,665
New Brunswick.....	7,763,000	7,763,000	6,431,562
Quebec.....	280,000	280,000	280,000
Total.....	406,588,992	360,684,581	344,672,933

It must be understood that \$33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a preceding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

## SESSIONAL PAPER No. 20b

The facts for the preceding six years, as respects the amount of guarantees authorized, are as follows:—

	1913.	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$	\$
Dominion.....	95,486,590	188,965,063	188,965,063	189,666,539	189,666,539	189,666,539
Manitoba.....	24,059,447	25,221,580	25,221,580	25,221,580	25,519,553	25,519,553
Alberta.....	45,489,000	55,810,450	59,410,450	58,736,750	59,495,900	59,495,900
Saskatchewan.....	33,735,000	41,625,000	41,625,000	47,725,000	47,725,000	46,725,000
Ontario.....	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000
Nova Scotia.....	5,022,000					
British Columbia.....	59,262,072	80,332,072	80,332,072	80,332,072	68,782,072	68,135,000
New Brunswick.....	3,654,265	6,063,000	6,063,000	7,763,000	7,763,000	7,763,000
Quebec.....	392,000	392,000	392,000	308,000	280,000	280,000
Total.....	274,960,374	409,869,165	409,869,165	417,612,941	407,092,064	405,444,992

Following are the details according to official statements received from the Dominion and the various provinces:—

## DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1916, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly, amount actually issued £7,350,000.

4. The Canadian Northern Alberta Railway Company, chapter 6, 9-10 Edward VII (1910) as amended by chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is for 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental railway, but not exceeding \$13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £2,300,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, \$16,000,000, interest at 4 per cent. Sold to the public, \$3,193,507; pledged with the Dominion Government against advances, \$7,500,000; pledged to Grand Trunk Railway Company, \$5,306,493.

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, \$45,000,000, at 4 per cent. Sold to the public, \$17,033,333; pledged with the Dominion Government against advances, \$12,500,000; pledged with Columbia Trust Coy., New York, against advances, \$15,333,333.

## ALBERTA.

Railway.	Authorized Mileage.	Par Bond Value.	Mileage executed by Government	Par Bond Value.
Canadian Northern.....	902.4	\$ 13,536,000	774.8	\$ 11,022,000
Canadian Northern Western.....	1,390.	22,530,000	662.57	11,222,250
Grand Trunk Pacific Branch Lines Co.....	259.5	4,182,500	259.5	4,182,500
Edmonton, Dunvegan and British Columbia Ry.....	471.	9,420,000	471.	9,420,000
Alberta and Great Waterways.....	350.	7,000,000	350.	7,000,000
Central Canada.....	114.	2,280,000	100.	2,000,000
Lacombe and Blindman Valley.....	39.1	547,400	39.1	273,700
Totals.....	3,526.0	59,495,900	2,656.97	45,120,450

## SASKATCHEWAN.

	Number of Miles.	Total Authorized Guarantees of \$15,000 per mile.	Par value of Bonds sold.	Amount of earnings Released.
		\$ c.	\$ c.	\$ c.
Canadian Northern Railway Company.....	1,155	17,325,000 00	13,709,400 00	10,456,495 25
Canadian Northern Saskatchewan Railway Co.....	255	3,825,000 00	1,174,813 33	782,210 60
Grand Trunk Pacific Branch Lines Co.....	760	11,400,000 00	11,328,892 00	9,908,627 53
Grand Trunk Pacific Saskatchewan Ry. Co.....	605	9,075,000 00	Nil.	Nil.
		41,625,000 00	26,213,105 33	21,147,333 38
Bridges and Terminals—				
Grand Trunk Pacific Branch Lines Co.....		5,100,000 00	1,882,240 00	1,536,660 62
Canadian Northern Saskatchewan Railway		1,000,000 00	486,666 66	486,666 66
		47,725,000 00	28,582,011 99	23,170,660 66

All unearned guarantees were permitted to lapse in 1918.

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## ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating \$7,860,000.

## NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and Southwestern Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follows:—

In the first instance the province advanced to the company \$13,500 per mile on 257.25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of \$13,500 per mile, less the sum of \$3,200 per mile. The \$3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the \$3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at \$4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating \$4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of \$13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid, the amount of provincial aid it will have received will have been \$3,200 per mile.

## BRITISH COLUMBIA.

	Guarantee Authorized.	Par Value of Bonds Executed.	Amount of Guarantee.
	\$	\$	\$
Canadian North Pacific Railway.....	47,975,000	40,157,527	33,013,467
Pacific Great Eastern Railway.....	20,160,000	20,160,000	18,035,198
	68,135,000	60,317,527	51,048,665

In 1916 there was added to the above \$11,550,000 of bonds of the Pacific Great Eastern, the guarantee of which had been authorized by the Legislature, The official statement for 1918 omits the amount.

## MANITOBA.

To the Canadian Northern Railway Co., the following guarantees have been given:—

1,243.73 miles, main line and branches in Manitoba at \$10,000 per mile....	\$12,437,286 66
332.30 miles, main line and branches in Manitoba at \$13,000 per mile....	4,320,000 00
286.28 miles, Port Arthur Division at \$20,000 per mile.....	5,745,586 67
Guarantees on Winnipeg Terminals.....	3,000,000 00
Total guarantees.....	\$25,502,873 33
Canadian Northern Manitoba Railway—	
12.3 miles at \$13,000 per mile.....	\$ 16,680 00

## NEW BRUNSWICK.

	Amount guaranteed.	Earned and paid.
	\$ cts.	\$ cts.
New Brunswick and Seaboard.....	297,000 00	297,000 00
Southampton.....	155,000 00	155,000 00
St. John and Quebec.....	6,400,000 00	3,597,898 70
Fredericton and Grand Lake.....	465,000 00	465,000 00
Total.....	7,317,000 00	4,514,898 70

## QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of \$224,000.

## TRAFFIC.

## PASSENGERS CARRIED.

Year.	Passengers carried.	Year.	Passengers carried.
1910.....	35,894,575	1915.....	49,322,035
1911.....	37,097,718	1916.....*	43,503,459
1912.....	41,124,181	1917.....*	48,106,530
1913.....	46,203,765	1918.....*	44,943,638
1914.....	46,702,280	1919.....	43,754,194

\* Corrected figures.

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## FREIGHT HANDLED.

Year.	Tons of freight (2,000 lbs.)	Year.	Tons of freight (2,000 lbs.)
1875.....	5,670,837	1910.....	74,482,866
1880.....	9,938,858	1911.....	79,884,282
1885.....	14,659,271	1912.....	89,444,331
1890.....	20,787,469	1913.....	106,992,710
1895.....	21,524,421	1914.....	106,393,989
1900.....	35,946,183	1915.....	87,204,833
1905.....	50,793,957	1916.....	109,659,088
1906.....	57,966,713	1917.....	121,916,272
1907.....	63,866,135	1918.....	127,543,687
1908.....	63,071,167	1919.....	116,699,572
1909.....	66,842,258		

## PASSENGER TRAFFIC.

The mileage used in calculations which follow is the operating single track mileage given in table No. 1.

## Passengers carried 1 mile:—

1910.....	2,466,729,664	1915.....	2,483,708,745
1911.....	2,605,968,924	1916.....	2,727,122,648
1912.....	2,910,251,636	1917.....	3,150,127,428
1913.....	3,265,656,080	1918.....	3,190,025,682
1914.....	3,089,031,194	1919.....	3,074,664,369

## Passengers carried 1 mile per mile of line:—

1910.....	99,742	1915.....	69,802
1911.....	102,597	1916.....	72,611
1912.....	108,888	1917.....	79,829
1913.....	111,353	1918.....	82,050
1914.....	100,309	1919.....	79,048

## Passengers carried per mile of line:—

1910.....	1,451	1915.....	1,299
1911.....	1,560	1916.....	* 1,162
1912.....	1,539	1917.....	* 1,246
1913.....	1,576	1918.....	* 1,156
1914.....	1,516	1919.....	1,125

## Average receipts per passenger per mile:—

1910.....	1.866	1915.....	2.021
1911.....	1.944	1916.....	1.954
1912.....	1.943	1917.....	1.946
1913.....	1.973	1918.....	* 2.122
1914.....	2.007	1919.....	2.557

## Passenger revenue:—

1910.....	\$ 46,018,880	1915.....	\$ 50,173,267
1911.....	50,566,894	1916.....	53,097,643
1912.....	50,543,664	1917.....	61,290,291
1913.....	64,441,430	1918.....	67,089,363
1914.....	62,012,296	1919.....	78,609,871

## Passenger train revenue:—

1910.....	\$ 52,956,219	1915.....	\$ 60,699,935
1911.....	58,317,998	1916.....	66,763,261
1912.....	65,048,187	1917.....	80,767,114
1913.....	74,431,994	1918.....	88,192,056
1914.....	72,564,203	1919.....	102,380,357

\* Corrected figures.

## Average receipts per passenger:—

1910.....	\$ 1.282	1915.....	\$ 1.083
1911.....	1.360	1916.....	1.083
1912.....	1.375	1917.....	1.140
1913.....	1.394	1918.....	1.322
1914.....	1.328	1919.....	1.797

## Average number of passengers per train:—

1910.....	59	1915.....	50
1911.....	60	1916.....	53
1912.....	62	1917.....	59
1913.....	62	1918.....	64
1914.....	59	1919.....	63

## Average number of passengers per car:—

1910.....	..	1915.....	14
1911.....	..	1916.....	14
1912.....	..	1917.....	16
1913.....	15	1918.....	17
1914.....	14	1919.....	17

## Average number of cars per passenger train:—

1913.....	5.6	1917.....	5.7
1914.....	5.7	1918.....	5.8
1915.....	5.4	1919.....	6.1
1916.....	5.5		

## Average passenger journey—miles:—

1910.....	69	1915.....	54
1911.....	70	1916.....	55
1912.....	71	1917.....	59
1913.....	71	1918.....	63
1914.....	66	1919.....	70

The average earnings per passenger train car mile were 34.4 cents. This includes all classes of cars forming a passenger train.

## FREIGHT TRAFFIC.

## Tons hauled 1 mile:—

1910.....	15,712,127,701	1915.....	17,661,309,723
1911.....	16,048,478,295	1916.....	28,195,364,264
1912.....	19,558,190,527	1917.....	31,186,707,851
1913.....	23,032,951,596	1918.....	31,029,072,279
1914.....	22,063,294,685	1919.....	27,724,397,202

## Tons hauled 1 mile per mile of line:—

1910.....	635,321	1915.....	496,355
1911.....	631,829	1916.....	753,202
1912.....	731,776	1917.....	807,948
1913.....	785,820	1918.....	798,093
1914.....	716,359	1919.....	712,783

## Average receipts per ton per mile:—

1910.....	\$ 0.739	1915.....	\$ 0.751
1911.....	0.777	1916.....	0.653
1912.....	0.757	1917.....	0.690
1913.....	0.758	1918.....	0.736
1914.....	0.742	1919.....	0.962

## Average trainload—tons:—

1910.....	311	1915.....	344
1911.....	305	1916.....	411
1912.....	325	1917.....	436
1913.....	342	1918.....	457
1914.....	353	1919.....	442

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## Average number of loaded cars per freight train:—

1910.....	18.15	1915.....	18.06
1911.....	18.03	1916.....	19.65
1912.....	18.19	1917.....	19.59
1913.....	18.00	1918.....	19.77
1914.....	18.40	1919.....	18.85

## Average number of tons per loaded car:—

1910.....	17.13	1915.....	18.43
1911.....	16.91	1916.....	20.91
1912.....	17.87	1917.....	22.24
1913.....	19.01	1918.....	23.09
1914.....	19.18	1919.....	23.46

## Average length of haul—miles:—

1913.....	216	1917.....	256
1914.....	217	1918.....	243
1915.....	202	1919.....	238
1916.....	257		

## Average revenue per ton:—

1913.....	\$ 1.636	1916.....	\$ 1.679
1914.....	1.614	1917.....	1.765
1915.....	1.520	1918.....	1.789
		1919.....	2.286

## Following is the record of freight tonnage per mile of line since 1875:—

1875.....	1,180	1910.....	3,012
1881.....	1,646	1916.....	2,929
1887.....	1,342	1917.....	3,159
1893.....	1,466	1918.....	3,281
1898.....	1,706	1919.....	3,000
1904.....	2,475		

## Gross earnings per revenue train mile—all trains:—

1910.....	\$2.036	1915.....	\$2.143
1911.....	2.103	1916.....	2.358
1912.....	2.174	1917.....	2.683
1913.....	2.263	1918.....	3.005
1914.....	2.253	1919.....	3.688

## Freight earnings per ton:—

1910.....	\$1.560	1915.....	\$1.520
1911.....	1.561	1916.....	1.679
1912.....	1.655	1917.....	1.766
1913.....	1.636	1918.....	1.789
1914.....	1.614	1919.....	2.286

## Earnings per passenger:—

1910.....	\$1.282	1915.....	\$1.208
1911.....	1.363	1916.....	1.083
1912.....	1.375	1917.....	1.140
1913.....	1.394	1918.....	1.322
1914.....	1.328	1919.....	1.797

## Freight earnings per freight train mile:—

1910.....	\$2.316	1915.....	\$2.279
1911.....	2.376	1916.....	2.686
1912.....	2.494	1917.....	3.006
1913.....	2.595	1918.....	3.359
1914.....	2.619	1919.....	4.256

Passengers earnings per passenger train mile:---

1910.....	\$1.313	1915.....	\$1.016
1911.....	1.348	1916.....	1.042
1912.....	1.390	1917.....	1.160
1913.....	1.223	1918.....	1.352
1914.....	1.185	1919.....	1.614

TRAFFIC HANDLED.

	1915.	1916	1917.	1918.	1919.
Products agriculture—	Tons.	Tons.	Tons.	Tons.	Tons.
Grain.....	9,159,793	18,957,627	16,491,090	13,985,361	11,235,463
Flour.....	2,514,609	3,184,922	3,374,965	3,919,476	3,051,415
Other mill products.....	1,486,665	1,685,147	1,684,176	1,722,985	1,534,421
Hay.....	1,211,835	1,323,954	1,042,395	1,522,626	1,650,194
Tobacco.....	38,580	47,694	44,482	51,252	56,508
Cotton.....	108,877	143,950	154,256	349,385	170,657
Fruit and vegetables.....	1,474,314	1,299,063	1,649,779	1,604,126	1,769,150
Other products of agriculture.....	391,236	463,354	686,311	722,459	617,655
Products of animals—					
Live stock.....	1,387,103	1,428,887	1,554,560	1,515,471	1,752,176
Dressed meats.....	608,062	630,992	645,094	764,121	1,073,921
Other packing-house products.....	395,364	615,701	596,349	644,023	946,949
Poultry, game and fish.....	282,856	360,892	373,514	424,728	550,115
Wool.....	41,156	105,912	62,456	90,455	73,557
Hides and leather.....	211,411	277,580	249,794	250,713	281,055
Other products of animals.....	430,705	486,395	499,120	559,821	596,443
Products of mines—					
Anthracite coal.....	6,477,642	7,057,628	7,623,874	9,033,037	7,361,435
Bituminous coal.....	16,114,480	18,122,835	21,782,444	25,076,008	23,440,474
Coke.....	1,171,427	1,772,854	1,641,488	1,735,596	1,354,697
Ores.....	3,524,211	5,610,548	5,570,215	5,491,452	4,084,964
Stone, sand, etc.....	4,841,415	3,891,874	3,910,562	3,850,855	3,402,681
Other products of mines.....	998,360	1,484,345	2,006,054	2,002,543	1,765,570
Products of forests—					
Lumber.....	7,985,885	8,551,087	10,100,749	10,478,969	9,955,898
Other products of forests.....	5,990,670	8,007,442	8,989,933	10,372,485	11,298,507
Manufactures—					
Petroleum and other oils.....	868,214	1,117,315	1,414,800	1,636,594	2,035,899
Sugar.....	707,714	744,866	797,763	912,113	899,984
Naval Stores.....	28,961	81,768	108,958	133,168	66,129
Iron, pig and bloom.....	488,216	1,256,343	1,723,249	1,745,333	1,460,466
Iron and steel rails.....	450,764	749,993	1,100,245	1,104,996	1,475,576
Castings and machinery.....	891,063	1,313,572	1,920,301	1,997,184	1,638,116
Bar and sheet metal.....	635,150	1,213,797	1,562,313	1,784,228	1,544,779
Cement, brick and lime.....	2,419,240	2,216,868	2,698,166	2,192,898	1,883,550
Agricultural implements.....	285,491	366,461	469,142	529,677	469,230
Wagons, carriages, tools, etc.....	339,749	516,368	672,939	566,720	567,194
Wines, liquors and beers.....	247,944	269,271	218,977	223,350	193,091
Household goods and furniture.....	295,496	366,399	438,483	499,751	443,875
Other manufactures.....	4,928,391	6,618,762	8,795,971	9,036,745	8,164,138
Merchandise.....	5,272,163	4,622,224	6,070,858	5,047,616	4,421,320
Miscellaneous.....	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320

SUMMARY.

	1915.	1916	1917.	1918.	1919.
Products of agriculture.....	Tons. 16,385,909	Tons. 27,105,711	Tons. 25,127,453	Tons. 23,877,670	Tons. 20,135,463
Products of animals.....	3,356,657	3,996,359	3,980,887	4,249,332	5,274,216
Products of mines.....	33,127,535	37,853,084	42,534,637	47,189,491	41,409,821
Products of forest.....	13,976,555	16,558,529	19,090,682	20,851,454	21,254,405
Manufactures.....	12,586,393	16,867,782	21,921,309	22,362,807	20,842,027
Merchandise.....	5,272,163	4,622,224	6,070,858	5,047,616	4,421,320
Miscellaneous.....	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320
Totals.....	b 87,204,838	109,659,087	c121,916,272	d127,543,687	116,699,572

b Undistributed 106,503 tons.

c Undistributed 39,244 tons.

d Undistributed 12,945 tons.

## RAILWAY STATISTICS

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## TRAFFIC HANDLED.

	1915.	1916.	1917.	1918.	1919.
Originating in Canada.....	49,364,052	62,950,122	67,134,164	68,385,790	63,556,991
Received from U.S. roads.....	22,134,118	26,287,034	31,330,530	34,039,620	31,645,130
Total originating.....	71,498,170	89,237,156	98,464,694	102,425,410	95,202,121
Received from connecting roads.....	15,706,668	20,421,932	23,481,578	25,118,277	21,497,451
Total handled.....	87,204,838	109,659,088	121,916,272	127,543,687	116,699,572

Decrease in 1919 from 1918 of 10,844,115 tons handled and 7,203,289 tons originating.

Freight Car Mileage.	1915.	1916.	1917.	1918.	1919.
Loaded freight cars.....	958,425,805	1,348,212,128	1,402,552,028	1,343,301,681	1,181,758,126
Empty freight cars.....	387,179,212	576,255,686	561,127,805	494,404,216	497,882,365
Caboose cars.....	45,669,172	63,344,375	66,728,241	64,419,008	59,472,896
Total.....	1,391,274,189	1,987,812,189	2,030,408,074	1,902,124,905	1,739,113,387

Passenger train Car Mileage.	1915.	1916.	1917.	1918.	1919.
Passenger cars.....	126,421,006	133,423,951	135,419,724	127,866,571	127,018,520
Sleeping, parlor, etc.....	53,632,104	56,565,727	59,489,362	53,808,982	58,181,799
Other cars.....	86,630,228	90,909,724	108,416,453	108,472,381	112,074,695
Total.....	266,683,338	280,899,402	303,325,539	290,147,934	297,275,014

## Revenue train mileage:—

	1914.	1915.	1916.	1917.	1918.	1919.
Passenger trains.....	45,219,048	41,648,243	42,449,022	44,083,575	41,850,189	41,048,124
Freight trains.....	55,343,193	43,661,573	60,036,984	62,863,724	60,143,014	55,034,882
Mixed trains.....	7,126,841	7,736,391	8,499,073	8,746,811	7,787,636	7,652,411
Special trains.....	206,190	172,272	90,811	102,990	76,721	97,418
Total.....	107,895,272	93,218,479	111,075,890	115,797,100	109,857,560	103,832,835
Non-revenue trains.....	4,911,928	1,955,104	3,338,181	3,627,901	4,158,919	4,159,658

## Locomotive mileage:—

Class of locomotive.	1914.	1915.	1916.	1917.	1918.	1919.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Freight.....	58,675,214	47,731,635	66,491,134	68,983,629	63,921,041	60,080,642
Passenger.....	45,069,967	41,006,923	42,215,551	44,005,835	40,870,513	42,296,331
Mixed.....	10,276,245	7,561,213	7,610,281	8,612,666	7,897,536	7,871,917
Switching.....	22,937,611	19,897,242	23,586,669	28,509,069	28,625,512	26,519,327
Special.....	169,719	157,031	5,062,813	153,099	5,438,603	157,947
Total.....	137,128,756	116,354,044	144,966,448	150,264,298	146,753,205	136,926,164

## INCOME ACCOUNT.

	1918.		1919.			
	\$	cts.	\$	cts.		
Gross earnings from operation.....	330,220,149	95	382,976,901	41		
Operating expenses.....	273,955,435	79	341,866,509	01		
Net operating revenue.....		56,264,714	16	41,110,392	40	
Outside operations:—						
Revenue.....	5,423,530	94	8,802,803	72		
Expense.....	3,744,180	08	6,831,555	34		
Net revenue.....	1,679,350	86	1,971,248	38		
Income—Other sources.....	19,627,863	92	21,307,214	78		
			18,501,190	97		
		77,571,928	94	61,582,831	75	
Less taxes.....		4,711,262	84	5,316,713	75	
Gross corporate income.....		72,860,666	10	56,266,118	00	
Deductions:—						
Lease of other roads.....	\$ 3,491,478	94	3,745,795	56		
Other rents.....	6,873,321	18	5,675,530	49		
Loss on separately owned property.....			2,673,248	13		
Interest on funded debt.....	30,665,899	36	30,974,059	78		
Other interest.....	9,182,886	61	12,123,201	28		
Sinking funds.....	9,733	33	19,260	18		
Other debentures.....	2,417,146	10	54,532,437	39		
Net Corporate Income.....		18,328,228	71	Net Corp. loss.	1,264,680	71
Disposal of Net Corporate Income:—						
Dividends—Common.....	26,876,705	16	26,899,267	66		
Preferred.....	10,331,172	14	10,331,172	14		
Additions and Betterments, Cr.....	209	43	879	95		
Reserves and Miscellaneous.....	195,831	57	37,403,499	44		
Reserves and Miscellaneous.....			323,721	18		
Balance to Profit and Loss, Dr.....		\$ 19,075,270	73	\$ 38,817,961	74	

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## GROSS EARNINGS.

	1918.		1919.	
	\$	cts.	\$	cts.
<b>Rail line—</b>				
Freight.....	228,244	416 07	266,825	881 94
Passenger.....	67,089	362 62	78,609	870 97
Excess baggage.....	595	790 35	573	322 28
Sleeping cars.....	3,179	760 94	3,716	450 77
Parlour and chair cars.....	262	576 39	274	505 07
Mail.....	3,288	733 75	3,399	830 60
Express.....	9,824	583 29	10,744	374 20
Other passenger trains.....	64	024 66	49	744 50
Milk.....	550	416 08	621	277 11
Switching.....	2,917	752 37	2,680	376 61
Special service train.....	89	677 79	84	763 43
Other freight train.....	36	920 15	27	529 62
Water transfer freight.....	1	529 61	62	588 80
<b>Totals.....</b>		<b>316,145,544 07</b>		<b>367,670,515 90</b>
<b>Water line—</b>				
Freight.....	2,266	102 13	2,455	033 14
Passenger.....	432	537 50	413	878 30
Excess baggage.....	2	995 71	1	579 28
Other passenger service.....				
Mail.....	20	564 70	18	609 60
Express.....	25	476 65	15	763 30
Special service.....				
Other.....	Dr.	139,749 47		243 35
<b>Totals.....</b>		<b>2,608,027 22</b>		<b>2,905,106 97</b>
<b>Incidental—</b>				
Dining and buffet.....	3,336	808 34	4,390	981 69
Hotel and restaurant.....	627	518 13	779	016 66
Station, train, etc., privileges.....	98	847 47	109	579 43
Parcel room.....	88	479 48	136	178 98
Storage—freight.....	342	772 95	525	816 15
Storage—baggage.....	85	052 19	127	072 36
Demurrage.....	1,936	611 52	2,120	298 26
Telegraph and telephone.....	281	167 59	91	731 82
Grain elevators.....	888	454 99	1,113	683 16
Stockyards.....	24	859 27	24	654 00
Rents of buildings, etc.....	1,488	020 86	1,547	598 07
Miscellaneous.....	1,918	485 88	1,367	695 61
<b>Totals.....</b>		<b>11,117,078 67</b>		<b>12,334,306 19</b>
Joint facilities, Cr. balance.....		349,499 99		66,972 35
<b>Gross earnings.....</b>		<b>330,220,149 95</b>		<b>382,976,901 41</b>

Increase 1919 over 1918, \$52,756,751.46.

See Table 5 for details of Net Earnings.

## Gross earnings per mile of line:—

1875.....	\$4,053	1911.....	7,430
1880.....	3,275	1912.....	8,209
1885.....	2,993	1913.....	8,760
1890.....	3,562	1914.....	7,894
1895.....	2,928	1915.....	5,616
1900.....	4,006	1916.....	6,943
1905.....	5,197	1917.....	8,051
1910.....	7,034	1918.....	8,493
		1919.....	9,846

## GROSS EARNINGS, OPERATING EXPENSES, OPERATING RATIO.

Year.	Earnings.					Net operating expenses.	Per cent operating expenses to gross earnings.
	Passenger.	Freight and switching.	Other.	Total gross.	Total operating expenses.		
	\$	\$	\$	\$	\$	\$	(Operating ratio.)
1910.....	52,956,219	117,494,484	3,505,514	173,956,217	120,305,440	53,507,777	69.2
1911.....	58,317,998	126,570,534	3,844,962	188,733,494	131,034,785	57,698,709	69.4
1912.....	65,048,187	149,961,140	3,494,426	219,403,753	150,726,540	68,677,213	68.7
1913.....	74,431,994	177,089,373	5,181,336	256,702,703	182,011,690	74,691,013	70.9
1914.....	72,564,203	165,753,731	4,765,605	243,083,539	178,975,259	64,108,280	73.6
1915.....	60,699,935	134,488,304	4,654,833	199,843,072	147,731,099	52,111,973	73.9
1916.....	53,097,643	185,806,168	*22,984,843	261,888,654	180,542,259	81,346,395	68.9
1917.....	61,290,291	217,625,963	*31,855,225	310,771,479	222,890,637	87,880,842	71.7
1918.....	88,192,056	231,813,389	10,214,705	330,220,150	273,955,436	56,264,714	82.96
1919.....	102,380,357	270,463,390	10,133,154	382,976,901	341,866,509	41,110,392	89.27

\*Includes Excess Baggage, Sleeping and Parlour Car, Mail, Express, Milk, Other Pass. Train and Dining and Buffet for these years only. These are included in Passenger for the other years. These items total for 1916, \$16,192,941, for 1917, \$19,476,823.

## OPERATING EXPENSES.

	Per Mile of Line.	Per Train Mile (all trains).	
		Earnings per train mile.	Expenses per train mile.
	\$	\$	\$
1899.....	2.360	1.192	0.779
1900.....	2.701	1.282	0.864
1901.....	2.777	1.366	0.944
1902.....	3.064	1.501	1.028
1903.....	3.554	1.591	1.117
1904.....	3.837	1.634	1.216
1905.....	3.904	1.614	1.213
1906.....	4.080	1.723	1.198
1907.....	4.621	1.953	1.381
1908.....	4.672	1.869	1.364
1909.....	4.340	1.816	1.309
1910.....	4.869	2.036	1.409
1911.....	5.159	2.103	1.460
1912.....	5.640	2.174	1.493
1913.....	6.211	2.263	1.604
1914.....	5.812	2.253	1.659
1915.....	4.152	2.144	1.585
1916.....	4.823	2.358	1.623
1917.....	5.774	2.682	1.925
1918.....	7.046	3.006	2.494
1919.....	8.789	3.682	3.292

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## OPERATING EXPENSES FOR 1919.

	\$	Per cent.
Way and structures.....	69,034,242 27	20.19
Equipment.....	78,397,270 13	22.93
Traffic.....	6,545,932 50	1.91
Transportation—rail line.....	170,382,033 76	49.83
"    water line.....	2,168,889 52	0.63
Miscellaneous operations.....	5,606,045 30	1.64
General expenses.....	9,730,448 93	2.84
Transportation for investment—Cr.....	7,353 60	0.03
Total.....	341,866,509 01	
Increase over 1918.....	67,911,073 22	

## OPERATING EXPENSES.

	1916.			1917.			1918.		
	\$	cts.	Per cent.	\$	cts.	Per cent.	\$	cts.	Per cent.
Way and structures.....	36,040,945	06	19.96	41,154,193	11	18.46	51,614,857	71	18.84
Equipment.....	35,822,484	20	19.84	46,371,178	39	20.80	57,304,234	84	20.92
Traffic.....	5,560,515	12	3.08	6,236,810	91	2.79	6,342,393	99	2.32
Transportation—rail line.....	92,882,661	24	51.45	114,327,343	71	51.29	145,107,396	15	52.96
"    water line..	184,824	13	0.10	3,271,892	62	1.47	1,552,958	83	0.56
Miscellaneous operations....	3,279,588	42	1.81	3,962,543	94	1.78	4,443,665	75	1.62
General expenses.....	6,781,574	19	3.75	7,584,881	55	3.40	7,597,985	10	2.77
Transportation for investment—Cr.....	10,333	38	0.01	18,207	15	0.01	8,056	58	0.01
Total.....	180,512,258	98		222,890,637	08		273,955,435	79	

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES AND EQUIPMENT.

Year.	Maintenance of Way. Amount.	Mileage.	Amount per Mile of Line	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	\$		\$		\$		\$
1910.....	27,035,603	24,731	1,093	1910....	26,002,301	24,731	1,051
1911.....	29,245,093	25,400	1,151	1911....	26,127,638	25,400	1,028
1912.....	31,514,098	26,727	1,179	1912....	29,811,510	26,727	1,115
1913.....	35,933,322	29,336	1,224	1913....	37,289,718	29,336	1,271
1914.....	35,292,226	30,795	1,146	1914....	36,375,330	30,795	1,181
1915.....	28,762,906	35,582	808	1915....	28,156,261	35,582	791
1916.....	36,040,045	37,434	962	1916....	35,822,484	37,434	956
1917.....	41,154,193	38,604	1,066	1917....	46,371,178	38,604	1,201
1918.....	51,614,857	38,879	1,327	1918....	57,304,234	38,879	1,473
1919.....	69,034,242	38,896	1,775	1919....	78,397,270	38,896	2,017

## TAXES.

Province.	1916.	1917.	1918.	1919.
	\$	\$	\$	\$
Nova Scotia.....	1,351 31	437, 36	1,705 13	964 00
New Brunswick.....	3,902 26	58,740 06	58,446 21	76,211 61
Quebec.....	617,686 15	659,049 59	624,816 36	811,564 52
Ontario.....	1,510,007 84	2,148,141 12	1,693,129 38	1,974,185 48
Manitoba.....	247,300 07	396,924 52	337,140 82	212,273 30
Saskatchewan.....	107,659 74	251,575 68	163,186 37	259,027 80
Alberta.....	146,400 74	189,812 47	210,067 33	526,565 30
British Columbia.....	343,643 55	326,122 51	749,422 79	649,558 05
Yukon.....	6,845 04	6,805 27	6,826 17	6,821 05
Undistributed.....	112,060 76			285,880 15
Outside Canada.....	224,913 91	316,563 84	166,347 82	258,381 70
Total.....	3,321,801 37	4,354,172 52	4,011,088 38	5,061,432 96

The government owned line Prince Edward Island Ry is the only steam railway in Prince Edward Island therefore no taxes are assessed on railways by that province.

## SALARIES AND WAGES.

Year.	Number of Employees.	Salaries and Wages.	Ratio to Gross Earnings.	Ratio to Operating Expenses.
		\$		
1910.....	123,768	67,167,793	38.61	55.78
1911.....	141,224	74,613,738	39.53	56.94
1912.....	155,901	94,237,623	39.79	57.92
1913.....	178,652	115,749,825	45.09	63.59
1914.....	159,142	111,762,972	45.97	62.43
1915.....	124,142	90,215,727	45.15	61.09
1916.....	144,770	104,300,647	39.82	57.95
1917.....	146,175	129,626,187	41.85	58.34
1918.....	143,493	152,274,953	46.14	55.59
1919.....	158,777	208,939,995	54.56	61.12

## WAGES AND SALARIES.

Items.	1915.	1916.	1917.	1918.	1919.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 to 5 General Offices Superintendence.....	10,122,122 04	10,335,711 11	14,957,705 43	17,075,814 44	22,985,070 54
6 to 26 Maintenance of Road and Equipment and Construction.....	37,824,178 90	44,001,341 77	53,237,311 21	64,432,547 93	93,308,553 59
27 to 29 Outside Traffic.....	683,857 08	978,043 93	715,306 98	738,057 19	1,403,463 63
30 to 40 Agents, Operators, 46 to 47 Misc. operation					
59 to 65.....	18,014,089 76	19,117,544 62	26,306,422 37	30,310,862 42	42,332,795 32
41 to 45 Trainmen, Yard.....	4,742,048 21	5653,385 13	7031,963 84	8665,250 22	11,353,453 60
49 to 58 Trainmen, Road.....	18,829,431 02	24,214,615 44	27,377,475 41	31,052,420 68	37,556,657 93
Total.....	90,215,727 01	104,300,642 00	129,626,185 24	152,274,952 88	208,939,994 61

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## EMPLOYEES AND THEIR COMPENSATION 1919.

Class of employees. (A)	Average Number of Employees.	Hours on duty and compensation.	
		Total number of hours on duty during year.	Total compensation during year.
			\$ c.
1 General officers.....	761	2,151,493	3,433,222 52
2 Division officers.....	1,157	4,618,485	2,883,670 12
3 Clerks.....	14,143	35,422,207	15,672,946 14
4 Messengers and attendants.....	439	1,318,342	317,239 16
5 Assistant engineers and draftsmen.....	479	1,243,259	677,092 60
6 M. W. and S. foreman (excluding Nos. 7 and 25).....	920	2,755,396	1,465,468 03
7 Section foreman.....	5,812	13,058,862	8,302,347 25
8 General foremen, M. E. Department.....	137	359,451	283,676 24
9 Gang and other foremen, M. E. department.....	1,617	4,285,803	3,146,432 26
10 Machinists.....	4,430	10,351,399	7,097,735 58
11 Boiler makers.....	1,512	4,564,244	2,741,275 40
12 Blacksmiths.....	631	1,442,866	981,846 06
13 Masons and bricklayers.....	67	143,477	83,959 88
14 Structural iron workers.....	46	119,732	52,243 85
15 Carpenters.....	5,336	12,353,497	7,182,751 26
16 Painters and upholsterers.....	1,435	3,018,117	1,803,523 99
17 Electricians.....	522	1,228,611	753,436 09
18 Air-brake men.....	284	646,401	377,441 03
19 Car inspectors.....	1,844	5,210,681	2,916,116 76
20 Car repairers.....	3,536	8,809,102	4,780,439 06
21 Other skilled labour.....	7,061	16,213,114	8,918,123 51
22 Mechanics' helpers and apprentices.....	6,279	14,636,363	6,325,354 10
23 Section men.....	20,377	55,297,279	20,261,836 46
24 Other unskilled labour.....	13,486	34,602,788	11,858,877 71
25 Foremen of const. gangs and work trains.....	263	710,877	395,204 13
26 Other men in const. gangs and work trains.....	4,736	11,251,268	3,580,464 22
27 Travelling agents and solicitors.....	272	759,881	457,863 91
28 Employees in outside agencies.....	104	218,852	188,289 44
29 Other traffic employees.....	941	2,044,851	757,310 28
30 Train dispatchers and directors.....	533	1,445,625	1,384,179 94
31 Telegraphers, telephoners, and block operators.....	1,889	5,730,441	3,487,093 33
32 Telegraphers and telephoners operating interlockers.....	169	607,778	257,872 24
33 Levermen (non-telegraphers).....	369	1,252,672	504,162 82
34 Telegrapher-clerks.....	340	1,068,106	545,190 84
35 Agent-telegraphers.....	2,960	9,115,645	5,496,877 24
36 Station agents (non-telegraphers).....	717	2,189,964	1,140,030 78
37 Station masters and assistants.....	94	289,438	119,049 16
38 Station service (except Nos. 3, 34, 35, 36, and 47).....	9,524	26,013,838	10,151,617 64
39 Yardmasters.....	330	1,106,545	801,594 97
40 Yardmasters' assistants (not yards clerks).....	143	504,269	322,427 16
41 Yard engineers and motormen.....	1,065	3,520,204	2,382,841 10
42 Yard firemen and helpers.....	1,123	3,589,109	1,721,834 61
43 Yard conductors.....	1,199	3,707,106	2,399,481 91
44 Yard brakemen.....	2,516	6,835,199	4,350,005 11
45 Yard switch tenders.....	424	1,337,155	508,270 78
46 Other yard employees.....	292	837,354	234,834 20
47 Hostlers.....	1,538	4,222,437	1,829,959 63
48 Enginehouse watchmen and labourers.....	3,545	11,237,379	4,344,343 11
49 Road freight engineers and motormen.....	3,271	9,272,768	7,405,250 87
50 Road freight firemen and helpers.....	3,739	9,930,198	6,035,864 39
51 Road freight conductors.....	2,549	8,425,207	5,713,815 88
52 Road freight brakemen and flagmen.....	5,592	17,416,252	9,351,532 44
53 Road passenger engineers and motormen.....	968	2,883,818	2,627,243 26
54 Road passenger firemen and helpers.....	982	2,572,415	1,975,060 37
55 Road passenger conductor.....	738	3,154,588	1,719,510 79
56 Road passenger baggagemen.....	665	2,007,572	1,125,373 53
57 Road passenger brakemen and flagmen.....	991	2,774,397	1,545,429 45
58 Other road trainmen.....	50	128,569	57,576 95
59 Crossing flagmen and gatemen.....	674	2,220,683	780,808 34
60 Drawbridge operators.....	108	369,602	152,526 78
61 Floating-equipment employees.....	1,781	10,089,453	1,808,737 01
62 Express-service employees.....	757	1,924,037	674,503 71
63 Policemen and watchmen.....	698	2,384,539	841,538 96
64 All other transportation employees.....	804	2,628,519	1,014,457 52
65 All other employees.....	7,013	20,962,475	6,440,989 94
Total.....	158,777	431,397,059	208,939,994 61

10 GEORGE V, A. 1920

AVERAGE HOURLY COMPENSATION OF RAILWAY EMPLOYEES FOR 1917, 1918  
AND 1919.

	1917.	1918.	1919.
	\$	\$	\$
1 General officers.....			
2 Division officers.....			
3 Clerks.....	-280	-307	-442
4 Messengers and attendants.....	-117	-178	-240
5 Assistant engineers and draftsmen.....	-355	-409	-545
6 M. W. and S. foreman (excluding Nos. 7 and 25).....	-355	-394	-531
7 Section foremen.....	-279	-314	-635
8 General foremen, M. E. department.....	-487	-540	-787
9 Gang and other foremen, M. E. department.....	-385	-457	-734
10 Machinists.....	-422	-467	-685
11 Boiler makers.....	-394	-455	-600
12 Blacksmiths.....	-250	-423	-680
13 Masons and bricklayers.....	-350	-431	-585
14 Structural iron workers.....	-305	-334	-436
15 Carpenters.....	-304	-368	-581
16 Painters and upholsterers.....	-296	-362	-597
17 Electricians.....	-323	-373	-613
18 Air-brake men.....	-387	-342	-583
19 Car inspectors.....	-298	-321	-559
20 Car repairers.....	-263	-321	-542
21 Other skilled labour.....	-296	-350	-550
22 Mechanics' helpers and apprentices.....	-237	-298	-432
23 Section men.....	-206	-237	-366
24 Other unskilled labour.....	-219	-252	-342
25 Foremen of const. gangs and work trains.....	-363	-329	-555
26 Other men in const. gangs and work trains.....	-212	-268	-315
27 Travelling agents and solicitors.....	-473	-471	-602
28 Employees in outside agencies.....	-557	-802	-860
29 Other traffic employees.....	-388	-445	-370
30 Train dispatchers and directors.....	-623	-704	-957
31 Telegraphers, telephoners, and block operators.....	-308	-382	-608
32 Telegraphers and telephoners operating interlockers.....	-258	-338	-424
33 Levermen (non-telegraphers).....	-187	[207	-402
34 Telegrapher-clerks.....	-284	-328	-510
35 Agent-telegraphers.....	-318	-381	-602
36 Station agents (non-telegraphers).....	-322	-361	-520
37 Station masters and assistants.....	-243	-306	-411
38 Station service (except Nos. 3, 34, 35, 36 and 47).....	-225	-257	-390
39 Yardmasters.....	-458	-507	-724
40 Yardmaster's assistants (not yard clerks).....	-333	-416	-639
41 Yard engineers and motormen.....	-422	-532	-676
42 Yard firemen and helpers.....	-264	-334	-479
43 Yard conductors.....	-389	-444	-644
44 Yard brakemen.....	-375	-412	-636
45 Yard switch tenders.....	-201	-199	-350
46 Other yard employees.....	-163	-203	-280
47 Hostlers.....	-284	-303	-433
48 Enginehouse watchmen and labourers.....	-212	-247	-386
49 Road freight engineers and motormen.....	-538	-660	-798
50 Road freight firemen and helpers.....	-364	-437	-607
51 Road freight conductors.....	-433	-560	-678
52 Road freight brakemen and flagmen.....	-324	-338	-537
53 Road passenger engineers and motormen.....	-688	-838	1,017
54 Road passenger firemen and helpers.....	-413	-559	-767
55 Road passenger conductors.....	-589	-552	-798
56 Road passenger baggagemen.....	-375	-359	-560
57 Road passenger brakemen and flagmen.....	-372	-366	-556
58 Other road trainmen.....	-296	-488	-448
59 Crossing flagmen and gatemen.....	-146	-175	-351
60 Drawbridge operators.....	-189	-232	-412
61 Floating-equipment employees.....	-133	-155	-179
62 Express-service employees.....	-171	-257	-350
63 Policemen and watchmen.....	-219	-248	-352
64 All other transportation employees.....	-213	-244	-385
65 All other employees.....	-188	-220	-307
TOTAL.....	-288	-331	-484

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## CLASSIFICATION OF LOCOMOTIVES.

Locomotives.	1914.	1915.	1916.	1917.	1918.	1919.
Passenger.....	1,783	1,840	1,744	1,389	1,372	1,457
Freight.....	3,028	2,912	3,077	3,490	3,603	3,610
Switching.....	636	734	669	747	781	812

## PASSENGER CARS.

Cars in Passenger Service.	1914.	1915.	1916.	1917.	1918.	1919.
First class.....	2,167	2,213	2,187	2,168	2,172	2,172
Second class.....	627	632	706	687	595	618
Combination.....	491	486	409	418	406	396
Emigrant.....	466	509	519	534	568	701
Dining.....	204	215	215	216	196	203
Parlour.....	130	138	138	155	166	164
Sleeping.....	500	538	556	562	555	550
Baggage, express and postal.....	1,378	1,457	1,458	1,462	1,514	1,513
Other.....	39	138	138	175	204	195
Totals.....	6,002	6,326	6,326	6,377	6,376	6,512

## CAPACITY OF FREIGHT CARS.

	1917.		1918.		1919.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.....	145,290	4,899,651	150,074	5,126,659	153,520	5,255,121
Flat.....	25,322	816,245	23,414	759,768	24,768	817,847
Stock.....	7,883	232,185	8,556	253,350	9,189	272,590
Coal.....	15,649	538,609	16,949	692,785	18,375	772,800
Tank.....	731	35,134	485	16,306	419	14,340
Refrigerator.....	5,324	155,510	5,893	176,890	6,022	180,800
Other.....	3,390	137,122	3,664	141,012	4,965	185,797
Totals.....	203,499	6,798,456	209,026	7,166,770	217,258	7,499,295

## FUEL CONSUMED BY LOCOMOTIVES.

Fuel consumed.———tons:—

Class of Locomotives.	1915.	1916.	1917.	1918.	1919.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight.....	3,642,056	5,273,546	5,675,606	5,852,935	5,185,560
Passenger.....	1,989,004	1,938,619	2,127,621	2,092,912	2,088,087
Mixed.....	378,574	421,425	524,917	445,058	499,467
Switching.....	854,651	1,053,739	1,463,820	1,454,384	1,345,598
Construction and special.....	39,133	307,794	338,835	328,055	332,306
Total.....	6,903,418	8,995,123	10,130,799	10,173,344	9,451,018

Cost per ton:—

1915.....	\$ 3 02	1918.....	\$ 5 17
1916.....	3 11	1919.....	5 52
1917.....	3 63		

Volume and cost of fuel:—

Year.	Tons.	Cost.
1915.....	6,903,418	\$ 20,889,055
1916.....	8,995,123	27,961,186
1917.....	10,130,799	36,784,642
1918.....	10,173,344	52,630,430
1919.....	9,451,018	52,214,897

Fuel analysis for 1919:—

Class of Locomotive.	Coal.		Wood.	Other Fuel.		Total.	Miles Run.
	Anthra- cite.	Bitu- m' nous.		Oil.	Charcoal.		
	Tons.	Tons.	Cords.	Gallons.	Bushels.	Tons.	
Freight.....	856	5,011,110	23,324	26,508,074	47,029	5,185,560	60,615,563
Passenger.....		1,994,725	8,813	14,537,474	39,453	2,088,087	42,333,309
Mixed.....	3,049	488,598	2,647	1,061,712	4,665	499,467	8,591,046
Switching.....		1,320,820	6,457	3,379,764	18,098	1,345,598	24,006,047
Special.....	525	321,340	1,917	1,543,745	3,485	332,306	5,705,491
Total.....	4,430	9,136,593	43,158	47,030,769	112,730	9,451,018	141,251,456

Fuel consumed per 100 locomotive miles:—

Class of Locomotive.	Fuel Consumed per 100 Locomotive Miles.				
	1915.	1916.	1917.	1918.	1919.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight.....	7.63	7.93	8.23	9.15	8.55
Passenger.....	4.85	4.59	4.83	5.12	4.93
Mixed.....	5.01	5.54	6.09	5.64	5.81
Switching.....	4.29	4.47	5.13	5.09	5.60
Construction or special.....	2.49	6.15	2.18	6.03	5.82

Cost per 100 locomotive miles:—

Class of Locomotive.	Cost of Fuel per 100 Locomotive Miles.				
	1915.	1916.	1917.	1918.	1919.
	\$	\$	\$	\$	\$
Freight.....	23.04	24.66	29.87	47.30	47.22
Passenger.....	14.64	14.27	17.53	26.47	27.22
Mixed.....	15.13	17.22	22.10	29.15	32.09
Switching.....	12.95	13.90	18.62	26.32	30.94
Construction or special.....	7.51	19.12	7.91	31.17	32.15

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## ACCIDENTS TO PASSENGERS.

Accidents to passengers:—

Causes—Accidents to Passengers.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Collisions.....	1	3	6	13	2	90	68	88	104	25
Derailments.....		2				53	58	129	69	130
Parting of trains.....						2	4	7	13	1
Falling from trains, etc.....	7	3	5	4	3	30	35	33	34	31
Jumping on or off.....	4	7	7	8	11	62	51	56	38	43
Struck at highways.....				1		1	1	1	1	2
“ stations.....	2	4	1	1	2	3	4	14	4	2
“ other points.....	1		2	1	1	4	1	1	1	3
Other causes.....	2	1	3	4	15	59	69	81	58	59
Total.....	17	20	24	32	34	304	291	410	322	296

Accidents to employees:—

Causes—Accidents to Employees.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Coupling or uncoupling.....	9	12	16	9	11	78	135	187	182	172
Collisions.....	11	44	15	20	16	74	98	137	80	133
Derailments.....	9	12	13	12	18	53	104	72	92	144
Parting of trains.....	1			2		10	34	43	19	34
Locomotive or cars breaking down.....	1		1		3	17	13	30	27	39
Falling from trains or cars.....	17	23	30	12	24	182	244	311	293	286
Jumping on or off.....	3	4	12	14	3	120	174	233	239	240
Struck by trains, etc.....	44	40	75	62	49	70	132	115	154	126
Overhead obstructions.....	1	1	4	3	5	28	27	32	35	33
Other causes.....	6	13	11	20	22	314	494	749	747	653
Total.....	102	149	177	154	151	946	1,455	1,909	1,868	1,860

Classes of employees:—

Employees.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Trainmen.....	50	83	102	67	77	628	989	1,439	1,372	1,369
Trackmen.....	24	45	39	47	50	95	176	135	175	201
Switch tenders, etc.....	9	6	4	6	7	26	33	34	20	37
Stationmen.....		2	6	1	6	13	30	28	14	31
Shopmen.....	6	4	10	13	5	59	51	93	98	94
Telegraph employees.....				2	1	3	7	7	11	23
Other employees.....	13	9	16	18	5	122	169	173	178	105
Total.....	102	149	177	154	151	946	1,455	1,909	1,868	1,860

The record of accidents from the movement of trains for the years 1915 to 1919 is as follows:—

Year.	Killed.	Injured.
1915.....	366	1,578
1916.....	437	2,058
1917.....	419	2,682
1918.....	383	2,549
1919.....	359	2,546

## ACCIDENTS.

1919.	Movement of trains.		Non-Movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	34	296	2	22
Employers.....	151	1,860	23	3,572
Trespassers.....	112	133		
Non-trespassers.....	60	177		
Postal clerks and others.....	2	80	2	22
Total.....	359	2,546	27	3,616

	Killed, Movement of Trains.					Injured, Movement of Trains.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Passengers.....	17	20	24	32	34	304	291	410	322	296
Employees.....	102	149	177	154	151	946	1,455	1,909	1,868	1,860
Trespassers.....	168	191	150	129	112	147	141	124	140	133
Non-trespassers.....	73	77	64	64	60	167	158	193	173	177
Postal clerks, etc.....			4	4	2	14	13	46	46	80
Total.....	360	437	419	383	359	1,578	2,058	2,682	2,549	2,546

From other causes than the movement of trains:—

	Killed.				Injured.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
Passengers.....				2	18	22	22	22
Trackmen etc.....	8	8	6	6	520	653	798	970
Stationmen.....			3	3	237	371	434	428
Shopmen.....	1	7	4	8	1,184	952	1,188	1,449
Other employees.....	16	17	11	6	936	711	1,064	725
Other persons.....	6	1	3	2	25	38	34	22
Total.....	31	33	27	27	2,920	2,747	3,540	3,616

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## ACCIDENTS AT HIGHWAY CROSSINGS.

Class of Highway Crossing.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Urban.....	30	26	29	40	32	68	68	88	76	79
Rural.....	36	41	29	33	30	44	30	56	56	79
Total.....	66	67	58	73	62	112	98	144	132	158

## HIGHWAY CROSSINGS.

Year.	Protected Crossings.		Unprotected Crossings.		
	Urban.	Rural.	Urban.	Rural.	
1909.....		587	492	1,767	15,426
1910.....		630	557	1,902	16,923
1911.....		692	661	2,026	16,655
1912.....		788	680	3,039	17,268
1913.....		844	827	2,658	18,681
1914.....		894	823	3,493	20,642
1915.....		948	1,032	2,759	20,105
1916.....	1,003	1,090	2,867	21,265	
1917.....	987	1,085	3,886	23,379	
1918.....	1,028	1,049	3,832	20,935	
1919.....	1,087	1,079	2,908	21,111	

Crossings—How Protected.	1916.		1917.		1918.		1919.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates.....	88	189	59	202	43	224	46	240
By bridges.....	312	208	301	190	295	195	303	201
By subways.....	407	290	429	293	399	301	419	307
By bells.....	259	187	271	187	272	190	287	219
By watchmen.....	24	129	25	115	40	118	24	120
Total.....	1,090	1,003	1,085	987	1,049	1,028	1,079	1,087

RAILWAY TIES CONSUMPTION.  
(Exclusive of new construction).

Class.	Number of Ties.				Cost of Ties.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
					\$	\$	\$	\$
Cedar.....	834,276	631,673	610,158	1,259,841	392,569	293,689	381,377	997,092 16
Oak.....	364,372	460,903	686,886	807,142	259,324	334,210	592,747	929,097 63
Hemlock.....	157,781	197,118	304,103	1,360,533	57,199	73,281	137,211	942,021 71
Spruce.....	98,857	196,087	88,482	893,804	22,922	54,633	28,645	631,967 95
Fir.....	58,342	62,483	63,678	267,858	22,689	23,220	25,903	165,735 77
Tamarack.....	245,790	813,697	180,269	1,091,836	97,886	379,608	102,526	843,442 70
Pine.....	368,347	1,309,852	1,849,615	3,124,427	182,610	634,373	995,596	2,448,147 80
Chestnut.....	46,170	134,087	36,477	58,241	26,269	76,788	24,724	52,135 47
Soft Wood.....	22,425	11,457		9,492	7,843	5,388		7,878 36
Hardwood.....	14,888	10,776		9,748	13,480	2,694		7,642 94
Treated.....	3,084,234	3,106,636	2,732,598	728,485	1,631,069	1,624,436	1,471,266	590,280 21
Unclassified.....	1,090,892	1,918,092	1,233,655	2,144,906	480,602	865,854	941,317	1,754,076 65
Total.....	6,386,464	8,852,861	7,785,831	11,856,373	3,194,472	4,368,124	4,701,312	9,369,519 35

## AVERAGE COST OF TIES.

Class.	Average Cost per Tie.			
	1916.	1917.	1918.	1919.
	cts.	cts.	cts.	cts.
Cedar.....	47.0	46.4	62.5	79.2
Oak.....	71.1	72.4	86.3	\$1 02
Hemlock.....	36.2	37.1	45.1	69.2
Spruce.....	20.3	22.2	32.4	70.7
Fir.....	38.8	37.1	40.6	61.8
Tamarack.....	35.7	46.6	56.8	77.2
Pine.....	49.5	48.4	54.0	78.3
Chestnut.....	56.8	57.2	67.7	90.0
Soft wood.....	34.9	46.6	....	83.0
Hardwood.....	90.0	25.0	....	78.4
Treated.....	52.8	52.2	53.8	81.0
Unclassified.....	44.0	45.1	76.3	81.7
Total.....	50.8	49.3	60.3	79.0

## ELECTRIC RAILWAYS.

## MILEAGE.

First track mileage:—

1910.....	1,047.07	1915.....	1,590.29
1911.....	1,223.73	1916.....	1,724.71
1912.....	1,308.17	1917.....	1,743.54
1913.....	1,356.63	1918.....	1,616.36
1914.....	1,560.82	1919.....	1,696.52

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## Analysis of mileage:—

Length of Tracks.	1915.	1916.	1917.	1918.	1919.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track.....	1,590.29	1,730.73	1,743.54	1,616.36	1,696.52
Length of second main track.....	348.88	276.52	345.72	453.11	482.36
Total length of main track.....	1,939.17	2,007.25	2,089.26	2,069.47	2,178.88
Length of sidings and turnouts.....	163.78	184.79	188.70	206.57	220.92
Total, computed as single track.....	2,102.95	2,192.04	2,277.96	2,276.04	2,399.80

Table 1, following steam railways, will afford information in detail with respect to mileage.

## CAPITALIZATION.

## Stocks and funded debt:—

Year.	Stocks.	Funded Debt.	Total.
	\$	\$	\$
1910.....	58,653,826	43,391,153	102,044,979
1911.....	62,251,203	49,281,144	111,532,347
1912.....	70,829,118	52,012,828	122,841,946
1913.....	62,079,767	79,155,864	141,235,631
1914.....	66,311,098	81,284,244	147,595,342
1915.....	66,696,675	83,647,327	150,344,002
1916.....	67,738,275	87,157,309	154,895,584
1917.....	70,606,520	90,628,219	161,234,739
1918.....	73,864,820	93,388,273	167,253,093
1919.....	93,042,368	78,852,188	171,894,556

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include \$493,346 of cash aid given to electric railways by governments and municipalities.

## INCOME ACCOUNT.

	1918.	1919.
Earnings and Income—		
Gross earnings from operation.....	\$24,299,889 69	\$35,696,532 34
Operating expenses.....	17,535,974 63	26,839,070 77
Net operating Revenue.....	\$ 6,763,915 06	\$ 8,857,461 57
Miscellaneous income.....	\$ 2,311,176 60	\$ 2,723,510 02
Total corporate Income.....	\$ 9,075,091 66	11,580,971 59
Deductions from Income—		
Taxes.....	\$2,122,618 84	\$ 2,504,295 36
Interest—funded debt.....	2,784,848 84	2,919,543 07
“ floating debt.....	978,874 63	913,036 55
Other deductions.....	263,731 90	3,777,550 88
Total deductions.....	6,150,074 21	10,114,425 86
Total Net Income.....	\$ 2,925,017 45	\$ 1,466,545 73
Deductions from net Income—		
Reserves, etc.....	\$ 1,466,339 35	\$ 1,394,921 52
Dividends.....	1,671,358 93	1,508,716 00
Total.....	\$ 3,137,698 28	\$ 2,903,637 52
Deficit.....	\$ 212,680 83	\$ 1,437,091 79

## EARNINGS AND OPERATING EXPENSES.

Gross earnings.....	\$35,696,532 34
Operating expenses.....	26,839,070 77

The ratio of operating expenses to gross earnings was 75·18.

Analysis of gross earnings:—

	1916.	1917.	1918.	1919.
	\$ c.	\$ c.	\$ c.	\$ c.
Car earnings—				
Passengers.....	18,937,723 86	27,621,582 36	21,943,644 04	32,836,609 79
Freight.....	1,218,763 88	1,547,919 60	1,575,408 57	2,045,303 31
Mails and express.....	112,309 43	132,401 46	129,317 96	163,703 74
Other car earnings.....	134,359 96	464,492 18	139,104 86	105,548 39
	20,402,761 13	29,766,305 60	23,787,475 43	35,151,165 23
Miscellaneous earnings—				
Advertising.....	89,198 97	89,972 70	97,014 12	131,764 48
Rent of land and buildings.....	24,608 34	30,942 29	29,581 32	35,702 75
Rent of tracks.....	19,450 83	22,100 97	17,709 99	21,656 55
Rent of equipment.....	21,358 86	24,776 64	27,216 23	17,972 56
Sale of power.....	59,325 27	80,265 22	98,826 52	88,934 41
Other miscellaneous earnings.....	189,816 10	223,300 12	242,166 68	249,286 36
Total miscellaneous earnings.....	403,758 47	471,357 94	512,414 26	545,367 11
Gross earnings undistributed.....	6,609,765 00			
Gross earnings from operation.....	27,416,284 60	30,237,663 54	24,299,889 69	35,696,532 34

## GROSS EARNINGS.

Year.	Gross Earnings.	Year.	Gross Earnings.
	\$		\$
1910.....	17,100,789	1915.....	26,922,900
1911.....	20,356,952	1916.....	27,416,285
1912.....	23,499,250	1917.....	30,237,664
1913.....	28,216,111	1918.....	24,299,890
1914.....	29,691,007	1919.....	35,696,532

## EARNINGS FROM TRANSPORTATION.

Year.	Passengers.	Freight.	Mail, etc.	Other.	Total.
	\$	\$	\$	\$	\$
1910.....	16,125,945	575,537	68,604	51,241	16,821,377
1911.....	19,130,376	744,179	88,233	100,930	20,063,719
1912.....	22,007,750	1,025,372	78,819	67,022	23,499,250
1913.....	*19,794,400	1,211,871	72,516	85,793	21,164,580
1914.....	*21,181,328	1,123,910	84,515	105,162	22,494,915
1915.....	*18,879,689	982,041	79,696	82,672	20,024,099
1916.....	*18,937,328	1,218,764	112,309	134,360	20,402,761
1917.....	27,621,582	1,547,920	132,402	464,402	29,766,306
1918.....	*21,943,644	1,575,408	129,318	139,105	23,787,475
1919.....	32,836,610	2,045,303	163,704	105,548	35,151,165

\*Omit facts relating to Montreal Tramways Co.

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Tables 4 and 5 will afford details with respect to gross earnings and operating expenses.

## OPERATING EXPENSES.

Operating Expenses.	1916.		1917.		1918.		1919.	
	\$	c.	\$	c.	\$	c.	\$	c.
Maintenance of way and structures.....	984,627	53	1,209,900	62	1,684,561	97	2,792,258	13
Maintenance of equipment.....	1,386,227	87	1,646,611	02	2,204,875	57	3,868,378	71
Operation of power plant.....	2,921,725	58	3,012,809	71	3,083,383	47	4,435,063	96
Operation of cars.....	6,929,133	37	7,581,389	37	7,810,063	13	11,801,071	50
General, Traffic, Superintendence, etc.....	2,171,138	30	2,046,151	79	2,753,090	49	3,942,298	47
Total.....	†18,099,905	65	*20,098,634	35	17,535,974	63	26,839,070	77

†Items lacking for \$3,707,053.00. \*Items lacking for \$4,601,771.84.

## Maintenance of way and structures—

	1918.	1919.
Superintendence.....	\$ 74,612.54	\$ 81,081.12
Ballast.....	9,855.82	17,620.57
Ties.....	64,299.34	105,384.32
Rails.....	35,177.57	46,770.19
Rail fastenings, etc.....	23,415.69	77,267.62
Special work.....	40,831.84	78,063.07
Underground construction.....	3,258.29	4,035.36
Roadway and track labour.....	465,902.51	857,064.43
Paving.....	34,233.30	75,228.95
Miscellaneous track expenses.....	178,793.06	229,949.19
Cleaning and sanding track.....	75,282.93	164,242.27
Removal of snow, etc.....	245,523.10	362,621.13
Tunnels.....	329.92	38.22
Elevated structures, etc.....	24	
Bridges, trestles and culverts.....	26,793.07	38,987.26
Crossings, fences, etc.....	13,790.40	21,766.18
Signal and interlocking systems.....	17,806.61	9,479.77
Telephone and telegraph.....	6,178.72	8,232.72
Other miscellaneous way expenses.....	30,471.02	33,817.80
Poles and fixtures.....	9,334.59	16,804.33
Transmission system.....	74,016.11	63,244.53
Distribution system.....	151,287.97	203,302.13
Miscellaneous line expenses.....	47,688.76	158,215.57
Buildings and structures.....	60,386.41	146,274.78
Other operations—Dr.....	5,416.05	1,766.62
“ —Cr.....	10,123.89	

## Equipment—

Superintendence.....	\$ 77,947.48	\$ 92,124.02
Power plant equipment.....	23,915.55	102,077.69
Substation equipment.....	34,215.60	55,410.54
Passenger and combination cars.....	877,394.01	1,619,653.81
Freight, express and mail cars.....	34,929.43	97,087.61
Locomotives.....	23,983.50	23,328.18
Service cars.....	119,473.12	23,275.20
Electric equipment of cars.....	767,724.91	1,191,518.12
Electric equipment of locomotives.....	36,860.80	58,349.88
Shop machinery and tools.....	19,670.27	25,384.09
Shop expenses.....	91,539.94	164,278.11
Horses and vehicles.....	38,435.72	50,666.60
Other miscellaneous expenses.....	37,545.22	347,180.43
Other operations—Dr.....	21,075.02	18,044.43
“ —Cr.....	735.00	

## Traffic—

	1918.	1919.
Superintendence and solicitation.....\$	18,848 24	\$ 24,906 81
Advertising.....	35,200 97	48,710 68
Miscellaneous expenses.....	22,317 75	19,594 66

## Conducting transportation—power—

Superintendence.....\$	488,040 77	\$ 699,336 13
Power plant employees.....	102,564 45	242,074 56
Substation employees.....	102,924 83	122,740 20
Fuel for power.....	185,053 13	413,136 58
Water for power.....	3,277 37	8,453 25
Lubricants.....	3,502 55	9,326 88
Miscellaneous expenses.....	26,890 59	44,693 93
Substation supplies, etc.....	88,108 85	108,878 96
Power purchased.....	2,551,789 56	3,497,754 84
Other operations, Dr.....	61,819 22	41,782 91
“ —Cr.....	42,547 08	53,778 15

## Operation of cars—

Passenger conductors, motormen, etc.....\$	6,026,371 24	\$ 9,082,786 27
Freight “ “.....	208,746 86	338,643 95
Miscellaneous car employees.....	162,055 39	210,171 36
Miscellaneous car expenses.....	402,296 69	672,430 80
Station employees.....	236,944 08	304,352 04
Station expenses.....	56,357 09	74,770 69
Carhouse employees.....	449,385 11	667,625 27
Carhouse expenses.....	107,339 69	201,277 17
Signal and interlocking.....	41,966 89	74,255 92
Telephone and telegraph.....	10,519 71	10,042 05
Express and freight delivery.....	36,365 14	79,356 47
Loss and damage.....	5,719 05	34,730 59
Other transportation expenses.....	65,796 19	50,628 92

## General and miscellaneous—

General officers.....\$	307,430 78	\$ 387,986 46
General office clerks.....	437,942 40	576,248 03
General office expenses.....	72,852 51	84,488 13
Law expenses.....	56,501 42	72,540 99
Relief department.....	3 82	20,694 41
Miscellaneous.....	271,371 45	448,187 91
Other operations—Dr.....	43,820 32	67,039 00
“ —Cr.....	105 59	

## Undistributed accounts—

Injuries and damages.....\$	301,979 18	\$ 531,332.69
Insurance.....	263,399 45	355,571 92
Stationery and printing.....	60,587 15	95,763 57
Store expenses.....	52,763 49	113,406 24
Stable expenses.....	35,146 27	41,102 55
Rent of tracks.....	147,538 62	154,530 77
Rent of equipment.....	135,451 49	200,857 52

## Following is a summary of operating expenses by accounting divisions—

Way and structures.....\$	1,684,561 97	\$ 2,792,258 13
Equipment.....	2,204,875 57	3,868,378 71
Traffic.....	76,366 96	93,212 15
Transportation—superintendence.....	488,040 77	699,336 13
“ —power.....	3,083,383 47	4,435,063 96
“ —cars.....	7,810,063 13	11,801,071 50
General.....	1,191,817 11	1,657,184 93
Undistributed accounts.....	996,865 65	1,492,565 26
Total.....	\$17,535,974 63	\$26,839,070 77

## SESSIONAL PAPER No. 20b

The volume of freight hauled in 1919 was 2,474,892 tons as compared with 2,497,530 tons in 1918:—

The number of fare passengers carried in 1919 was 686,124,263.

## Passenger traffic:—

1910.....	360,964,876
1911.....	426,296,792
1912.....	488,865,682
1913.....	597,863,801
1914.....	614,709,819
1915.....	562,302,373
1916.....	580,094,167
1917.....	629,441,997
1918.....	487,365,456
1919.....	686,124,263

## Car mileage:—

Passenger cars.....	1919.	103,998,809
Other cars.....		2,962,798
Total.....		106,961,607

## EQUIPMENT IN SERVICE.

Classes of Cars, etc.	1915.	1916.	1917.	1918.	1919.
Passenger, closed.....	2,447	1,986	2,041	2,061	3,077
Passenger, open.....	824	513	447	387	538
Passenger, combination.....	792	765	628	618	725
Freight.....	693	658	621	703	726
Mail, express and baggage.....	40	42	49	39	41
Combination, freight.....	23	13	16	15	16
Work.....	216	197	198	186	208
Snowploughs.....	58	45	48	52	60
Sweepers.....	127	102	99	91	135
Miscellaneous.....	109	121	148	162	193
Total.....	5,329	4,442	4,295	4,314	5,719

## EMPLOYEES.

## Numbers:—

1915.....	14,795
1916.....	10,622
1917.....	11,696
1918.....	11,646
1919.....	17,242

## Salaries and wages:—

1915.....	\$10,781,199 04
1916.....	8,767,734 17
1917.....	9,451,685 31
1918.....	11,840,863 86
1919.....	17,210,851 72

Employees.	1915.	1916.	1917.	1918.	1919.
General administration—					
General officers.....	132	140	148	148	173
General office clerks.....	771	583	601	708	985
Maintenance—					
Superintendents.....	99	103	84	80	82
Other employees.....	4,121	2,008	3,112	3,007	5,253
Transportation.....	144	112	125	112	118
Other employees.....	9,528	7,676	7,626	7,591	10,631
Total.....	14,795	10,622	11,696	11,646	17,242

ACCIDENTS.

Year.	Killed.			Injured.			
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.	
	Total.	Total.	Total.	Total.	Total.	Total.	
1901.....	3	1	11	158	58	98	314
1902.....	9	1	22	410	33	420	563
1903.....	10	17	22	504	62	212	778
1904.....	10	3	40	508	64	272	844
1905.....	30	3	23	862	87	347	1,296
1906.....	11	2	34	1,085	127	441	1,653
1907.....	27	7	37	988	216	532	1,736
1908.....	18	6	43	1,156	188	539	1,883
1909.....	11	7	50	1,303	218	618	2,139
1910.....	14	13	68	1,595	227	716	3,538
1911.....	11	8	83	1,784	300	586	2,670
1912.....	16	8	86	1,950	442	736	3,128
1913.....	17	12	44	1,662	392	490	2,544
1914.....	9	13	42	1,757	469	581	2,807
1915.....	11	6	44	1,554	413	638	2,605
1916.....	18	4	28	1,905	305	819	3,029
1917.....	14	10	42	1,541	395	792	2,728
1918.....	9	12	56	1,451	383	762	2,596
1919.....	10	37	47	1,600	621	1,290	3,511

# RAILWAY STATISTICS

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STATISTIQUE DES CHEMINS DE FER

TABLE 1—Summary of mileage Operated for the Year  
 TABLEAU 1—Sommaire du nombre de milles de chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Single Track.—Voie simple.							Total.
		Represented by Capital Stock.		Proprietary Companies. — Compagnies proprié- taires.	Under Lease. — A bail.	Under Contract, etc. — A l'entrepris, etc.	Under Trackage Rights. — En vertu de droit de cir- culation.		
		Représentées par le capital-actions.							
		Main line Ligne- mère.	Branches and spur Embr. et ram- eaux.						
1	Algoma Central and Hudson Bay	317.25	21.32		9.23		0.98	348.78	
2	Algoma Eastern	83.89	4.04		1.52		2.39	91.84	
3	Alberta Great Waterways	113.20					18.20	131.40	
4	Atlantic, Quebec and Western	102.44	0.64					103.08	
5	Brandon, Sask. and Hudson Bay	69.45						69.45	
6	British Yukon	85.80	15.32					101.12	
7	Canada and Gulf Terminal	35.80						35.80	
8	Canada Southern	226.18	154.36				16.91	397.45	
9	Canadian National—								
10	Intercolonial	1,518.00	28.91		45.81			1,592.72	
11	Prince Edward Island	276.29	2.58					278.87	
12	International of New Brunswick	109.72					0.62	110.34	
13	St. John and Quebec	120.35						120.35	
14	Transcontinental	1,811.65			189.50		5.60	2,006.75	
15	Elgin and Havelock	26.11	0.16					26.27	
16	Moncton and Buctouche	29.93	0.25					30.18	
17	Salisbury and Albert	44.77	0.16					44.93	
18	St. Martins	28.73	0.07					28.80	
19	York and Carleton	6.25						6.25	
20	Canadian Northern			8,711.04	393.46	253.99	170.22	9,528.71	
21	Canadian Pacific	2,894.70	4,884.50	3,986.60	1,445.90	82.90	93.90	13,388.50	
22	Cape Breton	31.00						31.00	
23	Caracquet and Gulf Shore	84.78						84.78	
24	Central Canada	48.50						48.50	
25	Central Vermont	116.60	8.60					125.20	
26	Crows Nest Southern	74.18						74.18	
27	Cumberland	32.00						32.00	
28	Detroit River Tunnel Co.	2.72						2.72	
29	Dominion Atlantic	169.98	72.49		31.69		14.29	288.45	
30	Eastern British Columbia	14.00						14.00	
31	Edmonton, Dunvegan and British Columbia	357.00	49.80					406.80	
32	Essex Terminal	19.00	2.00					21.00	
33	Esquimalt and Nanaimo	139.70	59.50					199.20	
34	Fredericton and Grand Lake Coal and Railway Co.	35.00						35.00	
35	Grand Trunk	3,343.31		223.76			11.74	3,578.81	
36	Grand Trunk Pacific	1,650.15	25.00		1.70	2.64	122.09	1,801.58	
37	Grand Trunk Pacific Branch Lines	991.67	10.98			32.14	4.16	1,038.95	
38	Hereford	52.85	0.21					53.06	
39	Inverness Rly. and Coal Co.	60.91						60.91	
40	Kent Northern	27.00						27.00	
41	Kettle Valley	308.51			47.17		38.51	394.19	
42	Klondyke Mines	31.81						31.81	
43	Lotbiniere and Megantic	30.00						30.00	
44	Maganetawan	1.91						1.91	
45	Maine Central	5.10						5.10	
46	Manitoba Great Northern	91.77					0.99	92.76	
47	Maritime Coal Rly. and Power Co.	12.00						12.00	
48	Massawippi Valley				35.46		2.95	38.41	
49	Midland of Manitoba	6.40					69.02	75.42	
50	Montreal and Atlantic	102.40			82.00			184.40	
51	Morrissey, Fernie and Michel		10.85					10.85	
52	Napierville Junction	27.06			1.40			28.46	
53	Nelson and Fort Sheppard	55.42					5.43	60.85	
54	New Brunswick Coal and Rly. Co.	58.00						58.00	



10 GEORGE V, A. 1920

TABLE 1—Summary of mileage Operated for the Year  
 TABLEAU 1—Sommaire du nombre de milles de chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Single Track.—Voie simple.							Total.
		Represented by Capital Stock.		Proprietary Companies. — Compagnies proprié- taires.	Under Lease. — A bail.	Under Contract, etc. — A l'entrepriso, etc.	Under Trackage Rights. — En vertu de droit de cir- culation.		
		Représentées par le capital-actions.							
		Main line — Ligne- mère.	Branches and spurs — Embr. et ra- meaux.						
55	New Westminster Southern.....	4-68						4-68	
56	Northern New Brunswick and Sea- board.....	19-80						19-80	
57	North Shore.....	6-13	2-50					8-63	
58	Nosbonsing and Nipissing.....	5-50						5-50	
59	Ottawa and New York.....	56-90				1-90		58-80	
60	Pacific Great Eastern.....	180-27						180-27	
61	Pere Marquette.....	199-12				137-84		336-97	
62	Philipsburg Rly. and Quarry Co.....	6-00						6-00	
63	Quebec Central.....	138-00	139-00					277-00	
64	Quebec, Montreal and Southern.....	190-78	1-40					192-18	
65	Quebec Oriental.....	100-00						100-00	
66	Quebec Rly., Light and Power Co.....	27-50				3-47		30-97	
67	Red Mountain.....	9-47						9-47	
68	Roberval-Saguenay.....	20-00	17-00					37-00	
69	Rutland and Noyan.....	3-39						3-39	
70	St. Clair Tunnel.....	2-24						2-24	
71	St. Lawrence and Adirondack.....	33-44			12-70		14-26	60-40	
72	Sydney and Louisburg.....	39-17	29-68	1-05	1-20			71-10	
73	Temiscouata.....	113-00						113-00	
74	Temiskaming and Northern Ontario.....	252-29	76-21					328-50	
75	Thousand Islands.....	6-08	0-25					6-33	
76	Toronto, Hamilton and Buffalo.....	79-88	20-07			4-36		104-31	
77	Vancouver, Victoria and Eastern.....	269-61				92-13		361-74	
78	Victoria and Sydney, B.C.....	15-97						15-97	
79	Victoria Terminal Rly. and Ferry Co.....	0-99						0-99	
80	Wabash (in Canada).....					245-40		245-40	
	Final total.....	17,661-46	5,637-85	12,922-45	2,298-74	375-14	1,073-89	39,969-53	

SESSIONAL PAPER No. 20b

ending June 30, 1919—All tracks.—Continued.

exploités pendant l'exercice terminé le 30 juin 1919—Toutes les voies ferrées—suite.

## Second Track—Voie double.

Con- structed during year. — Construit durant l'année.	Steel rails — Rails d'acier.	Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Trackage Rights, — En vertu de droit de cir- culation.	Total.	Con- structed during year. — Construit durant l'année.	Steel — Rails d'acier.	Number— Numéro.
		Main line. — Ligne- mère.	Branches and spurs — Embr. et ra- meaux.							
	4-68									55
	19-80									56
	8-63									57
	5-50									58
	56-90									59
	180-27									60
	199-13					136-57	136-57			61
	6-00									62
	277-00									63
	192-18									64
	100-00									65
	30-97	9-50					9-50		9-50	66
	9-47									67
	37-00									68
	3-39									69
	2-24									70
	46-14									71
	71-10	1-00					1-00		1-00	72
	113-00									73
	328-50	1-70					1-70		1-70	74
	6-33									75
	99-95	14-07				0-37	14-44		14-07	76
	269-61	7-12					7-12		7-12	77
	15-97									78
	0-99									79
						96-74	96-74			80
319-51	38,895-64	2,205-41	16-86	13-48	307-42	254-58	2,797-75	3-03	2,543-17	

10 GEORGE V, A. 1920

TABLE I—Summary of mileage Operated for the Year  
 TABLEAU I—Sommaire du nombre de milles de chemins de fer

Number— Numéro.	Name of Railway. Nom du chemin de fer.	Yard Track and Sidings—Voies de garage et d'évitement.						Total.
		Represented by Capital Stock. Représentées par le capital-actions.		Proprietary Companies. Compagnies proprié- taires.	Under Lease. A bail.	Under Contract, etc. A l'entreprisse, etc.	Under Trackage Rights. En vertu de droit de cir- culation.	
		Main- Line. Ligne- mère.	Branch- es and spurs. Embr- et ra- meaux.					
1	Algoma Central and Hudson Bay...	26.97	0.68		13.33			40.98
2	Algoma Eastern.....	7.95			4.25		1.04	13.24
3	Alberta Great Waterways.....	7.18						7.18
4	Atlantic, Quebec and Western.....	1.80						1.80
5	Brandon, Sask. and Hudson Bay.....	10.43						10.43
6	British Yukon.....							
7	Canada and Gulf Terminal.....	2.00						2.00
8	Canada Southern.....	188.81	50.67				7.65	247.13
9	Canadian National:—							
10	Intercolonial.....	550.13						550.13
11	Prince Edward Island.....	38.93						38.93
12	International of New Brunswick...	6.27						6.27
13	St. John and Quebec.....	8.12						8.12
14	Transcontinental.....	368.45			62.75			431.20
15	Elgin and Havelock.....	0.84						0.84
16	Moncton and Buctouche.....	0.73						0.73
17	Salisbury and Albert.....	3.95						3.95
18	St. Martins.....	0.55						0.55
19	York and Carleton.....	0.34						0.34
20	Canadian Northern.....			1,117.57	121.80	53.82	2.95	1,296.14
21	Canadian Pacific.....	2,652.00			1,218.50			3,870.50
22	Cape Breton.....							
23	Caraquet and Gulf Shore.....	3.05						3.05
24	Central Canada.....	3.44						3.44
25	Central Vermont.....	7.93						7.93
26	Crows' Nest Southern.....	13.83						13.83
27	Cumberland.....	16.00						16.00
28	Detroit River Tunnel Co.....							
29	Dominion Atlantic.....	15.74	12.46		5.50		6.00	39.70
30	Eastern British Columbia.....	1.96						1.96
31	Edmonton, Dunvegan and British Columbia.....	25.35	4.92				3.80	34.07
32	Essex Terminal.....	14.00						14.00
33	Esquimalt and Nanaimo.....	40.60						40.60
34	Fredericton and Grand Lake Coal and Rly. Co.....							
35	Grand Trunk.....	1,362.30		42.76				1,405.06
36	Grand Trunk Pacific.....	346.48				1.21	33.92	381.61
37	Grand Trunk Pacific Branch Lines...	121.07						121.07
38	Hereford.....	8.46						8.46
39	Inverness Rly. and Coal Co.....	8.20						8.20
40	Kent Northern.....							
41	Kettle Valley.....	23.61			6.28		2.29	32.18
42	Klondyke Mines.....	2.00						2.00
43	Lotbiniere and Megantic.....	4.00						4.00
44	Maganetawan.....							
45	Maine Central.....							
46	Manitoba Great Northern.....	9.59						9.59
47	Maritime Coal Rly. and Power Co.....		7.50					7.50
48	Massawippi Valley.....				10.58			10.58
49	Midland of Manitoba.....	11.11						11.11
50	Montreal and Atlantic.....	41.60						41.60
51	Morrissey, Fernie and Michel.....							
52	Napierville Junction.....	3.36						3.36
53	Nelson and Fort Sheppard.....	3.35						3.35

## SESSIONAL PAPER No. 20b

ending June 30, 1919—All tracks—Continued.

exploités pendant l'exercice terminé le 30 juin 1919—Toutes les voies ferrées—suite.

Con- structed during year. — Con- struit durant l'année.	Total Mileage Operated—All Tracks—Total de milles exploités—Toutes les voies.										Number— Numéro.
	Steel rails. — Rails d'acier.	Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies, — Compagnies propriétaires.	Under Lease. — A bail.	Under Contract, etc. — A l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de cir- culation.	Total.	Con- structed during year. — Con- struit durant l'année.	Steel rails. — Rails d'acier.	
		Main Line. — Ligne- mère.	Branch- es and spurs. — Embr. et rameaux								
.....	40.98	344.22	22.00	.....	22.56	.....	0.98	389.76	.....	388.78	1
.....	12.20	91.84	4.04	.....	5.77	.....	3.43	105.08	.....	101.65	2
9.79	7.18	120.38	.....	.....	.....	.....	18.20	138.58	246.59	120.38	3
.....	1.80	104.24	0.64	.....	.....	.....	.....	104.88	.....	104.88	4
.....	10.43	79.88	.....	.....	.....	.....	.....	79.88	.....	79.88	5
.....	.....	85.80	15.32	.....	.....	.....	.....	101.12	.....	101.12	6
.....	2.00	37.80	.....	.....	.....	.....	.....	37.80	.....	37.80	7
.....	239.48	641.17	221.89	.....	.....	.....	26.16	889.22	.....	863.06	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
27.17	550.13	2,105.36	28.91	.....	83.43	.....	.....	2,217.70	27.17	2,217.70	10
3.92	38.93	315.22	2.58	.....	.....	.....	.....	317.80	3.92	317.80	11
0.51	6.27	115.99	.....	.....	.....	.....	0.62	116.61	0.51	115.99	12
0.27	8.12	128.47	.....	.....	.....	.....	.....	128.47	0.27	128.47	13
36.12	431.20	2,185.41	.....	.....	252.25	.....	5.60	2,443.26	36.12	2,437.66	14
.....	0.84	26.95	0.16	.....	.....	.....	.....	27.11	.....	27.11	15
.....	0.73	30.66	0.25	.....	.....	.....	.....	30.91	.....	30.91	16
.....	3.95	48.72	0.16	.....	.....	.....	.....	48.88	.....	48.88	17
.....	0.55	29.28	0.07	.....	.....	.....	.....	29.35	.....	29.35	18
.....	0.34	6.59	.....	.....	.....	.....	.....	6.59	.....	6.59	19
117.01	1,293.19	.....	.....	9,829.84	515.26	307.81	173.17	10,826.08	195.27	10,652.91	20
43.60	3,870.50	6,706.30	4,884.50	3,986.60	2,934.20	82.90	93.90	18,688.40	45.40	18,594.50	21
.....	.....	31.00	.....	.....	.....	.....	.....	31.00	.....	31.00	22
.....	3.05	87.83	.....	.....	.....	.....	.....	87.83	.....	87.83	23
.....	3.44	51.94	.....	.....	.....	.....	.....	51.94	1.50	51.94	24
.....	7.93	124.53	8.60	.....	.....	.....	.....	133.13	.....	133.13	25
.....	13.83	88.01	.....	.....	.....	.....	.....	88.01	.....	88.01	26
.....	16.00	48.00	.....	.....	.....	.....	.....	48.00	.....	48.00	27
.....	.....	2.72	.....	.....	.....	.....	.....	2.72	.....	2.72	28
.....	33.70	185.72	84.95	.....	37.19	.....	34.14	342.00	.....	307.86	29
.....	1.96	15.96	.....	.....	.....	.....	.....	15.96	.....	15.96	30
.....	30.27	382.35	54.72	.....	.....	.....	3.80	440.87	.....	437.07	31
.....	14.00	33.00	2.00	.....	.....	.....	.....	35.00	.....	35.00	32
7.60	40.60	180.30	59.50	.....	.....	.....	.....	239.80	7.60	239.80	33
.....	.....	35.00	.....	.....	.....	.....	.....	35.00	.....	35.00	34
.....	1,405.06	5,416.84	.....	278.77	.....	.....	15.73	5,711.34	.....	5,695.61	35
.....	347.69	2,022.60	25.00	.....	1.70	3.85	157.47	2,210.62	4.18	2,053.15	36
.....	121.07	1,112.74	10.98	.....	.....	32.14	4.16	1,160.02	.....	1,155.86	37
.....	8.46	61.31	0.21	.....	.....	.....	.....	61.52	.....	61.52	38
.....	8.20	69.11	.....	.....	.....	.....	.....	69.11	.....	69.11	39
.....	.....	27.00	.....	.....	.....	.....	.....	27.00	.....	27.00	40
.....	29.89	332.12	.....	.....	53.45	.....	40.80	426.37	.....	385.57	41
.....	2.00	33.81	.....	.....	.....	.....	.....	33.81	.....	33.81	42
.....	4.00	34.00	.....	.....	.....	.....	.....	34.00	.....	34.00	43
.....	.....	1.91	.....	.....	.....	.....	.....	1.91	.....	1.91	44
.....	.....	5.10	.....	.....	.....	.....	.....	5.10	.....	5.10	45
.....	9.59	101.36	.....	.....	.....	.....	0.99	102.35	.....	101.36	46
1.50	7.50	12.00	7.50	.....	.....	.....	.....	19.50	1.50	19.50	47
.....	10.58	.....	.....	.....	46.04	.....	2.95	48.99	.....	46.04	48
.....	11.11	17.51	.....	.....	.....	.....	69.02	86.53	.....	17.51	49
.....	41.60	150.50	.....	.....	82.00	.....	.....	232.50	.....	232.50	50
.....	.....	.....	10.85	.....	.....	.....	.....	10.85	.....	10.85	51
.....	3.36	30.42	.....	.....	1.40	.....	.....	31.82	.....	31.82	52
.....	3.35	58.77	.....	.....	.....	.....	.....	5.43	64.20	58.77	53

TABLE I—Summary of mileage Operated for the Year  
 TABLEAU I—Sommaire du nombre de milles de chemins de fer

Number— Numéro.	Name of Railway. Nom du chemin de fer.	Yard Track and Sidings—Voies de garage et d'évitement.						Total.
		Represented by Capital Stock. Représentées par le capital-actions.		Proprietary Companies. Compagnies propriétaires.	Under Lease. A bail.	Under Contract, etc. A l'entreprise, etc.	Under Trackage Rights. En vertu de droit de cir- culation.	
		Main- Line. Ligne- mère.	Branch- es and spurs. Embr. et ra- meaux.					
54	New Brunswick Coal and Rly. Co...	7-00					7-00	
55	New Westminster Southern.....	0-73					0-73	
56	Northern New Brunswick Seaboard.....							
57	North Shore.....	1-37					1-37	
58	Nosbonsing and Nipissing.....							
59	Ottawa and New York.....	11-68					11-68	
60	Pacific Great Eastern.....	19-11					19-11	
61	Pere Marquette.....	74-81				23-03	97-84	
62	Philipsburg Rly. and Quarry Co.....							
63	Quebec Central.....							
64	Quebec, Montreal and Southern.....	23-13	4-09				27-22	
65	Quebec Oriental.....							
66	Quebec Rly., Light and Power Co.....		6-93				6-93	
67	Red Mountain.....	2-84					2-84	
68	Roberval-Saguenay.....	2-00	1-00				3-00	
69	Rutland and Noyan.....	0-39					0-39	
70	St. Clair Tunnel.....	0-35					0-35	
71	St. Lawrence and Adirondack.....	11-62			3-29		14-91	
72	Sydney and Louisburg.....		52-79				52-79	
73	Temiscouata.....							
74	Temiskaming and Northern Ont.....	89-88	25-51				115-39	
75	Thousand Islands.....	1-00					1-00	
76	Toronto, Hamilton and Buffalo.....	74-60					74-60	
77	Vancouver, Victoria and Eastern.....	63-21					63-21	
78	Victoria and Sydney, B.C.....	1-62					1-62	
79	Victoria Terminal Rly. and Ferry Co.....	0-58					0-58	
80	Wabash (in Canada).....					135-08	135-08	
	Final total.....	6,348-40	166-55	1,160-33	1,446-28	55-03	215-76	9,392-37

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ending June 30, 1919—All tracks—Concluded.

exploités pendant l'exercice terminé le 30 juin 1919—Toutes les voies ferrées—fin.

Con- structed during year. — Con- struit durant l'année.	Steel rails. — Rails d'acier.	Total Mileage Operated—All Tracks—Total de milles exploités—Toutes les voies.							Total.	Con- structed during year. — Con- struit durant l'année.	Steel rails. — Rails d'acier.	Number— Numéro.
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under lease. — A bail.	Under Contract, etc. — A l'entreprise, etc.	Under Trackage Rights, — En vertu de droit de circu- lation.	Total.				
		Main Line. — Ligne- mère.	Branch- es and spurs. — Embr. et rameaux									
7-00		65-00						65-00		65-00	54	
0-73		5-41						5-41		5-41	55	
		19-80						19-80		19-80	56	
1-37		7-50	2-50					10-00		10-00	57	
		5-50						5-50		5-50	58	
11-68		68-58					1-90	70-48		68-58	59	
19-11		199-38						199-38		199-38	60	
74-81		273-94					297-44	571-38		273-94	61	
		6-00						6-00		6-00	62	
		138-00	139-00					277-00		277-00	63	
	27-22	213-91	5-49					219-40		219-40	64	
		100-00						100-00		100-00	65	
	6-93	37-00	6-93			3-47		47-40		47-40	66	
	2-84	12-31						12-31		12-31	67	
	3-00	22-00	18-00					40-00		40-00	68	
	0-39	3-78						3-78		3-78	69	
	0-35	2-59						2-59		2-59	70	
	14-91	45-06			15-99		14-26	75-31		61-05	71	
	52-79	40-17	82-47	1-05	1-20			124-89		124-89	72	
		113-00						113-00		113-00	73	
	115-39	343-87	101-72					445-59		445-59	74	
	1-00	7-08	0-25					7-33		7-33	75	
11-50	74-60	168-55	20-07				4-73	193-35	11-50	188-62	76	
	63-21	339-94					92-13	432-07		339-94	77	
	1-62	17-59						17-59		17-59	78	
	0-58	1-57						1-57		1-57	79	
							477-22	477-22			80	
258-99	9,176-59	26,215-27	5,821-26	14,096-26	4,052-44	430-17	1,544-23	52,159-63	581-53	50-615-40		

TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919.  
TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919.

## NOVA SCOTIA—NOUVELLE-ÉCOSSE.

Name of Railway. Nom du chemin de fer.	Mileage owned on June 30. Milles possédés le 30 juin.		Increase. Augmen- tation.	Decrease Diminu- tion.
	1919.	1918.		
	Canadian Govt. Railways (Intercolonial).....	575.94	576.20	
Canadian Northern System.....	374.49	368.29	6.29	
Cape Breton.....	31.00	31.00		
Cumberland.....	32.00	32.00		
Dominion Atlantic.....	274.16	274.16		
Inverness Railway and Coal Co.....	60.91	60.91		
Maritime Coal, Rly. and Power Co.....	12.00	15.00		3.00
Sydney and Louisburg.....	71.10	70.27	0.83	
Total.....	1,431.60	1,427.74	3.86	
Canadian Govt. Railways (P.E. Island).....	278.87	278.81	0.06	

## NEW BRUNSWICK—NOUVEAU-BRUNSWICK.

Canadian Govt. Railways (Intercolonial).....	509.35	509.31	0.04	
Canadian Pacific.....	533.80	533.80		
Caraquet and Gulf Shore.....	84.78	34.78		
Elgin and Havelock.....	26.27	27.00		0.73
Fredericton and Grand Lake.....	35.00	35.00		
International of New Brunswick.....	109.72	111.30		1.58
Kent Northern.....	27.00	27.00		
Maine Central.....	5.10	5.10		
Moncton and Buctouche.....	30.18	34.00		3.82
National Transcontinental.....	256.19	256.23		0.04
New Brunswick Coal and Rly. Co.....	58.00	58.00		
North Shore.....	8.63	8.63		
Northern New Brunswick and Seaboard.....	19.80	19.80		
Salisbury and Albert.....	44.93	45.00		0.07
St. Martins.....	28.80	30.00		1.20
St. John and Quebec.....	120.35	119.87	0.48	
Temiscouata.....	44.00	44.00		
York and Carleton.....	6.25	10.50		4.25
Total.....	1,948.15	1,959.32		11.17

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TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919—Continued.

TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919—suite.

## QUEBEC—QUÉBEC.

Name of Railway. — Nom du chemin de fer.	Mileage owned on June 30.		Increase. — Augmen- tation.	Decrease. — Diminu- tion.
	Milles possédés le 30 juin.			
	1919.	1918.		
Atlantic, Quebec and Western.....	103-08	103-08		
Canada and Gulf Terminal.....	35-80	35-80		
Canadian Govt. Railways (Intercolonial).....	507-43	506-84	0-59	
Canadian Northern System.....	720-27	654-03	66-24	
Canadian Pacific.....	1,075-50	1,075-50		
Central Vermont.....	125-20	125-20		
Grand Trunk.....	514-76	514-76		
Hereford.....	52-39	52-39		
Lotbiniere and Megantic.....	30-00	30-00		
Massawippi Valley.....	35-46	35-46		
Montreal and Atlantic.....	162-90	162-90		
Napierville Junction.....	28-46	27-06	1-40	
National Transcontinental.....	707-10	706-56	0-54	
Philipsburg Railway and Quarry Co.....	6-00	6-00		
Quebec Central.....	277-00	277-00		
Quebec Rly., Light and Power Co.....	30-97	30-82	0-15	
Quebec Oriental.....	100-00	100-00		
Quebec, Montreal and Southern.....	192-18	192-18		
Rutland and Noyan.....	3-39	3-39		
Roberval-Saguenay.....	37-00	38-80	0-20	
St. Lawrence and Adirondack.....	46-14	46-14		
Temiscouata.....	69-00	69-00		
Total.....	4,860-03	4,790-91	69-12	

## ONTARIO.

Algoma Central and Hudson Bay.....	347-80	347-80		
Algoma Eastern.....	89-45	89-45		
Canada Southern.....	380-54	380-54		
Canadian Northern System.....	2,172-26	2,227-88		55-62
Canadian Pacific.....	3,286-30	3,286-30		
Detroit River Tunnel.....	2-72	1-45	1-27	
Essex Terminal.....	21-00	21-00		
Grand Trunk.....	3,052-31	3,052-31		
Magawetawan.....	1-91	1-91		
National Transcontinental.....	948-04	950-33		2-29
Nosbonsing and Nipissing.....	5-50	5-50		
Ottawa and New York.....	56-90	56-90		
Pere Marquette.....	199-13	198-81	0-32	
St. Clair Tunnel.....	1-23	1-23		
Temiskaming and Northern Ontario.....	328-50	328-50		
Thousand Islands.....	6-33	6-33		
Toronto, Hamilton and Buffalo.....	99-95	100-30		0-35
Total.....	10,999-87	11,056-54		56-67

10 GEORGE V, A. 1920

TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919—Continued.

TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919—suite.

## MANITOBA.

Name of Railway. — Nom du chemin de fer.	Mileage owned on June 30.		Increase. — Augmen- tation.	Decrease. — Diminu- tion.
	Milles possédés le 30 juin.			
	1919.	1918.		
Brandon, Saskatchewan and Hudson Bay.....	69-45	69-45		
Canadian Northern System.....	1,990-79	1,968-87	21-92	
Canadian Pacific.....	1,727-80	1,727-80		
Grand Trunk Pacific.....	213-45	213-95		0-50
Manitoba Great Northern.....	91-77	91-77		
Midland of Manitoba.....	6-40	6-40		
National Transcontinental.....	89-82	89-80	0-02	
Total.....	4,189-48	4,168-04	21-44	

## SASKATCHEWAN.

Canadian Northern System.....	2,226-21	2,232-80		6-59
Canadian Pacific.....	2,777-10	2,777-10		
Grand Trunk Pacific.....	409-68	416-51		6-83
Grand Trunk Pacific Branch Lines.....	735-45	735-45		
Total.....	6,148-44	6,161-86		13-42

## ALBERTA.

Canadian Northern System.....	1,143-19	1,137-09	6-10	
Canadian Pacific.....	1,901-30	1,901-30		
Edmonton, Dunvegan and British Columbia.....	406-80	406-80		
Grand Trunk Pacific.....	373-00	368-92	4-08	
Grand Trunk Pacific Branch Lines.....	299-34	297-18	2-16	
Alberta and Great Waterways.....	113-20	113-20		
Central Canada.....	48-50	48-50		
Total.....	4,285-33	4,272-99	12-34	

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TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919—Concluded.

TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919—fin.

## BRITISH COLUMBIA—COLOMBIE BRITANNIQUE.

Name of Railway. Nom du chemin de fer.	Mileage owned on June 30.		Increase. Augmen- tation.	Decrease Dimin- ution.
	Milles possédés le 30 juin.			
	1919.	1918.		
British Yukon.....	31.22	31.22		
Canadian Northern System.....	517.00	517.00		
Canadian Pacific.....	1,816.10	1,816.10		
Crow's Nest Southern.....	74.18	74.18		
Eastern British Columbia.....	14.00	14.00		
Esquimalt and Nanaimo.....	199.20	199.20		
Grand Trunk Pacific.....	683.36	682.19	1.17	
Kettle Valley.....	355.68	355.68		
Morrissey, Fernie and Michel.....	10.85	10.85		
Nelson and Fort Sheppard.....	55.42	55.42		
New Westminster Southern.....	4.68	15.18		10.50
Pacific Great Eastern.....	180.27	180.27		
Red Mountain.....	9.47	9.59		0.12
Vancouver, Victoria and Eastern.....	269.61	269.61		
Victoria and Sidney, B.C.....	15.97	15.97		
Victoria Terminal Rly. and Ferry Co.....	0.99	0.99		
Total.....	4,238.00	4,247.45		9.45

## YUKON TERRITORY—TERRITOIRE DU YUKON.

British Yukon.....	69.90	69.90		
Klondike Mines (not in operation).....	31.81	31.81		
	101.71	101.71		

## UNITED STATES—ÉTATS-UNIS.

Canadian Northern System.....	214.28	214.28		
Canadian Pacific.....	176.70	176.70		
Hereford.....	0.67	0.67		
Montreal and Atlantic.....	21.50	21.50		
St. Clair Tunnel.....	1.01	1.01		
Total.....	414.16	414.16		
Grand total.....	38,895.64			

TABLE 3—Railway Capital at close of year ending June 30, 1919.  
TABLEAU 3—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1919.

Name of Railway. Nom du chemin de fer.	Stocks. — Actions.	Funded Debt.—Dette consolidée.				Total Rail- way Capital. — Capitalisa- tion totale.
	Amount Outstanding En circula- tion.	Bonds. — Obligations, de priorité.	Miscella- neous Obliga- tions. — Obligations diverses.	Equipment Trust Obli- gations. — Oblig. des cies de trust p. matériel roulant.		
	\$	\$	\$	\$	\$	
Algoma Central and Hudson Bay.....	10,000,000	10,398,800		234,000	20,632,800	
Algoma Eastern.....	3,000,000	2,500,000		440,200	5,940,200	
Atlantic, Quebec and Western.....	2,000,000	4,598,675			6,598,675	
Alberta and Great Waterways.....	50,000	7,400,000			7,450,000	
Bedlington and Nelson*.....	1,000,000				1,000,000	
Brandon, Saskatchewan and Hudson Bay.....	2,150,000				2,150,000	
British Yukon.....	2,934,119	2,044,760			4,978,879	
Canada and Gulf Terminal.....	600,000	740,000			1,340,000	
Canada Southern.....	15,000,000	22,630,000			37,630,000	
Canadian Northern System.....	100,000,500	299,506,090		28,926,500	428,433,090	
Canadian Pacific.....	556,966,803	3,650,000		8,460,000	569,076,803	
Atlantic and North West Calgary and Edmonton.....		6,453,200			6,453,200	
Lindsay, Bobcaygeon and Pontypool Manitoba, South Western Coloniza- tion.....		5,458,894			5,458,894	
Guelph Junction.....	170,000	500,000			500,000	
New Brunswick.....		2,544,000			2,544,000	
New Brunswick and Canada.....		170,000			170,000	
Fredericton.....		7,821,127			7,821,127	
St. John and Maine.....		100,000			100,000	
New Brunswick Southern.....		216,664			216,664	
Ontario and Quebec.....	21,502,591	500,000			500,000	
St. Lawrence and Ottawa.....		973,333			973,333	
St. Stephen and Milltown.....	50,000				50,000	
Shuswap and Okanagan.....		108,527			108,527	
Joliette and Brandon.....		125,000			125,000	
Toronto, Grey and Bruce.....		3,500,000			3,500,000	
Cape Breton.....	1,000,000				1,000,000	
Caraget.....	1,250,000	500,000			1,750,000	
Crow's Nest Southern.....	4,295,000				4,295,000	
Central Vermont.....						
Montreal and Province Line.....	1,000,000	200,000			1,200,000	
Montreal and Vermont Junction.....	1,000,000				1,000,000	
Stanstead, Shefford and Chambly.....	608,750	155,865			764,615	
Central Canada.....	625,000		2,000,000		2,625,000	
Detroit River Tunnel.....	3,000,000		18,000,000		21,000,000	
Dominion Atlantic.....	2,433,333	5,998,166			8,431,499	
Eastern British Columbia.....	420,000				420,000	
Edmonton, Durevan and British Col- umbia.....	250,000	9,420,000			9,670,000	
Elgin and Havelock.....	44,900	50,000			94,900	
Essex Terminal.....	300,000	420,000			720,000	
Esquimalt and Nanaimo.....	2,500,000	4,832,000			7,332,000	
Fredericton and Grand Lake.....	140,000	465,000			605,000	
Grand Trunk.....	241,237,589	173,554,167		5,491,000	420,282,756	
Buffalo and Lake Huron.....	2,605,632	4,279,456			6,885,088	
Central Counties.....	500,000	380,000			880,000	
Pembroke Southern.....	178,000	150,000			328,000	
Grand Trunk Pacific.....	24,942,000	173,782,100			198,724,100	
G.T.P. Branch Lines.....	1,002,000	16,786,440			17,788,440	
Hereford.....	800,000	800,000			1,600,000	
International Bridge Co.....	1,500,000	512,260			2,012,260	

\*Line abandoned and tracks removed.

\*Ligne abandonnée et voies enlevées.

†This includes \$216,284,882 of Consolidated Debenture Stock.

†Cette somme comprend \$216,284,882 d'actions privilégiées.

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TABLE 3—Railway Capital at close of year ending June 30, 1919. —Concluded.  
 TABLEAU 3—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1919—fin.

Name of Railway. Nom du chemin de fer.	Stocks. — Actions.	Funded Debt.—Dette consolidée.			
	Outstanding — En circula- tion.	Bonds. — Obligations de priorité.	Miscella- neous Obliga- tions. — Obligations diverses.	Equipment Trust Obliga- tions. — Oblig. des cies de trust p. matériel roulant.	Total Rail- way Capital. — Capitalisa- tion totale.
	\$	\$	\$	\$	\$
Kent Northern.....	75,000	32,000			107,000
Kettle Valley*.....	375,000	13,530,000			13,905,000
Klondike Mines.....	1,375,000	1,091,250			2,466,250
Lake Erie and Detroit River.....	1,400,000	3,000,000			4,400,000
Lake Champlain and St. Lawrence Junction.....	600,000	378,000			978,000
Lotbinière and Megantic.....	50,000				50,000
Manitoba Great Northern.....	2,066,000				2,066,000
Maritime C. R. & P.....	2,027,600	1,612,000			3,639,600
Massawippi Valley.....	800,000				800,000
Midland of Manitoba.....	4,800,000				4,800,000
Montreal and Atlantic.....	3,200,000	1,065,000			4,265,000
Moncton and Buctouche.....	250,000	60,000			310,000
Morrissey, Fernie and Michel.....	1,263,000				1,263,000
Napierville Junction.....	600,000				600,000
Nelson and Fort Sheppard.....	2,846,800				2,846,800
New Westminster Southern.....	600,000				600,000
North Shore (N.B.).....	98,000	35,000			133,000
Northern New Brunswick and Sea- board.....	298,500	297,000			595,500
Ottawa and New York.....	1,000,000	1,100,000			2,100,000
Pacific Great Eastern.....	25,000,000	20,160,000			45,160,000
Père Marquette (Canada).....		5,870,000			5,870,000
Philipsburg Ry. and Quarry Co.....	124,500	40,000			164,500
Quebec Central.....	3,381,603	6,233,406			9,615,009
Quebec, Montreal and Southern.....	1,000,000		6,000,000		7,000,000
Quebec Oriental.....	119,500	2,095,074			2,214,574
Red Mountain.....	412,600				412,600
Roberval-Saguenay.....	2,000,000	1,260,000			3,260,000
Rutland and Noyan.....	100,000	100,000			200,000
Salisbury and Albert.....	150,000	250,000			400,000
St. Clair Tunnel.....	700,000	2,500,000			3,200,000
St. Lawrence and Adirondack.....	1,236,675	918,892			2,155,567
St. Martins.....	99,000	90,000			189,000
Temiscouata.....	1,000,000	3,099,669			4,099,669
Thousand Islands.....	60,000	50,000			110,000
Toronto, Hamilton and Buffalo.....	4,512,500	5,280,000		600,000	10,392,500
Vancouver, Victoria and Eastern.....	23,500,000				23,500,000
Victoria and Sidney.....	103,000	300,000			403,000
Victoria, Terminal and Ferry Co.....	500				500
York and Carleton.....	105,000				105,000
Final totals.....	1,094,385,995	844,671,815	26,000,000	44,151,700	†2,009,209,510

\*On 22.19 miles only. For stock.

†Sur 22.19 milles seulement. Sur actions.

‡This total includes \$25,000,000 of Income Bonds issued by the Canadian Northern System, and \$275,000 by the Ottawa &amp; New York.

†Dans ce total sont compris les \$25,000,000 d'obligations participant aux dividendes, émises par le réseau du chemin de fer Canadian Northern et les \$275,000 par le chemin de fer Ottawa &amp; New York.

TABLE 4—Statement of Aid, granted and paid to Railways  
TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de fer

Number— Numéro.	Name of Railway. Nom du chemin de fer.	By Dominion Government. Par le gouvernement fédéral.			By Provincial Par les	
		Subsidy Granted.	Subsidy Paid up.	Loan.	Name of Province.	Subsidy Granted.
		Subsides accordés	Subsides payés.	Prêts.	Nom de la province.	Subsides accordés.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
1	Albert Southern } abandoned	50,460 00	50,460 00		New Brunswick	48,680 00
2	Harvey Branch }	5,553 57	5,553 57		"	9,000 00
3	Alberta Central (C.P.Ry.)	404,480 00	404,480 00			
4	Algoma Central and Hud- son Bay.....	2,048,704 00	2,048,704 00		Ontario.....	199,620 00
5	Algoma Eastern.....	547,648 00	547,648 00		"	265,000 00
6	Atlantic, Quebec and West- ern.....	902,800 00	902,800 00			
7	Bruce Mines and Algoma, act., Lake Huron and N. Ontario.....	53,920 00	53,920 00		Ontario.....	50,918 00
8	Canada and Gulf Terminal.	210,053 59	210,053 59		Quebec.....	
9	Canada Southern, including Sarnia, Chatham and Erie, Leamington and St. Clair	51,200 00	51,200 00		Ontario.....	147,859 00
10	Can. Government Rlys.— Intercolonial, including					
	Canada Eastern.....	374,839 84	374,839 84			
11	Drummond County.....	423,936 00	423,936 00		Quebec.....	
12	Fredericton and St. Mary's Bridge.....	30,000 00	30,000 00			
13	Nova Scotia Steel and Coal Co.'s Ry.....	40,000 00	39,840 00		Nova Scotia...	40,000 00
14	Prince Edward Island.....					
15	Canadian Northern: includ- ing.....	374,606 00	374,606 00	25,000,000		
16	Bay of Quinte.....	350,455 25	350,455 25		Ontario.....	84,000 00
17	Brockville, Westport and Northwestern.....	140,800 00	140,800 00		"	
18	Central Ontario.....	205,862 79	205,862 79		"	278,000 00
19	Marmora Rly. and Mining Co.....	30,720 00	30,720 00		"	19,149 39
20	Edmonton, Yukon and Pacific.....	160,000 00	91,200 00			
21	Irondale, Bancroft and Ottawa.....	144,000 00	144,000 00		Ontario.....	315,000 00
22	Manitoba.....				Manitoba.....	641,575 25
23	Ontario and Rainy River	1,534,526 00	1,534,526 00		Ontario.....	1,072,800 00
24	Port Arthur, Duluth and Western.....	271,200 00	271,200 00		"	255,571 00
25	Halifax and South West- ern.....	819,874 93	819,874 93		Nova Scotia...	
26	Central of N.S. and N.S. Southern.....	653,776 00	653,776 00		"	
27	Halifax and Yarmouth.....	160,000 00	160,000 00		"	156,499 33
28	Liverpool and Milton.....	32,000 00	32,000 00			
29	Middleton and Victoria Beach.....	125,760 00	125,760 00			
30	Quebec and Lake St. John.	1,454,695 00	1,261,463 50		Quebec.....	2,533,000 00
31	Can. Northern Ontario.....	14,775,872 00	14,485,635 26		Ontario.....	
32	Can. Northern Quebec.....	2,020,616 89	2,020,616 89		Quebec.....	1,194,129 46
33	Can. Northern Alberta.....	3,120,000 00	3,120,000 00			
34	Can. Northern Pacific.....	5,987,520 00	5,987,520 00			
35	Central Ry. Co. of Canada.	30,145 02	30,145 02			
36	Canadian Pacific:— Owned—	30,369,374 70	30,369,374 70		Manitoba.....	375,377 50
		10,189,521 00	10,189,521 00		British Colum- bia.....	37,500 00
37	Canada Central.....	1,525,250 00	1,525,250 00		Ontario.....	1,479,000 00
38	Lake Timiskaming Colo- nization.....	310,335 95	310,335 95		Quebec.....	350,076 82
39	Montreal and Western.....	361,270 00	361,270 00		"	472,500 00
40	North Shore.....	1,500,000 00	1,500,000 00			
41	Quebec, Montreal, Otta- wa and Occidental.....				Quebec.....	727,000 00

†Secured by the Guaranteed Bonds of the Co.—†Garanti par les obligations de la compagnie.

## SESSIONAL PAPER No. 20b

by Governments and Municipalities, to June 30, 1919.  
par les gouvernements et les municipalités jusqu'au 30 juin 1919.

Governments. gouvernements provinciaux.			By Municipalities. Par les municipalités.				Number— Numéro.
Subsidy Paid up. Subsides payés.	Loan. Prêts.	Subscription to Shares. Actions souscrites.	Subsidy Granted. Subsides accordés.	Subsidy Paid up. Subsides payés.	Loan. Prêts.	Subscription to Shares. Actions souscrites.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
48,680 00							1
9,000 00							2
							3
199,620 00							4
265,000 00							5
							6
50,918 00			500 00	500 00			7
			20,600 00	20,600 00			8
147,859 00			322,500 00	322,500 00			9
							10
			15,000 00	15,000 00			11
40,000 00			4,000 00	4,000 00			12
							13
						650,000 00	14
84,000 00			197,990 43	197,990 43			15
							16
278,000 00			116,000 00	116,000 00			17
			93,500 00	93,500 00			18
19,149 39							19
							20
135,000 00							21
641,575 25							22
1,072,800 00			50,000 00	50,000 00			23
255,571 00			40,000 00	40,000 00			24
	14,447,000 00						25
			88,874 17	88,874 17			26
156,499 33			15,338 93	15,338 93			27
							28
2,368,816 88			12,000 00	12,000 00		450,000 00	29
			20,000 00	20,000 00			30
1,194,129 46			82,000 00	82,000 00		200,000 00	31
							32
							33
							34
372,157 50							35
37,500 00			572,500 00	464,761 29			36
1,479,000 00						42,500 00	37
350,076 82							38
472,500 00							39
							40
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62		41

TABLE 4—Statement of Aid, granted and paid to Railways  
 TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de

Number— Numéro.	Name of Railway. Nom du chemin de fer.	By Dominion Government. Par le gouvernement fédéral.			By Provincial Par les	
		Subsidy Granted Subsidés accordés.	Subsidy Paid ud. Subsidés payés.	Loan. Prêts.	Name of Province. Nom de la province.	Subsidy Granted. Subsidés accordés.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
	Canadian Pacific—Con. Leased—					
42	Alberta Ry. and Irriga- tion Co. ....	148,094 00	148,094 00			
43	Esquimalt and Nanaimo.	1,520,560 00	1,520,560 00			
44	Kingston and Pembroke.	48,000 00	48,000 00		Ontario.....	456,493 00
45	St. Maurice Valley.....	173,120 00	173,120 00		".....	
46	Atlantic and North West.	3,888,800 00	3,888,800 00		Quebec.....	711,122 00
47	Cap de la Madeleine.....	7,424 00	7,424 00			
48	Columbia and Kootenay..	88,800 00	88,800 00			
49	Credit Valley.....				Ontario.....	531,000 00
50	Fredericton.....				N.B.....	230,000 00
51	Guelph Junction.....	51,200 00	46,000 00		Ontario.....	
52	Guelph and Goderich.....				".....	
53	Lindsay, Bobcaygeon and Pontypool.....	185,173 06	185,173 06		".....	52,500 00
54	Manitoba and Northwest- ern.....				Manitoba.....	
55	Manitoba South West Colonization.....				".....	
56	Montreal and Lake Maski- nongé.....	41,280 00	41,280 00		Quebec.....	87,750 00
57	Montreal and Ottawa.....	192,000 00	192,000 00		{Ontario.....	100,000 00
					{Quebec.....	182,210 00
58	Nakusp and Slocan.....	121,600 00	117,760 00		B.C.....	
59	New Brunswick.....				N.B.....	76,000 00
60	New Brunswick and Can- ada.....				".....	575,000 00
61	New Brunswick Southern				".....	413,000 00
62	Nicola, Kamloops and Similkameen.....	300,800 00	300,800 00		".....	
63	Northern Colonization....	355,200 00	355,200 00		Quebec.....	96,000 00
64	Ontario and Quebec.....	196,000 00	196,000 00		Ontario.....	
65	Ottawa, Northern and Western.....	950,000 00	821,009 20		{Ontario.....	50,000 00
					{Quebec.....	1,316,389 15
66	Oxford Mountain.....	202,926 50	202,926 50		Quebec.....	138,884 92
67	Saskatchewan and West- ern.....				Manitoba.....	
68	Shuswap and Okanagan....	163,200 00	163,200 00			
69	St. John Bridge and Ry. Extension.....			433,900 00	N.B.....	5,181 81
70	St. John and Maine.....				".....	880,000 00
71	St. Lawrence and Ottawa				Ontario.....	
72	St. Mary's and Western Ontario.....	67,709 00	67,709 00		".....	
73	St. Stephen and Milltown	14,848 00	14,848 00		N.B.....	13,920 00
74	Tilsonburg, Lake Erie and Pacific.....	158,871 48	150,071 48		Ontario.....	38,564 00
75	Tobique Valley.....	134,016 00	134,016 00		N.S.....	70,000 00
76	Toronto, Grey and Bruce	14,656 00	14,656 00		Ontario.....	375,282 00
77	Vancouver and Lulu Island.....	61,670 00	61,670 00			
78	West Ontario Pacific.....	60,000 00	60,000 00		Ontario.....	
79	Cape Breton.....	196,800 00	196,800 00		N.S.....	99,200 00
80	Caraquet.....	224,000 00	224,000 00		N.B.....	180,000 00
81	Central Canada.....	175,000 00	162,030 00		Alberta.....	175,000 00
82	Gulf Shore.....	53,699 20	53,699 20		".....	41,950 00
83	Colechester Coal and Ry. Co	12,800 00	12,800 00			
84	Cumberland Ry. and Coal Co.....	44,800 00	39,850 00		N.S.....	184,450 00
	Dominion Atlantic, includ- ing—					
85	Windsor and Annapolis....	1,193,369 00	1,193,369 00			
86	Cornwallis Valley.....	44,800 00	44,800 00		N.S.....	44,800 00
87	Western Counties.....	500,000 00	500,000 00		".....	679,197 45
88	Midland of N.S.....	399,060 40	399,060 40		".....	185,600 00

## SESSIONAL PAPER No. 20b

by Governments and Municipalities, to June 30, 1919—Continued.  
 fer par les gouvernements et les municipalités jusqu'au 30 juin 1919—suite.

Governments. gouvernements provinciaux.			By Municipalities. Par les municipalités.				Number— Numéro.
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscriptions to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	43
456,493 00	.....	.....	509,320 00	509,320 00	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	45
699,192 08	.....	.....	.....	.....	.....	325,000 00	46
.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	48
531,000 00	.....	.....	1,085,000 00	1,085,000 00	.....	.....	49
230,000 00	.....	.....	80,000 00	80,000 00	.....	.....	50
.....	.....	.....	.....	.....	.....	193,000 00	51
.....	.....	.....	31,000 00	31,000 00	.....	.....	52
52,500 00	.....	.....	73,000 00	73,000 00	.....	.....	53
.....	.....	.....	215,600 00	215,600 00	.....	.....	54
.....	900,000 00	.....	.....	.....	.....	.....	55
87,750 00	.....	.....	.....	.....	.....	.....	56
100,000 00	.....	.....	.....	.....	.....	.....	57
182,210 00	.....	.....	5,300 00	5,300 00	.....	.....	58
.....	647,074 00	.....	23,000 00	23,000 00	.....	.....	59
76,000 00	.....	.....	.....	.....	.....	.....	60
575,000 00	.....	.....	47,500 00	47,500 00	.....	.....	61
413,000 00	.....	.....	3,000 00	3,000 00	.....	.....	62
.....	.....	.....	.....	.....	.....	.....	63
96,000 00	.....	.....	52,500 00	52,500 00	.....	.....	64
.....	.....	.....	.....	.....	.....	.....	65
50,000 00	.....	.....	150,000 00	150,000 00	.....	.....	66
1,192,672 58	.....	.....	101,000 00	100,000 00	.....	.....	67
138,884 92	.....	.....	3,000 00	3,000 00	.....	.....	68
.....	.....	.....	10,000 00	10,000 00	.....	.....	69
5,181 81	.....	.....	.....	.....	.....	.....	70
880,000 00	.....	300,000 00	.....	.....	.....	60,000 00	71
.....	.....	.....	.....	.....	300,000 00	90,000 00	72
.....	.....	.....	80,000 00	77,996 39	.....	.....	73
13,920 00	.....	.....	.....	.....	.....	.....	74
38,564 00	.....	.....	75,000 00	75,000 00	.....	.....	75
70,000 00	.....	.....	.....	.....	.....	.....	76
375,282 00	.....	.....	988,000 00	969,561 44	.....	.....	77
.....	.....	.....	.....	.....	.....	.....	78
.....	.....	.....	25,000 00	25,000 00	.....	.....	79
99,200 00	.....	.....	10,000 00	10,000 00	.....	.....	80
180,000 00	.....	.....	.....	.....	.....	.....	81
110,000 00	.....	.....	.....	.....	.....	.....	82
41,950 00	.....	.....	.....	.....	.....	.....	83
.....	.....	.....	.....	.....	.....	.....	84
173,660 00	.....	.....	.....	.....	.....	.....	85
.....	.....	.....	.....	.....	.....	.....	86
44,800 00	.....	.....	27,685 00	27,685 00	.....	.....	87
679,197 45	.....	.....	250,000 00	250,000 00	.....	.....	88
183,510 40	.....	.....	36,000 00	36,000 00	.....	.....	88

TABLE 4—Statement of Aid, granted and paid to Railways  
 TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de fer

Number—Numéro.	Name of Railway. Nom du chemin de fer.	By Dominion Government. Par le gouvernement fédéral.			By Provincial Par les	
		Subsidy. Granted.	Subsidy Paid up.	Loan.	Name. of Province.	Subsidy. Granted.
		Subsides accordés.	Subsides payés.	Prêts.	Nom de la province.	Subsides accordés.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
89	Edmonton D. & B.C.	160,352 00	125,202 84			
90	Elgin and Havelock	†82,652 82	†82,652 82		New Brunswick	107,500 00
91	Fredericton and Grand Lake	216,576 00	216,576 00			
92	Grand Trunk, including			15,142,633 33		
93	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
94	Brantford, Norfolk and Port Burwell				Ontario	68,600 00
95	Buffalo and Lake Huron				"	
96	Cobourg, Blairton and Marmora				"	18,740 00
97	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
98	Grand Trunk, Georgian Bay and Lake Erie				Ontario	336,000 00
99	Grand Junction, Belleville and N. Hastings	21,888 00	21,888 00		"	224,660 00
100	Owen Sound Branch	39,744 00	39,744 00		"	
101	Hamilton and North Western				"	565,020 00
102	London, Huron and Bruce				"	178,630 00
103	Midland, Ontario				"	168,350 00
104	Montreal and Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
105	Northern				Ontario	196,188 00
106	North Simcoe				"	83,300 00
107	Northern Pacific Junction	1,320,000 00	1,320,000 00			
108	South Norfolk	54,400 00	54,400 00		Ontario	
109	Toronto and Nipissing				"	105,212 00
110	Lake Simcoe Junction				"	53,000 00
111	Victoria				"	312,000 00
112	Waterloo Junction	32,800 00	32,800 00		"	
113	Wellington, Grey and Bruce				"	241,276 00
114	Whitby, Port Perry and Lindsay				Ontario	94,957 59
115	Canada Atlantic	282,355 20	282,355 20		Ontario	270,000 00
					Quebec	200,000 00
116	Ottawa, Arnprior and Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
117	Central Counties				"	
118	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
119	Grand Trunk Pacific	†4,994,416 66 (1,269,299 20	†4,994,416 66 1,269,299 20)	17,500,000 00	"	376,320 00
120	Hereford	170,560 00	170,560 00		Quebec	103,000 00
121	International of New Bruns- wick	726,080 00	726,080 00		New Brunswick	275,000 00
122	Inverness Rly. and Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
123	Kent, Northern, and Col.	58,334 27	†58,334 27		New Brunswick	135,000 00
124	St. Louis and Richibucto (abandoned)	22,400 00	22,400 00		"	21,000 00
125	Kettle Valley	2,174,190 72	2,174,190 72		British Colum- bia	1,110,700 00
126	Klondike Mines	197,184 00	197,184 00			
127	*Kootenay Central	1,065,856 00	1,065,856 00			
128	L'Assomption (abandoned)	11,200 00	11,200 00			
120	*Lake Erie and Northern	320,191 40	320,191 40			
130	Lake Erie and Detroit River and	571,851 00	571,851 00		Ontario	83,000 00
131	London and Port Stanley				"	
132	Lotbiniere and Megantic	96,000 00	96,000 00		Quebec	126,000 00
133	Maganetawan River	3,552 00	3,552 00		Ontario	10,000 00

\*Cash paid for land relinquished by Company. \*Montant payé pour terres rétrocédées par la compagnie  
 †Includes loan used iron rails. †Payé en vertu de la clause dite "Implement Clause."  
 ‡Y compris rails de fer ayant servi. ‡Payé en vertu de la clause dite "du matériel."



TABLE 4—Statement of Aid, granted and paid to Railways  
TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de fer

No. N <sup>o</sup>	Name of Railway. Nom du chemin de fer.	By Dominion Government. Par le gouvernement fédéral.			By Provincial Par les	
		Subsidy Granted.	Subsidy Paid up.	Loan.	Name of Province.	Subsidy Granted.
		Subsides accordés.	Subsides payés.	Prêts.	Nom de la province.	Subsides accordés.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
134	Maritime Coal, Ry. and Power Co.	40,700 00	40,700 00		Nova Scotia	39,788 00
135	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00
136	Minudie Coal and Ry. Co.	18,544 00	18,544 00			
137	Montreal and Atlantic and Lake Champlain and St. Lawrence Jct.				Quebec	444,000 00
138	Montreal and Province Line.	58,560 00	58,560 00		"	250,280 00
139	Moncton and Buctouche	102,400 00	101,600 00		"	231,122 00
140	Napierville Junction	173,440 00	173,440 00		New Brunswick	96,000 00
141	New Brunswick Coal and Ry. Co.	190,400 00	190,400 00		Quebec	
142	New Brunswick and Prince Edward Island.	113,440 00	113,440 00		New Brunswick	224,000 00
143	North Shore (N.B.)	27,616 00	27,616 00		"	99,708 90
144	Northern New Brunswick and Seaboard	108,160 00	108,160 00		"	16,200 00
145	Ottawa and New York	262,384 00	262,384 00		Ontario	35,000 00
146	Phillipsburg Ry. and Quarry Co.	23,712 00	23,712 00		Quebec	25,667 00
147	Pontiac and Renfrew	13,600 00	13,600 00		"	17,433 00
148	Quebec Bridge and Ry. Co.	374,353 33	374,353 33		"	250,000 00
149	Quebec Ry., Light and Power Co.	96,000 00	96,000 00		"	306,945 50
150	Quebec Central	585,037 90	585,037 90		"	1,076,123 14
151	Quebec Oriental	846,885 01	846,885 01		"	1,596,390 00
152	*Quebec and Saguenay	248,801 28	248,801 28			
153	Quebec, Montreal and Southern, and United Counties East-Richelieu Valley	69,952 00	69,952 00		Quebec	207,565 00
154	South Shore	296,998 38	296,998 38		"	115,215 00
155	Roberval and Saguenay†	231,552 00	231,552 00		"	276,645 00
156	Salisbury and Albert	29,665 45	†29,391 01		New Brunswick	455,000 00
157	Schomberg and Aurora	48,000 00	46,144 00			
158	Southampton (N.B.)	81,280 00	81,280 00			
159	St. Clair Tunnel	375,000 00	375,000 00			
160	St. Lawrence and Adirondack	149,481 60	149,481 60		Quebec	70,400 00
161	St. John and Quebec	928,298 42	928,298 42			
162	St. Martins	83,612 54	†83,612 54		New Brunswick	145,600 00
163	Sydney and Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
164	Thessalon and Northern Ontario	6,112 00	6,112 00			
165	Témiscouata	645,950 00	645,950 00		Quebec	362,250 00
166	Témiskaming and Northern Ontario	2,134,080 00	2,134,080 00		{ N. Brunswick..	66,000 00
167	Thousand-Islands	61,200 00	29,840 00		Ontario	
168	Toronto, Hamilton and Buffalo	57,600 00	57,600 00		"	
169	York and Carleton	32,896 00	32,896 00		New Brunswick	25,247 00
	Total	119,089,153 54	118,042,288 87	58,076,533 33		31,957,890 27

†Includes used iron rails. †Y compris le prêt de rails ayant servi.

\*Under construction. \*En construction.

‡Includes Ha Ha Bay Railway. ‡Y compris le chemin de fer de la Baie des Ha Ha.

## SESSIONAL PAPER No. 20b

by Governments and Municipalities, to 30th June, 1919—Concluded.

par les gouvernements et les municipalités jusqu'au 30 juin 1919—fin.

Governments. gouvernements provinciaux.			By Municipalities. Par les municipalités.				No. N°
Subsidy Paid up. — Subsidies payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsidés accordés.	Subsidy Paid up. — Subsidés payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
39,788 00							134
5,000 00						65,000 00	135
315,891 89						528,000 00	136 137
250,280 00			51,000 00	36,000 00			138
231,122 00			25,000 00	25,000 00			139
94,500 00							140
			10,000 00	10,000 00			141
224,000 00							142
99,708 90							143
16,200 00							144
							145
35,000 00			85,000 00	85,000 00			146
25,667 00							147
17,433 60							148
250,000 00			300,000 00	290,817 46			149
306,945 50							150
1,076,123 14			103,000 00	103,000 00			151
947,199 25			50,500 00	9,000 00			152
							153
207,565 00							154
115,215 00							155
276,645 00			25,000 00	25,000 00			156
			12,365 30	12,365 30			157
455,000 00			70,000 00	70,000 00			158
							159
							160
							161
70,400 00							162
145,600 00							163
							164
82,000 00							165
							166
362,250 00			25,000 00	25,000 00			167
66,000 00							
			10,000 00	10,000 00			168
							169
			303,000 00	300,500 00			170
25,247 00							171
30,550,571 16	7,197,030 00	300,000 00	13,054,693 20	12,805,837 78	2,404,498 62	3,489,500 00	

TABLE 5.—Earnings of Railways for the year ending June 30, 1919.  
 TABLEAU 5.—Recettes des chemins de fer pendant l'exercice terminé le 30 juin 1919.

Name of Railway. Nom du chemin de fer.	Earnings—Recettes.					Operating Expenses. Frais d'exploitation.	Net Operating Earnings. Recettes nettes.
	Passenger. Voyageurs.	Freight and Switching. Marchandises et transbordement.	Other Earnings from Operation. Autres recettes prov. de l'exploitation.	Total Gross Earnings from Operation. Total des recettes brutes, y comp. autres prov. de l'exploitation.			
Algoma Central and Hudson Bay.....	\$ 95,635 11	\$ 1,985,159 24	\$ 203,065 99	\$ 2,283,860 34	\$ 1,774,105 88	\$ 509,754 46	
Alkoma Eastern.....	58,840 12	1,003,472 46	63,096 84	1,125,409 42	775,783 37	349,626 05	
Alberta Great Waterways.....	34,159 82	87,362 00	8,191 99	129,713 81	143,646 48	-13,932 67	
Atlantic, Quebec and Western.....	45,417 81	155,703 99	.....	201,121 80	225,764 87	-24,643 07	
Brandon, Sask. and Hudson Bay.....	25,492 30	18,997 68	667 67	45,158 74	198,004 95	-152,846 21	
British Yukon.....	43,578 65	106,192 07	19,222 67	168,993 99	104,597 96	64,396 03	
Canada and Gulf Terminal.....	28,425 61	62,788 72	5,022 08	96,236 41	77,899 64	18,336 77	
Canada Southern.....	5,825,479 80	14,770,225 36	123,626 30	20,719,331 46	12,634,969 73	8,084,361 73	
Canadian National Railways—							
Intercolonial.....	9,471,890 13	16,538,634 42	967,282 95	26,977,807 50	31,489,685 92	-4,511,878 42	
P. E. Island.....	281,304 58	475,899 22	29,417 60	786,621 40	1,629,440 33	-842,818 93	
International of N. B.....	49,351 59	180,830 49	2,278 19	232,460 27	486,378 26	-253,917 99	
St. John and Quebec.....	38,080 76	98,824 94	2,079 66	138,985 36	209,830 14	-70,844 78	
Transcontinental.....	2,139,933 90	8,131,804 20	123,505 56	10,395,243 66	11,111,786 66	-716,543 00	
Elgin and Havelock.....	5,137 11	12,500 31	.....	17,637 42	62,391 27	-44,753 85	
Moncton and Buertonche.....	18,533 34	25,468 03	317 88	44,319 25	88,416 08	-44,096 83	
Salisbury and Albert.....	12,554 26	48,893 52	916 25	62,364 03	135,071 65	-72,707 62	
St. Martins.....	5,610 35	14,265 50	177 08	20,032 93	38,282 54	-18,250 61	
York and Carleton.....	2,495 34	6,589 91	21 00	9,106 25	28,273 91	-19,167 66	
Canadian Northern.....	10,394,369 56	37,011,710 98	832,351 00	48,238,461 54	49,716,044 35	-1,477,582 81	
Cape Breton.....	48,607,778 62	108,812,316 37	5,426,375 38	162,846,470 37	130,416,994 98	32,429,475 39	
Central Canada.....	9,966 63	12,885 78	.....	22,852 41	28,537 44	-5,685 03	
Central Vermont.....	12,198 92	10,782 40	1,220 30	24,181 71	55,214 68	-31,032 97	
Crow's Nest Southern.....	136,529 55	259,880 69	4,250 53	400,660 77	472,559 38	-71,898 61	
Cumberland.....	15,215 85	61,170 74	1,694 93	78,081 52	327,751 66	-249,670 14	
Carquet and Gulf Shore. (Did not report)	20,920 14	129,037 32	8,250 46	158,207 92	133,487 38	24,720 54	
Dominion Atlantic.....	616,527 20	869,870 45	22,754 35	1,509,152 00	1,298,512 03	210,639 97	
Eastern British Columbia.....	1,893 35	25,194 30	2,699 00	29,696 65	47,257 31	-17,560 69	
Edmonton, Dunvegan and British Columbia.....	299,666 33	521,257 99	19,463 28	840,387 60	780,490 77	59,896 83	

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Essex Terminal.....	132, 108 60	29, 362 55	161, 471 15	117, 453 10	44, 018 05
Esquimaux and Nanaimo.....	299, 673 78	26, 437 76	1, 062, 046 18	750, 709 03	311, 337 15
Fredericton and Grand Lake Coal and Rly. Co.....	13, 238 38	990 46	166, 809 65	125, 831 15	40, 978 50
Grand Trunk System.....	16, 072, 728 23	1, 402, 715 48	66, 429, 147 25	57, 005, 328 05	9, 423, 819 20
Grand Trunk Pacific.....	1, 931, 710 14	148, 631 51	7, 562, 814 48	11, 715, 236 49	-4, 152, 922 01
Grand Trunk Pacific Branch Lines.....	457, 436 69	23, 083 46	2, 063, 454 53	3, 284, 050 77	-1, 220, 596 24
Hereford.....	27, 878 00	985 15	112, 645 61	252, 702 70	-140, 057 09
Kent Northern. (Did not report).....	253, 479 58	12, 752 61	672, 467 61	830, 012 90	-157, 575 29
Kettle Valley.....	5, 904 35	15 00	50, 047 38	44, 651 78	5, 395 60
Lothiere and Megantic.....	19, 440 82		28, 986 20	27, 581 32	1, 404 97
Maine Central.....	6, 834 42	859 57	27, 404 30	168, 136 18	-140, 731 88
Manitoba Great Northern.....	8, 851 91	72 00	122, 916 87	89, 835 76	33, 081 11
Maritime Coal Rly. and Power Co.....	173, 992 96	872 50	220, 828 62	350, 680 98	-129, 852 36
Massawippi Valley.....	127, 769 98	4, 389 48	307, 518 34	414, 524 41	-107, 006 07
Midland of Manitoba.....	180, 960 04	10, 309 91	1, 593, 406 27	1, 514, 704 73	78, 701 54
Montreal and Atlantic.....	298, 262 12	54, 633 96	93, 045 23	97, 084 74	-4, 039 51
Morrissey, Fernie and Michel.....	8, 673 00		493, 440 84	344, 772 03	148, 068 81
Napierville Junction.....	208, 533 24	792 09	55, 676 65	151, 188 07	-95, 511 42
Nelson and Fort Sheppard.....	24, 036 15	2, 366 89	78, 460 84	104, 475 06	-26, 014 22
New Brunswick Coal and Rly. Co.....	20, 022 20	9, 974 81	1, 060 18	15, 380 75	-14, 320 57
New Westminster Southern.....	537 15	20 94			
North New Brunswick and Seaboard. (Did not report).....					
North Shore. (Did not report).....					
Ottawa and New York.....	150, 723 65	1, 574 99	373, 772 13	435, 406 02	-61, 633 89
Pacific Great Eastern.....	7, 396 48	1, 931 53	340, 551 55	516, 054 66	-175, 503 11
Pere Marquette.....	167, 177 90	31, 647 77	4, 650, 713 94	2, 705, 014 35	1, 945, 699 59
Quebec Central.....	642, 114 79	32, 180 93	2, 624, 543 21	2, 003, 791 06	620, 752 15
Quebec, Montreal and Southern.....	161, 874 90	5, 521 97	748, 321 71	860, 635 68	-112, 313 97
Quebec Oriental.....	84, 323 07		355, 545 04	328, 950 69	26, 594 35
Quebec Rly. Light and Power Co.....	4, 292 93	219 39	166, 182 72	146, 631 06	19, 551 66
Red Mountain.....	2, 951 47	332 61	10, 599 70	38, 169 09	-27, 569 39
Roberval-Saguenay.....	28, 385 83	19, 320 83	271, 763 64	197, 453 12	74, 310 52
Rutland and Noyan.....			10, 040 17	11, 946 39	-1, 905 92
St. Lawrence and Adirondack.....	295, 655 46	19, 119 05	1, 188, 981 57	928, 963 02	260, 018 55
Sydney and Louisburg.....	63, 108 81	25, 510 16	1, 111, 584 13	996, 617 87	114, 966 26
Temiscouata.....	64, 926 68	8, 027 63	361, 171 61	306, 539 09	54, 632 52
Temiskaming and Northern Ontario.....	846, 765 23	105, 203 97	2, 915, 073 29	2, 772, 666 46	142, 406 83
Thousand Islands. (Did not report).....	578, 924 90	55, 348 34	2, 819, 503 45	2, 008, 393 17	811, 110 28
Toronto, Hamilton and Buffalo.....	211, 358 78	138, 440 59	749, 270 56	1, 592, 465 86	-843, 195 30
Vancouver, Victoria and Eastern.....	11, 090 78	249 10	24, 080 00	32, 792 01	-8, 712 01
Victoria and Sidney, B.C.....	867 51	56 12	1, 662 71	2, 483 60	-820 89
Victoria Terminal Rly. and Ferry Co.....	764, 710 84	92, 100 29	5, 347, 815 18	4, 065, 986 16	1, 281, 829 02
Wabash (in Canada).....					
Total.....	102, 380, 337 19	10, 133, 153 93	382, 976, 901 41	341, 866, 509 01	41, 110, 392 40

TABLE 6.—Earnings and Income for the year ending June 30, 1919.  
TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919.

Name of Railway. Nom du chemin de fer.	Revenue from Transportation—Rail Line.—Recettes provenant du service des transports—Par rail.							
	Freight. Marchandises.	Per Ton per Mile. Par tonne, par mille.	Passenger. Voyageurs.	Per Passenger per Mile. Par voyageur, par mille.	Excess Baggage. Excédent de bagages.	Sleeping Cars. Wagons-lits.	Parlor and Chair Car. Wagons-salons.	Mail. Postes.
	\$ cts.	Cents.	\$ cts.	Cents.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay.....	1,157,855 90	0-998	90,416 92	3-752	445 01			
Algoma Eastern.....	785,549 96	2-955	51,170 95	3-622	323 45			
Alberta Great Waterways.....	87,362 00	1-054	29,006 06	3-691	28 28			970 54
Atlantic, Quebec and Western.....	155,703 99	1-948	41,826 14	3-210	256 15			944 00
Brandon, Sask. and Hudson Bay.....	12,996 20	1-606	20,492 17	3-210	162 47			2,447 76
British Yukon.....	106,192 67	10-195	38,167 47	10-660	408 29			2,747 42
Canada and Gulf Terminal.....	62,788 72	5-129	21,223 66	3-797	336 63			
Canada Southern.....	14,716,590 49	0-923	5,153,846 28	2-866	30,660 88			129,883 73
Canadian National Railways—								
Intercolonial.....	16,442,610 33	0-826	7,242,471 93	2-177	49,675 02	379,976 68	17,009 75	379,706 49
Prince Edward Island.....	475,592 69	4-360	239,267 22	2-286	2,744 46	1 10	Dr. 1 00	21,048 22
International of N.B.....	180,689 64	1-524	46,474 05	3-328	284 46			1,889 72
St. John and Quebec.....	98,824 94	2-474	34,534 77	2-925	222 90			2,203 52
Transcontinental.....	8,085,210 15	0-649	1,920,041 04	2-161	5,668 16	44,223 70		27,391 67
Elgin and Havelock.....	12,590 31	7-848	4,078 27	3-001	18 80			673 92
Moncton and Buctouche.....	25,393 03	5-862	16,431 46	2-453	280 51			801 28
Salisbury and Albert.....	48,883 52	2-685	9,258 54	2-942	117 01			2,527 20
St. Martins.....	14,265 50	6-721	4,591 33	2-933	72 81			751 20
York and Carleton.....	6,389 91	10-311	2,379 07	4-243	15 95			100 32
Canadian Northern.....	36,403,905 75	0-956	8,067,373 95	2-630	57,295 88	352,889 18	18,481 45	304,710 74
Canadian Pacific.....	108,138,699 74	0-952	35,242,571 86	2-516	309,527 66	2,756,099 96	129,997 18	1,643,121 02
Cape Breton.....	12,885 78	3-530	9,175 94	2-920	65 60			
Central Canada.....	10,735 40	2-487	10,519-23	3-881	60 45			380 24
Central Vermont.....	254,238 13	2-855	104,158 83	3-473	785 11			198 84
Crow's Nest Southern.....	61,194 74	1-110	12,063 02	3-642	98 43			7,124 00
Cumberland.....	129,037 32	5-723	15,811 52	2-846	338 12			1,262 94
Caragueit and Gulf Shore. (Did not report)								989 08
Dominion Atlantic.....	869,019 79	2-203	530,861 05	2-624	3,702 77			7,621 90
Eastern British Columbia.....	25,194 30	2-561	1,528 35	5-490				25,392 38
Edmonton, Dunvegan and British Columbia.....	521,259 99	1-811	230,281 81	3-653	1,406 03	18,895 12		3,275 00
Essex Terminal.....	127,413 74	2-962						3,006 47
Esquimalt and Nanaimo.....	735,232 04	3-441	256,470 52	3-081	1,952 72			10,106 56
Fredericton and Grand Lake Coal and Rly. Co.....	152,580 81	2-147	12,412 06	3-680				826 32

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Grand Trunk System.....	48,304,734 91	0-986	13,045,361 17	2-676	63,822 81	85,663 26	543,474 73
Grand Trunk Pacific.....	5,463,046 34	0-934	1,357,959 81	2-697	11,453 20	235 69	128,615 80
Grand Trunk Pacific Branch Lines.....	1,569,863 57	1-571	380,897 97	3-030	2,858 29	825 61	19,251 46
Hereford.....	83,782 46	2-306	23,707 70	4-922	118 89		2,982 06
Kent Northern. (Did not report)		2-081	198,372 73	3-059	1,889 52		5,663 47
Kettle Valley.....	394,516 02	4-593	4,175 15	2-216			1,729 20
Lothbière and Mégantic.....	44,128 03	0-672	17,983 88	2-818	31 97		139 66
Maine Central.....	3,545 47	1-398	5,937 87	3-250	48 04		283 80
Manitoba Great Northern.....	18,984 51	4-287	7,339 26	3-329	58 40		588 48
Maritime Coal, Rly. and Power Co.....	113,030 96	0-872	83,004 40	3-272	394 54		4,270 26
Massawippi Valley.....	124,898 11	1-129	129,489 11	2-859	1,121 42	895 15	8,771 20
Midland of Manitoba.....	107,043 32	4-091	255,856 61	2-165	1,843 99		12,797 68
Montreal and Atlantic.....	1,227,458 47	1-043	8,673 00	4-022	1,190 16		1,186 76
Morrissey, Ferrie and Michel.....	80,658 64	2-339	185,271 06	3-520	160 58		1,492 80
Napierville Junction.....	284,109 89	2-500	19,954 52	3-185			135 63
Nelson and Fort Sheppard.....	29,253 61	3-237	17,954 96	3-393	1 97		
New Brunswick Coal and Rly. Co.....	48,463 83		290 20				
New Westminster Southern.....	502 09						
Northern New Brunswick and Seaboard. (Did not report)							
North Shore. (Did not report)		0-824	97,480 65	2-956	476 00		4,612 67
Ottawa and New York.....	219,394 64	0-716	70,076 06	2-941	122 45		1,429 35
Pacific Great Eastern.....	198,620 74	1-930	116,383 04	2-685	1,057 01		11,448 45
Père Marquette.....	4,417,801 03	1-533	566,166 31	3-084	4,447 27		27,772 60
Quebec Central.....	1,950,247 49	1-543	139,013 61	3-013	950 60		4,828 14
Quebec, Montreal and Southern.....	577,783 91	5-794	72,937 61	3-102	78 47	1,600 90	3,936 00
Quebec Oriental.....	271,221 97	5-224	4,292 93	3-303	13 20		276 00
Quebec Rly., Light and Power Co.....	158,695 80	1-163	1,614 77				
Red Mountain.....	5,752 62	0-985	23,388 00	1-900	601 45		4,986 80
Roberval-Saguenay.....	153,779 63	2-705	58,480 12	3-122	471 05		1,012 80
Rutland and Noyan.....	10,040 47	3-775	54,213 31	3-066	814 16		5,991 68
St. Lawrence and Adirondaek.....	872,578 68	1-024	738,485 07	2-676	5,368 81		21,494 98
Sydney and Louisbourg.....	998,939 47	2-053	502,506 63	3-072	2,475 05		4,297 80
Temiskaming.....	273,855 18	1-260	159,518 77	3-197	1,279 79	281,423	11,928 19
Temiskaming and Northern Ontario.....	1,953,571 64	6-329	9,486 06	2-526			332 67
Thousand Islands. (Did not report)		0-799	569,731 93	2-498	3,053 98	4 17	21 14
Toronto, Hamilton and Buffalo.....	2,085,766 58						
Toronto, Victoria and Eastern.....	352,233 32						
Vancouver, Victoria and Sidney, B.C.....	11,462 01						
Victoria and Sidney, B.C.....	739 08						
Victoria Terminal Rly. and Ferry Co.....	4,492,353 97						
Wabash (in Canada).....	266,825,881 94						
Total.....			78,609,870 97		573,322 28	274,505 07	3,399,830 60
					3,716,450 77		

TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.

TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Revenue from Transportation—Rail Line—Continued—Recettes provenant du service des transports—Par rail—suite.										
	Express. Messagerie.	Other Passenger Train. Autres trains, voyageurs.	Milk. Service du lait.	Switching. Transborde- ment.	Special Service Train. Trains spéciaux.	Other Freight Train. Autres trains, marchandises.	Water Transfers Freight. Transborde- ment par eau.	Total.	Total.	\$	cts.
Algoma Central and Hudson Bay.....	4,773 18			160,189 29	615 26			1,414,295 56			
Algoma Eastern.....	7,345 72			18,023 23	784 37			863,197 68			
Alberta Great Waterways.....	4,118 94	36 00			10 00			121,531 82			
Atlantic, Quebec and Western.....	2,391 52			6,001 48				201,121 80			
Brandon, Sask. & Hudson Bay.....	2,379 21	11 78			260 00			44,491 07			
British Yukon.....	1,407 78							150,031 32			
Canada and Gulf Terminal.....	6,805 32							91,214 33			
Canada Southern.....	323,351 30	3,648 59	3,783 25	53,634 87	2,817 83			20,418,217 22			
Canadian National Railways—											
Intercolonial.....	749,498 16	404 28	41,386 90	95,861 19	11,449 71	162 90		25,410 213 34			
Prince Edward Island.....	28,244 58			306 53				757,203 80			
International of N. B.....	1,203 36			140 85				230,182 08			
St. John and Quebec.....	1,119 57							136,905 70			
Transcontinental.....	71,409 79	1,981 71	46,594 05	1,608 00				10,204,128 27			
Elgin and Havelock.....	357 87							17,637 42			
Moncton and Buctouche.....	432 18							44,001 37			
Salisbury and Albert.....	589 87							61,447 78			
St. Martins.....	195 01							19,875 85			
York and Carleton.....	958,899 38	15,538 41	75,558 50	607,612 73	10,040 42	222 50		46,872,528 89			
Canadian Northern.....	5,837,536 50	4,783 21	242,132 34	662,387 41	17,672 06			154,995,758 16			
Canadian Pacific.....	795 09							22,852 41			
Cape Breton.....	925 91							22,961 32			
Central Canada.....	22,797 30	7 73	1,457 74	5,642 56				396,410 24			
Central Vermont.....	1,784 79	6 67		24 00				76,386 59			
Crow's Nest Southern.....	3,781 42							149,957 46			
Cumberland.....											
Caracquet and Gulf Shore.....	49,500 00	732 37	7,199 48	795 66				1,484,790 40			
Dominion Atlantic.....								27,022 65			
Eastern British Columbia.....								800,710 17			
Edmonton, Dumveigan and British Columbia.....	25,713 17	64 58		2 00				132,108 00			
Essex Terminal.....				1,000 02				3,694 84			
Esquimalt and Nanaimo.....	17,808 27		6,029 46	702 60	516 00			1,036,124 42			



TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.  
 TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Revenue from Transportation—Water Line.—Revenu du transport—Par eau.						Total.
	Freight. Marchandises.	Passenger. Voyageurs.	Excess Baggage. Excédent de bagages.	Mail. Postes.	Express. Messagerie.	Other. Autres.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay.....	667,114 05					667,114 05	
Algoma Eastern.....	199,899 27					199,899 27	
Alberta Great Waterways.....							
Atlantic, Quebec and Western.....							
Brandon, Sask. and Hudson Bay.....							
British Yukon.....							
Canada and Gulf Terminal.....							
Canada Southern.....							
Canadian National Railways— Intercolonial.....	465,238 91					465,238 91	
P. E. Island.....							
International of N. B.....							
St. John and Quebec.....							
Transcontinental.....							
Elgin and Haycock.....							
Moncton and Ductouche.....							
Salisbury and Albert.....							
St. Martins.....							
York and Carleton.....							
Canadian Northern.....							
Canadian Pacific.....	1,122,780 91	413,878 30	1,579 28	18,609 60	15,763 30	243 35	1,572,854 74
Cape Breton.....							
Central Canada.....							
Central Vermont.....							
Crow's Nest Southern.....							
Cumberland.....							
Caraqueet and Gulf Shore.....							
Dominion Atlantic.....							
Eastern British Columbia.....							
Edmonton, Dunvegan and British Columbia.....							
Essex Terminal.....							
Esquimalt and Nanaimo.....							
Fredericton and Grand Lake Coal and Rly. Co.....							
Grand Trunk System.....							
Grand Trunk Pacific.....							

## RAILWAY STATISTICS

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Grand Trunk Pacific Branch Lines.....									
Hereford.....									
Kent Northern.....									
Kettle Valley.....									
Lotbiniere and Megantic.....									
Maine Central.....									
Manitoba Great Northern.....									
Maritime Coal, Rly. and Power Co.....									
Massachusetts Valley.....									
Midland of Manitoba.....									
Montreal and Atlantic.....									
Morrissey, Farnie and Michel.....									
Napierville Junction.....									
Nelson and Fort Sheppard.....									
New Brunswick Coal and Rly. Co.....									
New Westminster Southern.....									
Northern New Brunswick and Seaboard.....									
North Shore.....									
Ottawa and New York.....									
Pacific Great Eastern.....									
Pere Marquette.....									
Quebec Central.....									
Quebec, Montreal and Southern.....									
Quebec Oriental.....									
Quebec Rly., Light and Power Co.....									
Red Mountain.....									
Roberval-Saguenay.....									
Rutland and Noyan.....									
St. Lawrence and Adirondack.....									
Sydney and Louisburg.....									
Temiscouata.....									
Temiskaming and Northern Ontario.....									
Thousand Islands.....									
Toronto, Hamilton and Buffalo.....									
Vancouver, Victoria and Eastern.....									
Victoria and Sidney, B.C.....									
Victoria Terminal Rly. and Ferry Co.....									
Wabash (in Canada).....									
Total.....	2,455,033 14	413,578 30	1,579 28	18,609 60	15,763 30	243 35	2,905,106 97		

TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.  
 TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Incidental.—Recettes accessoires.					Storage Freight. Emmagasinage de marchandises.
	Dining and Buffet. Réfectoire. et buffet.	Hotel and Restaurant. Hôtel et restaurant.	Station, Train, Boat Privileges, gares, trains et bateaux.	Parcel Room. Consigne des colis.	Parcel Room. Consigne des colis.	
Algoma Central and Hudson Bay						21,245 42
Algoma Eastern						18 74
Alberta Great Waterways			470 00			31 17
Atlantic, Quebec and Western						41 52
Brandon, Sask. and Hudson Bay			105 00		4 20	258 30
British Yukon						1 75
Canada and Gulf Terminal						1,656 27
Canada Southern	180,305 77	29,806 04	4,568 91		5,823 32	
Canadian National Railways—						
Intercolonial	611,760 92	70,777 93	18,469 63			18,004 23
P. E. Island			1,163 50			827 88
International of N. B.			215 78			43 33
St. John and Quebec			65 00			10 04
Transcontinental	69,217 83		4,521 64		17,178 22	277 55
Elgin and Havelock						32 92
Moncton and Buctouche						34 75
Salisbury and Albert						
St. Martins						
York and Carleton						
Canadian Northern	543,622 07	245,508 10	6,907 35	9,937 00		55,734 97
Canadian Pacific	2,442,008 89	432,924 59	13,877 56	79,991 05		342,098 63
Cape Breton						
Central Canada						
Central Vermont			0 06		16 40	196 76
Crow's Nest Southern					7 90	146 23
Cumberland						
Carsquet and Gulf Shore						
Dominion Atlantic	1,607 25		999 00			853 68
Eastern British Columbia						
Edmonton, Dunyogan and British Columbia	20,299 15		2,013 50			503 43
Essex Terminal						
Esquimat and Nanaimo			195 00		12 50	1,582 37
Fredericton and Grand Lake Coal and Rly. Co.						
Grand Trunk System	307,124 40	39,378 49			21,968 48	43,356 30

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Grand Trunk Pacific.....	117,256 95	748 54	979 55	5,840 98
Grand Trunk Pacific Branch Lines.....	9,206 79	2 85	193 90	984 64
Heretofore.....			10 20	4 73
Kent Northern.....				
Kettle Valley.....	12,292 51			89 29
Lofbriere and Megantic.....				
Maine Central.....			0 90	
Manitoba Great Northern.....				28 43
Maritime Coal, Rly. and Power Co.....				
Massawippi Valley.....				
Midland of Manitoba.....	9,804 07			370 61
Montreal and Atlantic.....				975 07
Morrissey, Fermie and Michel.....				12,071 84
Napierville Junction.....				
Nelson and Fort Sheppard.....			0 10	31 70
New Brunswick Coal and Rly. Co.....				8 75
New Westminster Southern.....			0 88	
Northern New Brunswick and Seaboard.....				
North Shore.....				
Ottawa and New York.....		34 32		563 62
Pacific Great Eastern.....				
Pere Marquette.....	Dr. 130 98	133 28	2 20	697 37
Quebec Central.....		6,167 67		1,104 05
Quebec Oriental.....	11,341 51	120 00		573 25
Quebec Rly., Light and Power Co.....		52 69	5 78	31 59
Red Mountain.....			0 70	
Roberval-Saguenay.....				83 72
Rutland and Noyan.....				
St. Lawrence and Adirondack.....		338 77	1 20	25 01
Sydney and Lonsburg.....		500 00		61 46
Temiscouata.....		7,666 58		159 95
Temiskaming and Northern Ontario.....	12,118 74			1,613 17
Thousand Islands.....				
Toronto, Hamilton and Buffalo.....	22,873 54	366 19		938 15
Vancouver, Victoria and Eastern.....	6,188 07	102 00	43 00	12,360 16
Victoria and Sidney, B.C.....				
Victoria Terminal Rly. and Ferry Co.....				40 22
Wabash (in Canada).....	14,084 21	396 12	1 50	164 45
Total.....	4,390,981 69	109,579 43	136,178 98	525,816 15

TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.  
 TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Incidental—Continued—Recettes accessoires—suite.				
	Storage Baggage. Emmagasinage de bagages.	Demurrage. Surestarié.	Telegraph and Telephone. Télégraphique et téléphonique.	Grain Elevators. Élévateurs à grain.	Stockyards. Parcs à bestiaux.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay.....	63 65	59,699 00	3,373 52		
Algoma Eastern.....	1 40	5,010 00	758 60		
Alberta Great Waterways.....	1 45	106 00	193 24		
Atlantic, Quebec and Western.....					
Brandon, Sask. and Hudson Bay.....		353 00	261 03		
British Yukon.....		2,373 00	403 32		
Canada and Gulf Terminal.....	3,367 29	39,712 40	245 00		16,868 66
Canada Southern.....					
Canadian National Railways— Intercolonial.....	5,548 55	218,822 82	473 42	52,560 01	
P. E. Island.....	74 10	1,341 82	108 26		
International of N. B.....	7 40	1,078 00	418 00		
St. John and Quebec.....		534 00			
Transcontinental.....	19,450 85	24,063 50			
Elgin and Havelock.....					
Moncton and Buctouche.....					
Salisbury and Albert.....					
St. Martins.....		55 00	3 17		
York and Carleton.....		719 00	177 08		
Canadian Northern.....	12,746 75	193,071 30	4,374 99	766,409 17	8 00
Canadian Pacific.....	55,327 60	627,346 34			
Cape Breton.....		603 00	190 34		
Central Canada.....		1,656 80			
Central Vermont.....	10 65	438 00	569 80		
Crow's Nest Southern.....		538 80			
Cumberland.....					
Caraguet and Gulf Shore.....		10,812 65	3 62		
Dominion Atlantic.....		1,827 40	46 25		
Eastern British Columbia.....		1,396 38	5,765 58		8 30
Edmonton, Dunvegan and British Columbia.....	102 26	6,854 00			
Essex Terminal.....	68 60	7,225 00			
Esquimaux and Nanaimo.....					
Fredericton and Grand Lake Coal and Rly. Co.....					
Grand Trunk System.....	20,157 30	670,465 72	2,997 21	294,713 98	

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Grand Trunk Pacific.....	3,751 73	18,829 95	7,750 29	
Grand Trunk Pacific Branch Lines.....	684 40	8,240 72	18 75	
Hereford.....		576 00		
Kent Northern.....		865 00	733 37	
Kettle Valley.....	17 55			
Loebriere and Megantic.....				
Maine Central.....		507 30	191 09	
Manitoba Great Northern.....				
Maritime Coal Rly. and Power Co.....	116 83	3,190 00	553 18	
Massawippi Valley.....		4,048 10		
Midland of Manitoba.....		29,197 75		
Montreal and Atlantic.....	18 30			
Morrissey, Fernie and Michel.....		707 00	50 39	
Naperville Junction.....	3 00	1,685 00	639 21	
Nelson and Fort Sheppard.....	33 83		15 00	
New Brunswick Coal and Rly. Co.....	0 54		19 52	
New Westminster Southern.....				
Northern New Brunswick and Seaboard.....				
North Shore.....		894 00	9 70	
Ottawa and New York.....		1,293 00		
Pacific Great Eastern.....	12 80	19,411 00		
Pere Marquette.....	351 22	9,929 00		
Quebec Central.....	17 85	4,258 00	552 87	
Quebec, Montreal and Southern.....				
Quebec Oriental.....				
Quebec Rly., Light and Power Co.....	1 75	107 00	222 26	
Red Mountain.....		12,711 00		
Roberval-Saguenay.....				
Rutland and Noyan.....	1 80	18,710 23	7 96	
St. Lawrence and Adirondack.....		3,755 00	112 63	
Sydney and Louisburg.....		4,423 60		
Teniscouata.....	618 85	12,930 95	66,019 00	
Temiskaming and Northern Ontario.....				
Thousand Islands.....		53,094 50		
Toronto, Hamilton and Buffalo.....	26 00	21,400 50	2,249 55	
Vancouver, Victoria and Eastern.....	1,445 45			
Victoria and Sidney, B.C.....		249 10		
Victoria Terminal Rly. Ferry Co.....		15 90		
Wabash (in Canada).....	43 11	13,164 73		
Total.....	127,072 36	2,120,298 26	91,731 82	1,113,683 16
				24,654 00

TABLE 6—Earnings and Income for the year ending June 30, 1919—Concluded.  
TABLEAU 6—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—fin.

Name of Railway. Nom du chemin de fer.	Incidental—Concluded.—Recettes accessoires—fin. Joint Facility—Facilités de raccordement.			Total Operating Revenues. Total des revenus d'exploitation.
	Rents of Buildings and other Property. Loyers de bâtiments et autres propriétés.	Miscellaneous. Divers.	Total.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay	1,233 04	116,836 00	202,450 73	2,283,800 34
Algoma Eastern		56,523 73	62,312 47	1,125,409 42
Alberta Great Waterways	184 89	5,583 84	6,570 59	1,129,713 81
Atlantic, Quebec and Western				201,121 80
Brañdon, Sask. and Hudson Bay		7 92	667 67	45,138 74
British Yukon	905 00	17,291 05	18,962 67	168,993 99
Canada and Gulf Terminal		2,630 33	5,022 08	96,236 41
Canada Southern	9,453 34	9,292 76	301,099 76	20,719,331 46
Canadian National Railways—				
Intercolonial	40,345 35	65,592 59	1,102,355 25	26,977,807 50
P. E. Island	1,733 20	24,168 84	29,417 60	786,621 40
International of N. B.	246 97	268 71	2,278 19	232,460 27
St. John and Quebec	994 25	476 37	2,079 66	138,985 36
Transcontinental	19,287 51	37,118 29	191,115 39	10,395,243 66
Edgin and Hawelock				17,637 42
Moncton and Buctouche	44 00	189 13	317 88	44,319 25
Salisbury and Albert	162 50		916 25	62,364 03
York and Carleton			177 08	20,052 93
Canadian Northern	20 00		21 00	9,106 25
Canadian Pacific	172,354 29	84,907 18	1,329,172 00	4,703 95
Cape Breton	969,232 49	556,408 52	6,288,624 84	12,624 33
Central Canada				1,856 96
Central Vermont	200 00	30 29	1,220 39	22,852 41
Crow's Nest Southern	2,300 04	41 00	4,250 53	24,181 71
Cumberland	608 58		1,694 93	400,660 77
Caraquet and Gulf Shore		7,711 66	8,250 46	158,207 92
Dominion Atlantic	9,128 92	956 48	24,361 60	1,509,152 00
Eastern British Columbia	800 35		2,674 00	29,696 65
Edmonton, Duvvogan and British Columbia	2,759 24	3,837 30	36,685 14	840,387 60
Essex Terminal	979 00	21,829 55	29,362 55	161,471 15

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Esquimaux and Nainaimo.....	16,179 62	658 67	25,921 76	1,062,046 1
Fredericton and Grand Lake Coal and Rly. Co.....	213,955 31	990 46	990 46	166,809 65
Grand Trunk System.....	36,384 49	131,788 39	1,745,905 58	66,429,147 25
Grand Trunk Pacific.....	8,455 33	47,652 06	239,194 54	7,592,314 48
Grand Trunk Pacific Branch Lines.....	222 57	4,257 57	32,044 95	2,063,454 53
Hereford.....	1,038 96	171 65	985 15	112,645 61
Kent Northern.....	15 00	6,988 52	22,025 20	672,467 61
Kettle Valley.....	72 00	157 50	885 22	50,047 38
Lochmere and Megantic.....	578 82	4,461 80	4,389 48	28,986 29
Maine Central.....	3,105 09	9,729 45	54,122 43	27,404 30
Manitoba Great Northern.....			72 00	122,916 87
Maritime Coal, Rly. and Power Co.....				220,828 62
Massawippi Valley.....				307,518 34
Midland of Manitoba.....				1,593,406 27
Montreal and Atlantic.....				93,045 23
Morrissey, Ferrie and Michel.....				493,440 84
Napierville Junction.....				55,676 65
Nelson and Fort Sheppard.....				78,460 84
New Brunswick Coal and Rly. Co.....				1,060 18
New Westminster Southern.....				
Northern New Brunswick and Seaboard.....				
North Shore.....				
Ottawa and New York.....	105 25	73 35	1,574 99	373,772 13
Pacific and Great Eastern.....	8,060 70	533 28	1,931 53	340,551 55
Pere Marquette.....	12,392 69	3,330 42	31,516 79	4,650,713 94
Quebec Central.....		2,236 30	43,522 44	2,624,543 21
Quebec, Montreal and Southern.....			5,521 97	748,321 71
Quebec Oriental.....				166,182 72
Quebec Rly., Light and Power Co.....	94 63	34 70	219 39	355,545 04
Red Mountain.....		0 90	332 61	10,599 70
Roberval-Saguenay.....		6,526 11	19,320 83	271,763 64
Rutland and Noyan.....				10,940 47
St. Lawrence and Adirondack.....	18 00	16 08	19,119 05	1,188,981 57
Sydney and Louisburg.....	23 00	17,261 37	21,190 46	1,111,584 13
Témiscouata.....	10,079 94	2,921 08	8,027 63	361,171 61
Temiskaming and Northern Ontario.....		7,330 95	118,977 88	2,915,073 29
Thousand Islands.....				1,655 17
Toronto, Hamilton and Buffalo.....	229 10	674 40	78,221 88	2,819,503 45
Vancouver, Victoria and Eastern.....	2,762 42	97,405 26	143,956 41	749,270 56
Victoria and Sidney, B.C.....			249 10	24,080 00
Victoria Terminal Rly. and Ferry Co.....			56 12	1,662 71
Wabash (in Canada).....	102 19	975 13	28,931 44	5,347,815 18
Total.....	1,547,598 07	1,367,695 61	12,334,806 19	382,976,901 41
			90,829 06	

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919.  
 TABLEAU 7 —Résumé des frais d'exploitation pendant l'exercice terminé le 30 juin 1919.

Name of Railway. Nom du chemin de fer.	Maintenance of Way and Structures.—Entretien des voies et constructions.						Ties.		Rails.	
	Superintend- ence. Adminis- tration.	Roadway maintenance. Entretien des voies.	Underground Power Tubes. Conduits souterrains pour force motrice.	Tunnels and Subways. Tunnels et passages souterrains.	Bridges Trestles, and Culverts. Ponts, croisillons et poreceaux.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay.....	15,552 37	66,504 89			41,890 50	18,241 65	4,059 95			
Algoma Eastern.....	7,331 81	22,867 54			6,226 63	6,278 25	1,944 77			
Alberta Great Waterways.....	1,376 42	2,301 51			36 74	1,220 00	182 64			
Atlantic, Quebec and Western.....	2,092 80	42,894 32		1,162 40	1,560 44	2,073 07	8 78			
Brandon, Sask. and Hudson Bay.....	8,249 19	15,715 81			3,545 87	13,853 74	41 01			
British Yukon.....	46 65				1,716 74	4,118 59	395 59			
Canada and Gulf Terminal.....	472 62	11,824 85			32 75	1,798 10				
Canada Southern.....	130,877 61	284,186 95		38,613 10	42,180 70	66,602 89	99,015 48			
Canadian National Railways—										
P. E. Island.....	265,119 64	366,383 35		1,589 74	201,966 12	549,334 15	642,591 91			
International of N.B.....	27,083 20	44,674 60			6,707 46	99,338 22	84,694 26			
St. John and Quebec.....	8,823 40	32,624 34			2,973 85	24,949 67	3,595 71			
Transcontinental.....	6,376 99	23,238 57			3,209 29	9,653 85	Cr.			
Elgin and Havelock.....	185,753 32	449,864 78		110 70	243,631 07	594,313 14	Cr. 35,107 71			
Moncton and Buctouche.....	2,308 08	3,440 26			2,988 32	6,824 18	361 56			
Salisbury and Albert.....	2,007 12	1,711 13			1,697 55	6,896 22	482 68			
St. Martins.....	2,288 95	3,657 73			175 64	11,392 91	Cr. 1,212 19			
York and Cardston.....	2,782 85	2,449 76			7,790 87	7,790 87	177 27			
Canadian Northern.....	270 20	2,362 48			1,288 60	1,462 43	Cr. 3,554 05			
Canadian Pacific.....	495,018 12	1,658,365 23		3,259 23	549,449 50	1,834,500 22	177,148 63			
Cape Breton.....	816,917 05	2,823,323 34		68,266 15	1,034,841 70	2,261,615 26	1,955,288 06			
Central Canada.....	6,878 68				22 50	2,437 57				
Central Vermont.....	830 92	1,937 66			174 12	91 50				
Crow's Nest Southern.....	4,297 57	13,465 77			14,038 48	45,053 65	9,882 72			
Cumberland.....	10,623 85	48,561 15			28,291 06	20,037 09	Cr. 11,358 13			
Caraquet and Gulf Shore.....	1,350 10	19,517 64			995 01	5,388 41				
Dominion Atlantic.....	11,716 52	43,870 64			15,293 60	49,249 65	24,000 00			
Eastern British Columbia.....	7 38	8,840 78			688 28	1,393 93				
Edmonton, Dunvegan and British Columbia.....	7,795 86	29,329 61			5,892 03	13,951 66	991 09			
Essex Terminal.....	1,031 49	7,864 99			45 00	5,370 37	5,899 35			

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Esquimalt and Nanaimo.....	11,897 09	61,164 08	18,055 08	24,918 82	4,062 70
Fredrickton and Grand Lake Coal and Rly. Co.....	301,328 38	1,440 27	0 74	20,149 84	
Grand Trunk System.....	156,694 29	724,087 64	500 776 36	1,410,488 49	340,755 21
Grand Trunk Pacific.....	84,759 35	692,784 61	166,818 66	214,793 83	Cr. 2,707 29
Grand Trunk Pacific Branch Lines.....	1,978 36	120,562 58	18,111 56	34,908 01	1,162 55
Heretford.....	13,750 91	11,406 04	2,647 74	7,534 40	1,102 29
Kent Northern.....	48 15	176,575 37	30,840 73	22,930 59	1,027 53
Kettle Valley.....	9,219 84	9,984 44	209 69	5,291 04	
Lotbiniere and Mogantic.....	3,152 52	12,494 34	1,255 85	1,176 26	535 17
Maine Central.....	9,315 36	17,433 92	1,470 91	18,487 71	3 12
Manitoba Great Northern.....	4,485 24	9,659 33	2,608 87	6,829 14	3,576 55
Maritime Coal Rly. and Power Co.....	2,731 41	291 80	Cr.	4,342 87	
Massawippi Valley.....	6,390 49	30,844 55	36,534 32	48,456 47	17 42
Midland of Manitoba.....	1,146 74	7,144 66	269 84	3,008 35	45,593 25
Montreal and Atlantic.....	1,952 79	4,876 64	2,696 75	9,941 93	24,369 48
Montreal, Fernie and Michel.....	1,421 45	15,704 48	16,355 00	11,191 80	7 75
Napierville Junction.....	5,209 77	1,934 61	986 88	11,765 70	204 29
Nelson and Fort Sheppard.....	21,157 21	1,089 49		136 95	0 33
New Brunswick Coal and Rly. Co.....	14,321 36				
New Westminster Southern.....	12,411 45				
New Northern New Brunswick and Seaboard.....	4,965 35				
North Shore.....	1,156 91				
Ottawa and New York.....	2,048 32	15,098 45	1,958 99	5,725 04	10,352 91
Pacific Great Eastern.....	21,157 21	47,082 22	12,357 67	6,048 27	Cr. 12 55
Pere Marquette.....	14,321 36	46,877 10	9,227 82	56,684 66	3,627 61
Quebec Central.....	12,411 45	182,375 43	12,230 47	51,348 75	40,000 00
Quebec, Montreal and Southern.....	4,965 35	28,325 33	16,005 40	57,665 20	397 35
Quebec Oriental.....	568 50	51,379 20	11,818 24	19,519 02	22 55
Red Mountain.....	2,048 32	12,200 60	608 12	2,479 58	
Roberval-Saguenay.....	389 03	2,741 94	3,978 13	1,881 55	28 35
Rutland and Noyan.....	4,472 00	14,088 66	818 61	1,814 06	2,302 57
St. Lawrence and Adirondack.....	5,234 47	763 08	253 32	1,412 02	182 38
Sydney and Louisburg.....	3,184 91	14,638 81	9,239 66	16,626 87	34,857 57
Temiscouata.....	31,803 32	88,349 68	2,150 88	34,111 04	22,428 45
Temiskaming and Northern Ontario.....	48,082 39	46,665 38	6,762 36	6,681 92	1,394 15
Thousand Islands.....	49,413 08	81,597 43	26,193 27	34,001 90	36,574 46
Toronto, Hamilton and Buffalo.....	25 32	65,391 32	23,055 55	33,646 90	17,136 19
Vancouver, Victoria and Eastern.....	524 02	107,404 61	109,607 50	70,982 27	Cr. 903 08
Victoria and Sidney, B.C.....		390 28	1 15		Cr. 5 25
Victoria Terminal Rly. and Ferry Co.....		171 33			0 67
Wabash (in Canada).....					
Total.....	2,847,604 31	8,737,668 53	3,255,979 47	7,920,513 81	3,547 789 99



RAILWAY STATISTICS

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	752 99	13 48	60,716 61	1,701 20	635 85	10,697 93	250 32
Esquimalt and Nanaimo.....							
Fredericton and Grand Lake Coal and Rly. Co.	1,410 77	116 88	21,806 61	39 67	15 28	164 93	
Grand Trunk System.....	769 312 08	149,050 78	2,988,863 37	180,482 81	182,741 26	472,351 76	35,826 67
Grand Trunk Pacific.....	41,341 67	79,613 62	1,343,032 33	5,550 13	9,340 52	61,837 26	6,041 12
Grand Trunk Pacific Branch Lines.....	25,234 58	20,592 56	498,016 73	3,193 95	4,748 52	13,529 39	3,267 72
Hereford.....	1,524 81	90 23	24,504 29	4,620 84	277 69	603 35	41 59
Kent Northern.....	1,329 69	5,365 22	98,377 98	1,950 89	867 94	2,698 08	552 52
Kettle Valley.....	213 08				61 63		98 56
Loftbriere and Megantic.....	25 86						
Maine Central.....	234 65		1,788 31	420 93	451 84	1,380 13	61 12
Manitoba Great Northern.....	2,684 20		35,573 90	2,213 96	1,119 99	2,449 25	341 38
Maritime Coal Rly. and Power Co.....	3,454 65		25,289 30	2,213 96	78 17	1,240 12	16 52
Massawippi Valley.....	335 24	601 44	4,175 63		3,298 54	13,068 80	437 26
Midland of Manitoba.....	17,804 12	2,384 84	95,796 77	7,578 42			
Montreal and Atlantic.....							
Morrissey, Fernie and Michel.....	865 91	937 69	30,738 60	140 38	233 28	649 19	
Napierville Junction.....	125 83		25,752 78	38 99	8 25	115 91	74 81
Nelson and Fort Sheppard.....	1,387 54	6,350 55	21,785 01	40 01	295 07	663 47	
New Brunswick Coal and Rly. Co.....	51 63		1,762 12	3 00	20 31	8 90	
New Westminster Southern.....							
Northern New Brunswick and Seaboard.....							
North Shore.....							
Ottawa and New York.....	2,127 60	108 90	30,874 94	6,756 63	107 72	6,201 71	1,387 91
Pacific Great Eastern.....	579 11		40,078 23	394 92	386 95	1,003 14	815 76
Pere Marquette.....	19,456 25	2,219 39	125,522 45	7,759 09	3,648 15	11,205 72	1,254 54
Quebec Central.....	5,159 48	24,352 98	32,183 90	3,200 21	1,853 05	2,314 99	40,512 40
Quebec, Montreal and Southern.....	10,708 15	444 57	39,047 66	3,292 95	2,276 48	4,285 71	272 14
Quebec Oriental.....	4,657 75	13,678 11		1,842 30	644 51	1,083 11	1,950 21
Quebec Rly., Light and Power Co.....	551 19	480 23			1,102 29	1,639 90	
Red Mountain.....	17 73		4,334 45	27 78	24 59	64 83	4 74
Roberval-Saguenay.....	576 11	2,779 68	297 48	1,033 04	542 12	2,150 58	
Rutland and Noyan.....	232 37	11 89	2,337 92	131 44	3 73	275 47	15 19
St. Lawrence and Adirondack.....	25,684 15	4,142 62	50,117 79	2,861 84	66 53	4,194 31	997 73
Sydney and Louisburg.....	18,939 67	113 75			1,441 23		5,312 83
Temisouata.....	2,965 24				4,441 46		
Temiskaming and Northern Ontario.....	27,001 03	3,299 30	184,520 94	5,656 28	143 06	1,873 11	10,478 37
Thousand Islands.....					1,402 29	29,347 63	
Toronto, Hamilton and Buffalo.....	20,459 87	13,075 00	112,870 49	12,332 67	5,001 71	21,654 08	1,012 23
Vancouver, Victoria and Eastern.....	3,100 45	380 96	157,862 97	3,214 12	2,620 60	11,458 71	3,710 47
Victoria and Sidney, B.C.....	3 87						
Victoria Terminal Rly. and Ferry Co.....	0 32				0 07		57 52
Wabash (in Canada).....	17 10					207 81	
Total.....	3,320,233 98	1,288,794 93	22,609,714 15	800,249 60	164,523 68	2,650,875 03	337,867 60



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Esquimalt and Nanaimo.....	748 02	1, 138 51	3, 401 32	1, 004 97	.....
Fredericton and Grand Lake Coal and Rly. Co.	3 00	1, 607 20	25 85	.....	.....
Grand Trunk System.....	111, 169 38	48, 006 70	688, 529 02	42, 761 19	359 18
Grand Trunk Pacific.....	44, 066 43	6, 779 71	90, 792 79	2 55	6 24
Grand Trunk Pacific Branch Lines.....	8, 182 49	888 09	10, 452 49	.....	.....
Herford.....	276 46	8 17	229 29	.....	.....
Kent Northern.....	.....	.....	.....	.....	.....
Kettle Valley.....	2, 085 08	505 07	692 10	1, 209 91	.....
Lotbiniere and Megantic.....	.....	.....	.....	.....	.....
Maine Central.....	.....	.....	.....	.....	.....
Manitoba Great Northern.....	886 39	14 50	156 69	.....	.....
Maritime Coal, Rly. and Power Co.	.....	.....	.....	.....	.....
Massawippi Valley.....	1, 727 80	157 40	2, 017 02	.....	.....
Midland and Atlantic.....	2, 857 84	2, 930 07	5, 379 42	1, 322 40	.....
Montreal and Quebec.....	.....	.....	.....	.....	.....
Morrissey, Fermé and Michel.....	437 81	.....	.....	.....	.....
Napierville Junction.....	182 72	.....	.....	.....	.....
Nelson and Fort Sheppard.....	114 44	68 68	553 34	.....	.....
New Brunswick Coal and Rly. Co.	.....	.....	.....	.....	.....
New Westminster Southern.....	Cr.	.....	.....	.....	.....
Northern New Brunswick and Seaboard.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....
Ottawa and New York.....	525 73	92 02	106 20	.....	.....
Pacific Great Eastern.....	3, 204 35	333 82	1, 250 21	12, 929 83	.....
Pere Marquette.....	5, 576 46	702 30	13, 472 98	6, 782 21	.....
Quebec Central.....	2, 893 74	3, 472 49	5, 787 48	3, 092 69	.....
Quebec, Montreal and Southern.....	2, 574 52	1, 680 35	2, 808 86	.....	.....
Quebec Oriental.....	.....	.....	.....	.....	.....
Quebec Rly., Light and Power Co.	.....	.....	.....	.....	.....
Red Mountain.....	112 28	Cr.	.....	.....	.....
Roberval-Saguenay.....	.....	.....	.....	83 35	.....
Rutland and Noyan.....	75 76	39 04	400 85	.....	.....
St. Lawrence and Adirondack.....	1, 238 67	1, 014 33	5, 245 11	.....	.....
Sydney and Louisburg.....	924 46	1, 273 91	4, 329 38	.....	.....
Témiscouata.....	.....	.....	.....	.....	.....
Temiskaming and Northern Ontario.....	12, 885 71	2, 106 94	17, 403 33	.....	.....
Thousand Islands.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo.....	2, 696 88	841 31	13, 304 62	1, 440 45	.....
Vancouver, Victoria and Eastern.....	3, 791 17	3, 159 16	4, 644 34	1, 451 35	.....
Victoria and Sidney, B.C.....	41 89	12 11	722 21	722 21	.....
Victoria Terminal Rly. and Ferry Co.	0 10	.....	.....	0 10	.....
Wabash (in Canada).....	.....	.....	.....	.....	.....
Total.....	1, 205, 555 25	401, 639 83	2, 372, 504 42	274, 425 58	161, 758 25
		163, 006 91	5, 254 31	6, 621 27	

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Maintenance of Way and Structures—Continued.—Entretien des voies et ouvrages—suite.		Telegraph and Telephone Lines.	Signals and Interlockers.	Power Transmission System.	Miscellaneous Structures.	Paving.	Roadway Machines.	Small Tools and Supplies.	Removing Snow, Ice and Sand.
Nom du chemin de fer.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
		Lignes de télégraphe et de téléphone.	Signaux et aiguillage à enclenchement	Réseau de transmission de force motrice.	Diverses constructions.	Pavage.	Machines routières.	Outils et fournitures.	Enlèvement de neige, glace et sable.
Algoma Central and Hudson Bay.....		4,236 25	800 72		1,977 88		4,443 32	4,971 72	16,076 22
Algoma Eastern.....		3,406 16	90 46		224 11		2,140 96	2,647 52	2,345 15
Alberta Great Waterways.....		739 77					461 60	1,054 77	325 39
Atlantic, Quebec and Western.....		141 94						1,316 26	10,325 93
Brandon, Sask. and Hudson Bay.....		611 85	126 29				550 34	732 45	7,294 42
British Yukon.....		489 74						973 45	7,325 65
Canada and Gulf Terminal.....		51 33					234 26		1,085 81
Canada Southern.....		3,958 67	109,067 80	21,199 79	332 77		12,087 94	31,718 11	8,195 60
Canadian National Railways—									
Intercolonial.....		55,419 45	48,846 71	10,300 38	2,175 34		19,922 59	71,338 99	327,481 00
P. E. Island.....		4,265 24	804 03	347 37	33 11		3,437 81	7,783 64	13,143 91
International of N. B.....		4,187 15	334 00				3,559 53	2,246 21	13,938 69
St. John and Quebec.....		1,737 91	152 01				200 33	1,157 28	6,808 62
Transcontinental.....		56,882 18	16,586 87	48 82			13,862 62	55,889 88	255,807 93
Elgin and Havelock.....		21 57	2 36				1,095 12	1,611 69	1,249 13
Moncton and Pictouche.....		21 60	2 23				795 41	771 80	2,286 84
Salisbury and Albert.....		323 92	2 36				976 94	1,864 45	3,919 79
St. Martins.....		246 31	3 22				1,326 16	1,055 07	1,297 45
York and Carleton.....								35 12	449 27
Canadian Northern.....		207,484 46	38,669 52	1,441 60	12,380 53		64,246 29	172,899 43	461,938 39
Canadian Pacific.....		387,919 43	250,329 07		54,606 73	1,894 73	82,867 85	263,659 51	984,586 41
Cape Breton.....							6 14	237 76	89 75
Central Canada.....		432 29	55 57				150 37	848 55	347 12
Central Vermont.....		1,848 08	210 87				638 68	1,732 34	12,223 88
Crow's Nest Southern.....								324 18	
Cumberland.....									1,372 82
Caraquet and Gulf Shore.....									
Dominion Atlantic.....		792 80	22 39		82 92		1,485 80	2,459 90	1,593 74
Eastern British Columbia.....		30 47			168 77				2,139 95
Edmonton, Dunvegan and British Columbia.....		4,691 25	0 32		2 25		2,859 71	5,726 76	5,877 18
Essex Terminal.....			839 55						

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Esquimalt and Nanaimo.....	111 14	Cr.	125 20			15 87	1,822 64	506 43
Fredrieton, Grand Lake Coal and Ry. Co.....	35 93						89 49	918 07
Grand Trunk System.....	33,519 10		109,470 92	934 64	19,719 43	714 96	24,607 34	161,867 39
Grand Trunk Pacific.....	15,224 79		4,641 53		328 86		8,480 73	76,586 63
Grand Trunk Pacific Branch Lines.....	2,931 84		3,251 77				2,179 85	37,459 15
Hereford.....	11 72		74 01				275 27	4,550 07
Kent Northern.....	4,683 04		0 25		128 36		2,732 34	31,909 90
Kettle Valley.....	20 54						56 07	97 50
Loftbierne and Megantic.....								
Maine Central.....	601 43		610 59				479 61	2,159 87
Manitoba Great Northern.....								
Maritime Coal Rly. and Power Co.....	247 01		17 65		3 15		260 93	3,077 01
Massachusetts Valley.....	234 40						45 74	602 10
Midland of Manitoba.....	16,140 62		1,863 62		1,000 99		2,363 76	11,911 38
Montreal and Atlantic.....								
Morrissey, Ferme and Michel.....	121 75		387 98				33 27	1,224 03
Naperville Junction.....	423 47		167 97				189 57	2,479 23
Nelson and Fort Sheppard.....	86 40		91 49				244 82	2,897 28
New Brunswick Coal and Rly. Co.....							25 37	783 09
New Westminster Southern.....								139 82
Northern New Brunswick and Seaboard.....								
North Shore.....	24 26		5,040 44				4 19	1,993 64
Ottawa and New York.....	2,357 46				20 91		3,315 82	4,782 80
Pacific Great Eastern.....	920 43		10,766 86	204 50			3,172 72	4,827 94
Pere Marquette.....								727 34
Quebec Central.....	103 06		1,483 49				3,258 38	4,887 58
Quebec, Montreal and Southern.....	453 35		419 10	2,597 72			906 11	8,259 80
Quebec Oriental.....	0 42		28 31					2,825 51
Quebec Rly. Light and Power Co.....	191 20		49 29	1,791 51				12,973 72
Red Mountain.....	117 22						61 97	4,037 03
Roberval-Saguenay.....	12 59							3,607 82
Rutland and Noyan.....	142 65		2,638 63				691 84	1,823 26
St. Lawrence and Adirondack.....	1,034 86							9,288 55
Sydney and Louisburg.....								134 70
Tennessee.....	4,589 86		73 85	195 17	248 62		6,634 72	5,934 14
Tenniskaming and Northern Ontario.....								3,725 32
Thousand Islands.....	3,501 52		29,724 51		931 07		2,434 08	8,652 73
Toronto, Hamilton and Buffalo.....	7,073 68		3,874 93		80 70		3,000 87	37,631 48
Vancouver, Victoria and Eastern.....								1,822 92
Victoria and Sidney, B.C.....								6,622 06
Victoria Terminal Rly. and Ferry Co.....								6 68
Wabash (in Canada).....								0 21
Total.....	835,359 86		621,479 77	39,001 50	94,446 50	- 2,754 55	282,040 43	857,549 71
								2,587,455 40

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Maintenance of Way and Structures— <i>Concluded</i> .—Entretien des voies et ouvrages.— <i>fin</i> .									
	Assessments for Public Improvements Taxes pour améliorations publiques.	Injuries to Persons. Blessures aux personnes.	Insurance. Assurances.	Stationery and Printing. Papeterie et impressions.	Other Expenses. Autres dépenses.	Maintaining Joint Tracks, Yards and other Facilities—Dr. Entretien des voies et parcs communs.—Dr.	Maintaining Joint Tracks, Yards and other Facilities—Cr. Entretien des voies et parcs communs.—Av.	Total Maintenance of Way and Structures.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
Algoma Central and Hudson Bay.....		761 62	14,563 70	666 36	409 01			400,883 62		
Algoma Eastern.....		11 75	4,827 00	218 66	70 90	1,580 00		134,520 19		
Alberta Great Waterways.....			266 32	198 76		2,855 02		22,367 09		
Atlantic, Quebec and Western.....					1,082 98			68,245 92		
Brandon, Sask. and Hudson Bay.....		47 05	131 12	244 16	255 25			87,024 36		
British Yukon.....		Cr.		0 21	33 88			32,424 32		
Canada and Gulf Terminal.....								18,597 29		
Canada Southern.....		9,825 51	1,540 74	5,417 43		75,348 95	152,266 88	1,915,225 58		
Canadian National Railways—	43 60									
Intercolonial.....										
P. E. Island.....										
International of N. B.....		5,343 14 Cr.	13 60	19,833 12	1,247 73	149,068 21	13,065 48	6,168,722 75		
St. John and Quebec.....		77 18		3,010 76	69 50			514,009 95		
Transcontinental.....			2 11	352 53		200 00		106,800 94		
Elgin and Havelock.....								91,474 04		
Moncton and Buctouche.....		2,246 48	200 19	12,600 83	185 31			3,772,065 47		
Solisbury and Albert.....		6 09		110 62	10 00			37,087 79		
St. Martins.....				142 49	32 55			40,860 65		
York and Carleton.....		12 00	13 60	97 97				66,757 01		
Canadian Northern.....		11,816 34	165,433 70	17,689 94	2,513 82	80,115 49	57,560 16	6,066 41		
Canadian Pacific.....	31,250 02	86,608 83		15,619 70	3,238 50	459,943 49	100,077 93	24,018,256 06		
Cape Breton.....			193 19					10,149 98		
Central Canada.....								11,859 79		
Central Vermont.....		35 72		79 88		365 58		187,956 75		
Crow's Nest Southern.....	3,650 22	35 69	473 78	244 18 Cr.	90 22	39 00		14,473 23		
Cumberland.....								32,859 24		
Caracquet and Gulf Shore.....										
Dominion Atlantic.....		100 95		145 41				309,635 36		
Eastern British Columbia.....								14,202 06		
Edmonton, Dunvegan and British Columbia.....		59 56	3,972 69	63 48	34 21	8,936 48	3,053 78	192,386 19		



TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Maintenance of Equipment.—Entretien du matériel.									
	Superintendent- ence. Direction.	Shop Machinery. Machinerie des ateliers.	Power Plant Machinery. Usine de force motrice.	Power Sub-station Apparatus. Machinerie et outillage des sous-stations.	Steam Locomotives Repairs. Locomotives à vapeur. Réparations.	Steam Locomotives Renovels. Locomotives à vapeur. Renouvele- ments.	Freight-train Cars— Repairs. Wagons à marchandises. Réparations.	Freight-train Cars— Renovels. Wagons à marchandises. Renouvele- ments.	\$	cts.
Algoma Central and Hudson Bay.	12,223 72	6,597 76			115,103 65			151,963 58		
Alberta Eastern.	8,305 13	2,419 92			79,936 82			67,708 17		
Alberta Great Waterways.					7,460 73			13,094 04		454 76
Atlantic, Quebec and Western.					26,988 58			1,468 16		
Brandon, Sask. and Hudson Bay.	1,274 91	960 93	128 64		11,495 77			307 21		
British Yukon.	974 05	134 58			4,990 00			1,879 52		
Canada and Gulf Terminal.	466 62				6,502 63			911 28		
Canada Southern.	111,264 45	51,565 00	2,350 30	8,246 36	1,405,137 90	108,726 22		1,035,780 25		78,431 84
Canadian National Railways—										
Intercolonial.	145,020 46	132,373 33	15,930 01		2,032,903 28			1,608,519 68		
P. E. Island.	6,616 41	5,894 29	735 70		74,820 71			21,829 34		
International of N. B.	2,794 67	2,541 63	313 07		40,337 52			15,339 80		
St. John and Quebec.	300 00				11,848 68			713 64		
Transcontinental.	82,825 36	101,896 66	16,967 66		966,685 64			980,493 43		
Elgin and Havelock.	220 02	221 34	24 84		1,864 77			377 90		
Moncton and Buctouche.	331 14	322 34	39 61		2,994 40			884 13		
Salisbury and Albert.	677 98	616 15	76 05		3,245 21			2,546 29		
St. Martins.	308 25	277 78	33 59		638 46			421 40		
York and Carleton.	130 59	119 74	14 79		1,138 12			300 94		
Canadian Northern.	352,481 65	250,461 16	2,255 44	553 16	3,428,609 21			3,494,017 88		2,895,248 25
Canadian Pacific.	493,568 29	1,157,785 05			9,604,921 62	244,242 34		9,641,579 89		
Cape Breton.					765 14			1,104 26		
Central Canada.					4,770 79			9,804 05		
Central Vermont.	2,050 11				21,785 09			23,870 33		
Crow's Nest Southern.	1,414 32				24,368 30			4,074 69		
Cumberland.	1,091 31	1,068 59	144 67		17,905 94					
Cararegut and Gulf Shore.										
Dominion Atlantic.	5,752 93	3,261 90	1,515 19		91,264 05	12,000 00		33,766 34		
Eastern British Columbia.	9 85	259 90			4,687 15			2,238 08		
Edmonton, Dunvegan and British Columbia.	11,063 29	2,416 24			41,926 69			24,318 88		4,219 65
Essex Terminal.					11,310 01			3,865 83		

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Esquimaux and Nanaimo.....	4,965 32	1,477 95	5,202 40	63,101 51	34,205 54
Fredericton and Grand Lake Coal and Ry. Co	277 746 58	33 13	5,202 40	6,546 20	1,244 86
Grand Trunk System.....	111,953 00	473,180 01	1,065 03	7,964,775 21	5,356,703 48
Grand Trunk Pacific.....	48,997 43	7,620 78	75 79	870,556 37	1,752,554 35
Grand Trunk Pacific Branch Lines.....	1,657 79	319 97		271,785 81	296,482 49
Hereford.....	7,577 25	2,529 43		24,584 17	21,076 47 Cr.
Kent Northern.....	219 66	52 66		53,553 91	26,902 93
Kettle Valley.....	1,248 33	592 37	82 49	1,069 89	325 56
Lothbriere and Megantic.....	1,237 20	104 14		1,060 99	3,131 77 Cr.
Maine Central.....	2,006 72	1,553 49		8,033 06	548 58
Manitoba Great Northern.....	4,680 82	2,141 62		7,314 97	536 06
Maritime Coal, Ry. and Power Co.....	4,657 45	3,225 77		31,325 92	26,264 19
Massawippi Valley.....	2,217 97	802 65	98 63	45,149 92	16,217 65
Midland of Manitoba.....	1,284 94	13 86		124,802 09	13,455 82
Montreal and Atlantic.....	179 91	92 95		7,316 38	4,832 60
Montreal, Fennie and Michel.....	12,462 37	7,720 75		34,629 45	8,956 91
Naperville Junction.....	4,129 89	2,190 14		8,192 28	1,131 91
Nelson and Fort Sheppard.....	25,983 36	17,398 21		4,550 39	5,693 04
New Brunswick Coal and Rly. Co.....	12,337 24	606 00		657 84	
New Westminster Southern.....	341 09	478 08			
Northern New Brunswick and Seaboard.....	176 46	40 35			
North Shore.....	3,470 34	561 65			
Ottawa and New York.....	52 41	26 12			
Pacific Great Eastern.....	5,815 71	231 55			
Pere Marquette.....	1,933 12	1,237 56			
Quebec Central.....	5,359 37	8,708 06	2,526 85		
Quebec, Montreal and Southern.....	25,277 04	13,916 14	510 40		
Quebec Oriental.....	23,624 32	3,714 81			
Quebec Rly., Light and Power Co.....	7,915 16	6 70			
Red Mountain.....	195 11	0 43			
Roberval-Saguenay.....	12 66	14,761 17	724 41		
Rufland and Noyan.....	29,189 00				
St. Lawrence and Adirondack.....	1,886,803 50	2,359,455 53	51,566 52		
Sydney and Louisburg.....	12,462 37	7,720 75			
Temisconata.....	4,129 89	2,190 14			
Teniskaming and Northern Ontario.....	25,983 36	17,398 21			
Thousand Islands.....	12,337 24	606 00			
Toronto, Hamilton and Buffalo.....	341 09	478 08			
Vancouver, Victoria and Eastern.....	176 46	40 35			
Victoria and Sidney, B.C.....	3,470 34	561 65			
Victoria Terminal Rly. and Ferry Co.....	52 41	26 12			
Wabash (in Canada).....	5,815 71	231 55			
Total.....	1,886,803 50	2,359,455 53	51,566 52	8,799 52	25,775,733 18
					3,099,915 14



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Esquimalt and Nanaimo.....	27,426 73					5,224 34	6,000 00
Fredericton and Grand Lake Coal and Ry. Co.	121 90					83 96	
Grand Trunk System.....	1,441,836 23					416,900 99	
Grand Trunk Pacific.....	266,774 93	Cr.	2,211 16			165,890 22	7,230 14
Grand Trunk Pacific Branch Lines.....	52,704 93	Cr.	86 97			32,222 91	Cr.
Hereford.....	4,226 33	Cr.	34 55			1,065 13	58 01
Kent Northern.....							
Kettle Valley.....	2,694 42					9,567 84	
Lotbiniere and Megantic.....	320 92					68 23	
Maine Central.....	678 38	Cr.	6 56			31 64	4 30
Manitoba Great Northern.....	1,995 34					2,967 50	
Maritime Coal, Rly. and Power Co.	1,250 94						
Massachusetts Valley.....	5,572 68					74 63	
Midland of Manitoba.....	18,748 61					21 23	
Montreal and Atlantic.....	2,127 90		51,974 32			12 96	8,207 67
Morrissey, Fermie and Michel.....							
Napierville Junction.....	174 05						741 35
Nelson and Fort Sheppard.....	2,037 27					2,004 00	
New Brunswick Coal and Rly. Co.	36 57					285 12	
Northern New Brunswick and Seaboard.....						392 21	
North Shore.....							
Ottawa and New York.....	2,829 58					1,328 89	200 04
Pacific Great Eastern.....	15,350 66					15,807 01	
Pere Marquette.....	19,939 36						
Quebec Central.....	32,388 15	Cr.	24,868 94		4,928 89		
Quebec, Montreal and Southern.....	10,366 85				0 70	1,599 57	
Quebec Oriental.....	4,064 83					7,012 46	
Quebec Rly., Light and Power Co.	6,762 12					1,672 87	
Red Mountain.....					6,207 00	180 70	
Roberval-Saguenay.....	2,280 85					324 47	
Rutland and Noyan.....	3,537 74				5,707 26	0 70	
St. Lawrence and Adirondack.....	4,342 36					717 98	
Sydney and Louisburg.....	6,296 59					6,903 18	
Temiskouata.....	110,184 96		14,987 80			1,688 96	
Thousand Islands.....						29,045 68	4,825 00
Toronto, Hamilton and Buffalo.....	23,312 44		10,946 81			17,681 28	1,328 70
Vancouver, Victoria and Eastern.....	22,894 25				2,058 21	14,411 19	
Victoria and Sidney, B. C.....	30 39						
Victoria Terminal Rly. and Ferry Co.....	32,294 96						
Wabash (in Canada).....							
Total.....	10,028,115 41		704,504 29		17,931 88	2,529,429 06	616,650 39
						5,611 71	
						387,052 93	



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Esquimalt and Nanaimo.....	127 55	11 849 19	28 108 73	244 391 42	142 548 94
Fredericton and Grand Lake Coal and Ry. Co.	29 203 28	227 636 33	10 988 00	8 027 05	15 980 680 21
Grand Trunk System.....	7 748 79	22 765 23		3 576 479 96	3 576 479 96
Grand Trunk Pacific.....	1 322 77			754 813 31	754 813 31
Grand Trunk Pacific Branch Lines.....	86 72			55 274 17	55 274 17
Hereford.....					
Kent Northern.....	216 57	182 22			104 588 99
Kettle Valley.....	11 70	613 65			3 614 69
LeBlondiere and Megantic.....	25 90	32 71			5 206 50
Maine Central.....					15 693 27
Manitoba Great Northern.....	59 19				10 503 31
Maritime Coal, Ry. and Power Co.....	230 71	72 01	1 076 20		67 064 99
Massawippi Valley.....	227 12				89 001 62
Midland of Manitoba.....	174 43		242 76		236 319 49
Montreal and Atlantic.....	34 46				15 374 75
Morrissey, Fernie and Michel.....		38 08			47 152 88
Napierville Junction.....		12 40			15 849 69
Nelson and Fort Sheppard.....					10 781 29
New Brunswick Coal and Ry. Co.....					1 145 48
New Westminster Southern.....					
Northern New Brunswick and Seaboard.....					
North Shore.....					
Ottawa and New York.....	98 61				65 990 56
Pacific Great Eastern.....	643 92	58 00			97 340 95
Pere Marquette.....	721 28	49 49	984 93		402 631 85
Quebec Central.....	634 32	9 059 09			380 048 34
Quebec, Montreal and Southern.....	381 06				224 606 09
Quebec Oriental.....		68 50			47 543 60
Quebec Ry., Light and Power Co.....	37 46	33 12	10 884 38	2 387 11	38 997 68
Red Mountain.....	1 11	2 79			2 035 64
Roberval-Saguenay.....	43 85	921 55			27 471 48
Rutland and Noyan.....	3 24				1 062 46
St. Lawrence and Adirondack.....	370 89				61 402 06
Sydney and Louisburg.....		91 41			284 094 70
Temiscouata.....	79 91	12 707 70			54 588 56
Temiskaming and Northern Ontario.....	2 097 84	28 97		5 488 56	591 344 99
Thousand Islands.....					
Toronto, Hamilton and Buffalo.....	1 553 46	33 936 35		13 625 06	512 253 93
Vancouver, Victoria and Eastern.....	164 13	233 69	30 21	295 85	175 839 01
Victoria and Sidney, B.C.....					2 321 77
Victoria Terminal Ry. and Ferry Co.....					150 45
Wubash (in Canada).....	1 684 62		198 693 94		969 974 18
Total.....	7 686 37	326 803 96	360 571 39	273 311 63	78 397 270 13

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Traffic Expenses—Dépenses du trafic.										Total Traffic Expenses. Total des dépenses du trafic.
	Super- intendence. Direction.	Outside Agencies. Agences extérieures.	Advertising. Publicité.	Traffic Associations. Associa- tions de trafic.	Fast Freight Lines. Lignes des trains-cé-lars à mar- chandises.	Industrial and Immigration Bureaus Agences industrielles et d'immi- gration.	Insurance. Assurance.	Stationery and Printing. Papeterie et impression.	Other Expenses. Autres dépenses.	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay	8,468 24	143 00	193 05	297 73	252 97	111 39	0 89	1,025 83	1 19	1,898 57	10,380 82
Algoma Eastern	6,236 13		25 75	397 85	108 05			804 14	89 97	5,933 21	7,571 92
Alberta Great Waterways	1,125 59	315,82	41 43					48 72		1,558 72	1,558 72
Atlantic, Quebec and Western											
Brandon, Sask. and Hudson Bay	766 22	483 25	53 62	201 77				280 24		1,898 57	1,898 57
British Yukon	1,635 05	3,210 70	742 05					255 44		5,933 21	5,933 21
Canada and Gulf Terminal	2,134 98		79 19					29 13		2,243 30	2,243 30
Canada Southern	139,455 63	28,752 69	4,473 39	16,565 15	4,035 29	1,884 16	43 06	47,055 47		242,244 84	242,244 84
Canadian National Railways—											
Intercolonial	113,675 33	122,642 66	27,232 62	3,967 85			601 13	42,953 56	166 87	310,906 28	310,906 28
P. E. Island	4,990 74	5,667 61	1,430 34	174 17			29 89	1,600 84	284 64	14,178 23	14,178 23
International of N.B.	2,251 28	2,269 69	401 50	84 82			8 51	894 16	2 35	5,912 40	5,912 40
St. John and Quebec	1,854 35		2,293 48							4,147 83	4,147 83
Transcontinental	72,988 50	53,957 88	15,571 08	4,734 83		2,283 56	146 32	19,010 37	92 99	168,785 53	168,785 53
Edgin and Havelock	210 06	198 41	22 75	8 85			0 93	72 09	0 22	514 21	514 21
Moncton and Buctouche	289 39	271 98	39 69	11 53			0 99	103 90	0 27	717 75	717 75
Salisbury and Albert	570 96	507 13	50 74	24 05			1 69	166 14	36 61	1,357 32	1,357 32
St. Martins	250 43	240 66	34 18	9 53			0 90	95 69	0 24	631 63	631 63
York and Carleton	104 09	102 12	24 89	4 41			0 35	41 62	0 10	277 88	277 88
Canadian Northern	311,207 45	270,379 67	130,139 22	22,562 78		53,283 94	24 60	79,701 63	7,037 98	867,299 59	867,299 59
Cape Breton	792,990 46	1,600,867 33	591,262 57	57,550 03		29,294 55		279,391 08		3,358,394 00	3,358,394 00
Central Canada			25 00							25 00	25 00
Central Vermont	573 81	106 57	13 82					12 62	2 46	709 28	709 28
Crows' Nest Southern	2,641 97	2,663 23	84 56	448 04			6 00	1,548 51		7,382 31	7,382 31
Cumberland	935 98	631 65	40 20	220 37		123 49	0 77	342 36		2,297 04	2,297 04
Caraquet and Gulf Shore			16 54	23 39					17 04	56 97	56 97
Dominion Atlantic											
Eastern British Columbia	16,491 66	655 01	6,155 41	542 65		769 78		2,517 99	446 51	26,810 23	26,810 23
Edmonton, Dunvegan and British Columbia								34 85		804 63	804 63
Essex Terminal	5,167 42	3,146 17	240 35	453 84		11 75	0 46	1,715 29	29 72	10,735 00	10,735 00
		72 00	297 30							369 30	369 30

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	202 65	58 00	71 00	331 65
Esquimaux and Nanaimo				
Fredricton and Grand Lake Coal and Rly. Co.	5 00	68 33		148 13
Grand Trunk System	308,913 11	464,328 80	72,193 95	963,742 97
Grand Trunk Pacific	62,410 68	75,339 25	18,898 13	183,873 38
Grand Trunk Pacific Branch Lines	21,973 71	26,874 71	6,574 02	66,728 70
Hereford	1,377 88	21 00	204 32	1,862 62
Kent Northern				
Kettle Valley	4,598 56	53 65	877 61	5,579 82
Lothbiniere and Megantic				
Maine Central	229 95	274 31	57 03	360 84
Manitoba Great Northern	446 25	3 04	35 18	313 43
Maritime Coal, Rly. and Power Co.				
Massachusetts Valley	602 33	305 42	159 91	1,252 97
Midland of Manitoba	3,283 18	602 33	26 44	4,053 57
Montreal and Atlantic	2,518 72	1,436 32	684 89	5,514 28
Morrissey, Fernie and Michel				
Napierville Junction	2,223 44	9 87	160 47	2,671 43
Nelson and Fort Sheppard	628 82	390 47	217 49	1,539 44
New Brunswick Coal and Rly. Co.				
New Westminster Southern	12 50	46 21	1 03	58 71
Northern New Brunswick and Seaboard				
North Shore				
Ottawa and New York	7,483 63	82 46	306 68	7,882 63
Pacific Great Eastern				
Pere Marquette	31,127 72	13 35	354 55	3,350 71
Quebec Central	14,627 22	6,156 16	8,050 25	32,674 27
Quebec, Montreal and Southern	9,354 52	7,424 82	216 00	29,130 15
Quebec Oriental				
Quebec Rly., Light and Power Co.				
Red Mountain	38 01	962 62	113 32	11,000 47
Roberval-Saguenay	1,695 89	46 92	8 12	2,697 86
Rutland and Noyan	339 92	162 85	0 25	2,435 64
St. Lawrence and Adirondack	5,589 80	231 26	982 13	3,417 39
Sydney and Louisburg	1,200 00	239 77	60 34	6,553 29
Temisconata	5,478 46	1,293 83	426 51	6,466 79
Teniscaming and Northern Ontario	10,751 74	1,000 00	1,306 73	2,830 04
Thousand Islands				
Toronto, Hamilton and Buffalo	20,823 37	439 73	2,910 68	7,205 18
Vancouver, Victoria and Eastern	3,178 65	878 25	3,651 58	19,770 99
Victoria and Sidney, B.C.	975 70	2,125 65	1,142 43	36,282 54
Victoria Terminal Rly. and Ferry Co.	63 82	15,469 75	93 76	8,311 13
Wabash, (in Canada)	34,299 94	15,469 75	6,441 66	1,069 46
Total	2,042,647 61	2,708,616 13	610,026 51	6,545,932 50

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Transportation Expenses—Rail Line.—Gestion des transports par rails.							
	Superintendent- ence. Direction.	Despatching Trains. Mise en mouvement des trains.	Station Employees. Employés de gares.	Weighing, Inspection and Demurrage Bureaus. Bureaux d'inspection, de pesage et de surestaries.	Coal and Ore Wharves. Quais à houille et minéral.	Station Supplies and Expenses. Fournitures et dépenses des stations.	Yardmasters and their Clerks. Chefs de pares et leurs commis.	Yard Conductors and Brakemen. Conducteurs et serre-freins de pares.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay	21,085 31	7,011 25	34,242 20	755 29	49,817 56	4,694 15	2,423 95	22,566 00
Algoma Eastern	9,209 80	4,867 83	13,068 78	205 80	25,338 72	1,153 96	993 27	
Alberta Great Waterways	3,430 77	1,788 45	2,587 39	4 25		202 52		
Atlantic, Quebec and Western	320 00	1,022 37	10,721 30			1,508 39		
Brandon, Sask. and Hudson Bay	3,216 15	1,199 75	15,385 63	170 28		2,279 37		
British Yukon	2,104 53	849 24	10,915 81			1,232 51		296 28
Canada and Gulf Terminal	921 88		4,777 29			836 88		
Canada Southern	190,256 00	23,616 02	369,952 36	1,225 41		33,700 69	208,766 55	474,789 07
Canadian National Railways— Intercolonial	184,458 26	234,050 82	2,232,139 97	1,861 89		241,414 12	171,705 79	718,136 63
P. E. Island	21,633 68	7,856 83	144,490 57			13,770 06		22,483 50
International of N.B.	10,325 36	418 38	15,692 40			959 52		38 73
St. John and Quebec	2,518 00	6 58	6,511 53			631 65		
Transcontinental	113,842 67	212,180 26	382,430 95	1,751 94		88,694 30	65,539 71	126,155 93
Edgin and Havelock	1,138 42	596 27	1,040 75			322 29		
Moncton and Buctouche	1,350 45	668 00	6,603 71			404 01		
Salisbury and Albert	1,433 76	445 22	4,593 58			1,000 73		
St. Martins	1,381 89	445 22	4,554 51			189 76		
York and Carleton	2 65		1,617 22			97 57		
Canadian Northern	770,659 16	305,197 47	3,555,493 30	9,759 23	18 26	276,166 08	241,719 83	876,716 67
Canadian Pacific	1,835,145 26	1,046,104 22	10,715,738 88	16,019 37	4,041 14	895,298 07	692,915 20	2,539,281 68
Cape Breton			1,961 90			38 55		
Central Canada	2,087 57	768 37	2,923 25	479 25	45 23	238 35	255 61	6 74
Central Vermont	3,770 97	1,903 00	46,743 71	162 43		3,486 49		
Crow's Nest Southern	3,840 04	1,406 06	11,875 59	323 05		492 16		
Cumberland	1,084 33	1,023 00	8,505 71	3,596 05		662 18	1,332 56	12,490 36
Caruquet and Gulf Shore			130,289 14	317 65		11,633 30	13,954 69	
Dominion Atlantic	7,157 92	10,414 83	2,213 22	86 05		137 19		
Eastern British Columbia	1,100 00		19,482 95	86 05		2,425 45		
Edmonton, Dunvegan and British Columbia	12,060 23	4,898 36	69 29					
Essex Terminal	1,716 67		4,332 00				1,882 50	

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Esquimaux and Nainaimo.....	11,267 99	12,874 10	78,231 89	371 20	4,524 92	3 55	12,260 43
Fredericton and Grand Lake Coal and Ry. Co	653,724 25	258,795 43	2,383 13	5 00	335 30	1,600 00	2,804 06
Grand Trunk System.....	97,038 96	54,597 54	4,370,980 45	9,244 33	421,768 31	772,826 29	1,108,238 19
Grand Trunk Pacific.....	35,866 09	28,839 62	576,536 12	1,208 97	47,478 14	39,142 02	165,070 14
Grand Trunk Pacific Branch Lines.....	2,466 34	1,841 37	196,809 61	237 08	15,483 85	7,066 04	26,809 45
Hereford.....	4,859 61	9,302 28	10,397 88	66 83	554 04		
Kent, Northern.....	397 94	246 53	32,587 46	95 76	2,604 83	1 14	1,972 62
Kettle Valley.....	2,013 61	476 25	2,267 00	5 06	410 62		
Lothbriere and Megantic.....	1,935 00	3,550 90	9,899 87	152 23	1,475 06		
Maine Central.....	7,911 08	3,550 90	2,116 83	19 09	1,475 06		
Manitoba Great Northern.....	5,514 16	43 23	38,306 84	51 95	1,501 50		
Maritime Coal, Railway and Power Co.....	19,981 50	12,419 60	31,510 12	333 93	11,022 00	1,383 85	5,917 50
Massawippi Valley.....	2,352 10	1,474 38	127,692 91	39 96	13,591 96	8,347 02	17,463 33
Midland of Manitoba.....	1,882 72	1,151 89	2,717 45	17 68	957 14		
Montreal and Atlantic.....	2,766 57	1,151 89	10,448 54	148 66	463 46		
Morrissey, Fernie and Michel.....	138 58	70 12	3,017 85		344 69		53 66
Napierville Junction.....			178 81		29 60		
Nelson and Fort Sheppard.....							
New Brunswick Coal and Railway Co.....							
New Westminister Southern.....							
North Shore.....							
North Western New Brunswick and Seaboard.....							
Ottawa and New York.....	1,805 31	3,957 88	44,803 29	75 38	1,635 69		5,887 76
Pacific Great Eastern.....	4,873 11	2,806 64	20,809 58	77 88	1,511 30		876 96
Pere Marquette.....	52,861 08	16,929 29	179,633 12	1,309 70	8,550 30	18,509 12	48,800 74
Quebec Central.....	15,033 44	12,730 33	181,847 89	1,177 29	13,950 26	3,465 44	6,403 60
Quebec, Montreal and Southern.....	11,979 20	4,002 94	67,606 89	162 06	5,373 01		
Quebec Oriental.....	332 70	1,176 57	11,476 75		1,479 98		
Quebec Railway, Light and Power Co.....	47 02	2,080 41	13,067 81	196 97	1,567 94	536 52	1,518 07
Red Mountain.....	251 86	129 17	4,687 81	7 17	557 16		
Roberval-Saguenay.....	1,681 82	1,349 91	8,823 84		3,325 68	714 78	9,343 30
Rutland and Noyan.....	74 04	30 60	457 21	0 19	28 61	34 01	77 35
St. Lawrence and Adirondack.....	6,269 47	3,026 65	47,336 54		3,221 47		
Sydney and Louisburg.....	3,390 67	11,222 31	43,493 92	50,789 15	3,572 74	13,997 71	89,200 76
Temisquiata.....	4,148 97	3,222 50	18,024 19	397 83	1,840 94		
Thousand Islands.....	27,532 88	20,523 41	264,446 26	806 08	29,576 27	39,625 23	53,956 09
Tremont and Northern Ontario.....							
Toronto, Hamilton and Buffalo.....	54,292 08	21,636 78	245,831 89	768 30	11,952 15	26,793 85	61,381 05
Vancouver, Victoria and Eastern.....	15,149 52	6,788 29	286,408 41	1,025 50	15,237 77	5,813 52	31,720 94
Victoria and Sidney, B.C.....	429 85		3,772 99		675 48		
Victoria Terminal Rly. and Ferry Co.....	444 28		239 40		61 89		
Wabash (in Canada).....	38,362 92		33,645 62	8,555 44	1,693 39	2,126 30	470 28
Total.....	4,296,354 49	2,366,054 72	24,755,496 81	114,154 11	71,178 63	2,212,089 88	6,503,157 77



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	353 55	7, 857 40	6, 584 93	127 75	111 88	100 38
Esquimalt and Nanaimo.....						
Fredericton and Grand Lake Coal and Ry. Co.....	3, 397 06		7, 379 99		127 30	
Grand Trunk System.....	893, 958 34		1, 862, 353 41	56, 265 28	13, 169 36	25, 535 89
Grand Trunk Pacific.....	13, 322 99		132, 883 74	6, 146 27	2, 198 79	1, 895 88
Grand Trunk Pacific Branch Lines.....	3, 261 39		29, 110 78	976 87	535 10	393 70
Herctord.....	482 73		1, 282 91	25 22	9 04	4 18
Kent Northern.....						
Kenite Valley.....	1, 733 24	4, 182 60	4, 571 04		149 62	84 88
Labouchere and Megantic.....						
Maine Central.....						
Manitoba Great Northern.....						
Maritime Coal, Rly. and Power Co.....						
Massawippi Valley.....						
Midland of Manitoba.....	3, 436 98		12, 946 23	952 36	164 44	453 55
Montreal and Atlantic.....	676 44	10, 748 15	17, 043 78	95 00	162 56	399 64
Morrissey, Ferrie and Michel.....	4, 869 06					116 39
Napierville Junction.....						
Nelson and Fort Sheppard.....						
New Brunswick Coal and Rly. Co.....			10 00			
New Westminster Southern.....						
Northern New Brunswick and Seaboard North Shore.....						
Ottawa and New York.....	637 42	4, 009 95	7, 592 60		116 39	
Pacific and Great Eastern.....	81 70		3, 479 65	214 82		145 58
Pere Marquette.....	2, 271 99	35, 818 64	54, 344 20	1, 938 32	851 75	1, 076 10
Quebec Central.....		5, 440 56	9, 000 00	108 71	272 58	45 68
Quebec, Montreal and Southern.....						
Quebec Oriental.....						
Quebec Rly., Light and Power Co.....	3, 310 80	585 70	1, 169 16		0 19	0 75
Red Mountain.....						
Roberval-Saguenay.....	124 22	3, 441 60	7, 319 83	15 00	227 82	108 38
Rutland and Noyan.....	17 05	53 51	75 04	2 17	1 56	1 00
St. Lawrence and Adirondack.....						
Sydney and Louisburg.....	942 96					
Temisouata.....						
Teniskaming and Northern Ontario.....	5, 833 61	37, 227 64	72, 511 10	565 85	479 46	418 10
Thousand Islands.....						
Toronto, Hamilton and Buffalo.....	6, 629 12	51, 181 35	103, 630 72	2, 739 64	1, 272 80	1, 251 30
Vancouver, Victoria and Eastern.....	1, 436 89	21, 566 19	40, 217 18	485 81	179 28	108 46
Victoria and Sidney, B.C.....						
Victoria Terminal Rly. and Ferry Co.....						
Wabash (in Canada).....		389 76	1, 527 89	114 52	1 34	1 03
Total.....	694, 790 13	4, 007, 440 67	7, 093, 377 21	47, 101 83	11, 899 88	90, 435 46

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Transportation Expenses, Rail Line—Continued.—Dépenses de transports par rail—suite.										
Name of Railway. Nom du chemin de fer.	Enginehouse Expenses— Yard.	Yard Supplies and Expenses.	Operating Joint Yards and Terminals Dr.	Operating Joint Yards and Terminals Cr.	Train Enginem.	Train Motormen.	Fuel for Locomotives.	Train Power Produced.	Train Power Purchased.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Algonia Central and Hudson Bay	8,291 57	455 69	8,120 13		60,553 78		212,758 97			
Algonia Eastern	25 88		50 00		32,981 07		111,711 30			
Alberta Great Waterways			11,819 38		10,322 79		27,570 20			
Atlantic, Quebec and Western					9,723 05		52,234 97			
Brandon and Hudson Bay					9,586 54		17,822 78			
British Yukon					3,671 57		6,381 01			
Canada and Gulf Terminal	79,392 55	10,010 97	513,202 18	43,101 81	2,909 84	64,319 19	1,450,811 61	36,247 78		
Canada Southern					494,189 77					
Canadian National Railways—										
Intercolonial	239,161 41	32,190 50	245,079 34	80,398 10	1,459,828 27		5,157,096 20			
P. E. Island	1,440 21	545 98			58,881 39		120,973 06			
International of N. B.	57 94		1,320 00		28,086 76		85,146 53			
St. John and Quebec	1 37		3,198 25		10,926 36		48,128 34			
Transcontinental	93,311 71	3,819 35	206,336 68	55,183 42	573,342 07		1,983,161 13			
Elgin and Havelock	110 34				3,633 16		6,340 56			
Moncton and Buctouche	94 36				4,663 93		13,743 12			
Salisbury and Albert	277 89				8,517 82		21,765 00			
St. Martins	163 70				4,480 48		5,467 32			
York and Carleton	112 80				4,988 99		5,156 64			
Canadian Northern	257,330 16	12,603 78	421,735 15	41,066 27	2,636,571 48	4,770 39	6,324,826 44	4,582 77	4,068 80	
Canada Pacific	814,189 08	86,926 09	578,090 15	435,280 24	6,555,367 94		16,025,249 37			
Cape Breton					3,324 59		6,886 23			
Central Canada					3,878 26		6,727 33			
Central Vermont					24,046 34		71,677 93			
Crow's Nest Southern	2,432 56		1,209 58	1,028 15	17,613 30		26,511 19			
Cumberland					10,477 90		12,887 00			
Caraquet and Gulf Shore										
Dominion Atlantic	6,037 17	433 69	2,491 42		75,905 32		201,683 77			
Eastern British Columbia					4,003 73		5,630 70			
Edmonton, Dunvegan and British Columbia										
Essex Terminal			33,976 10	11,819 38	55,517 64	1,220 75	140,443 85			
					6,061 35		19,337 16			

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Esquimaux and Nanaimo Rly. Co.	2,189 78	75 57			46,453 16	95,387 03	
Fredericton and Grand Lake Coal and Rly. Co.		556 00			6,508 33	14,196 64	
Grand Trunk System	389,644 25	28,468 31	286,532 67	1,088,278 16	2,562,824 40	8,096,709 60	
Grand Trunk Pacific	29,596 30	3,080 65	162,958 22	1,157 24	392,705 07	1,084,898 43	
Grand Trunk Pacific Branch Lines.	4,075 29	419 42			165,786 02	309,921 95	
Hereford					12,026 28	57,627 04	
Kent Northern	1,287 39	7 23	8,578 74	5,205 25	43,879 19	106,219 18	
Kettle Valley					2,136 10	8,527 29	
Lafreniere and Megantic					1,909 04	7,313 65	
Maine Central			861 82		6,596 54	13,822 65	
Manitoba Great Northern					6,740 73	23,642 50	945 64
Maritime Coal Rly. and Power Co.				1,882 80	23,782 97	56,154 50	
Massawippi Valley	11 49	174 09	9,049 23		20,869 26	54,088 80	
Midland of Manitoba	2,318 10	852 57	4,104 80		111,933 32	214,623 12	
Montreal and Atlantic	3,641 02		87,931 48		11,855 57	11,204 43	
Morrissey, Fernie and Michel				5,723 75	22,913 69	61,824 49	
Napierville Junction				19 65	7,873 85	13,638 50	
Nelson and Fort Sheppard			6,753 95		3,990 96	7,477 35	
New Brunswick Coal and Rly. Co.					1,395 55	1,059 89	
New Westminster Southern							
Northern New Brunswick and Seaboard							
North Shore							
Ottawa and New York			9,340 18	784 09	26,733 11	75,786 74	
Pacific Great Eastern					22,430 95	48,340 39	
Père Marquette	32,561 87	482 62	66,056 08	2,326 51	155,265 44	479,516 18	
Quebec Central	4,790 25		12,213 10		127,587 54	404,023 50	
Quebec, Montreal and Southern				1,540 36	33,953 72	131,407 06	
Quebec Oriental					16,461 85	69,258 48	
Quebec Rly., Light and Power Co.	11 50	190 35			3,982 06	16,686 08	
Red Mountain		438 79			3,927 72	3,139 14	
Roberval-Saguenay	3,335 63	1 17			6,239 27	36,712 31	6,000 00
Rutland and Noyan	21 80				980 66	707 18	
St. Lawrence and Adirondack			228,752 94		50,228 16	169,176 70	
Sydney and Louisburg					86,515 48	83,535 87	
Temiskouata					19,386 44	63,425 01	
Thousand Islands and Northern Ontario	21,108 66	1,234 10	1,099 14	130,423 64	159,558 38	439,213 83	
Thousand Islands							
Toronto, Hamilton and Buffalo	16,698 72	1,235 03	9,587 21	185,632 74	50,936 39	152,739 02	
Vancouver, Victoria and Eastern	3,443 97	172 62	7,886 87	9,347 48	46,822 05	139,073 75	
Victoria and Sidney, B.C.					3,197 13	9,418 49	
Victoria and Terminal Rly. and Ferry Co.					204 65	601 02	
Wabash (in Canada)	71 26		703,155 07	36 72	162,574 34	381,546 77	
Total	2,017,726 49	184,386 89	3,631,489 86	2,100,226 79	16,602,826 12	45,121,520 53	11,014 44

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer	Transportation Expenses, Rail Line—Continued.—Dépenses des transports par rail—suite.									
	Water for train Locomotives. Eau pour locomotives de trains.	Lubricants for train Locomotives. Lubrifiants pour locomotives de trains.	Other Supplies for train Locomotives. Autres fournitures pour locomotives de trains.	Enginthouse Expenses—Train. Dépenses des remises de trains.	Trainmen. Employés de trains.	Train Supplies and Expenses. Fournitures des trains et dépenses.	Operating Sleeping Cars. Exploitation des wagons-lits.	Signal and Interlocker Operation. Signaux et appareils d'enclenchement.	Crossing Protection Protection des passages à niveau.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Algoma Central and Hudson Bay.....	9,297 32	3,221 70	1,868 54	22,241 68	69,776 20	19,925 34				
Algoma Eastern.....	1,553 25	1,830 82	1,304 77	27,607 06	39,189 66	4,375 65		69 30	786 74	
Alberta Great Waterways.....	2,218 86	628 97	444 69	3,868 47	10,223 08	3,788 36				
Atlantic, Quebec and Western.....	2,201 09	1,158 21	113 46	9,004 94	11,763 05	2,769 71				
Brandon, Sask. and Hudson Bay.....	757 76	32 30	209 28	4,907 82	9,649 44	5,323 73			6,981 09	
British Yukon.....	475 51	122 45	68 39	2,586 33	4,067 86	4,707 11				
Canada and Gulf Terminal.....	437 69		1,356 64	730 22	3,794 28	1,055 51				
Canada Southern.....	70,746 91	19,309 73	369 97	179,093 84	582,820 98	314,258 21		114,268 70	30,005 26	
Canadian National Railways—										
Intercolonial.....	136,300 15	31,965 02	52,448 30	751,470 21	1,789,023 12	549,080 71	205,897 19	5,478 10	36,800 02	
P. E. Island.....	3,078 94	1,837 51	3,214 32	21,173 85	85,192 39	24,842 34			1,045 34	
International of N.B.....	2,305 82	639 81	334 41	6,448 40	42,471 16	7,925 24				
St. John and Quebec.....	1,164 71	262 96	83 40	2,134 73	17,208 37	3,067 48		471 68		
Transcontinental.....	125,685 68	13,912 25	16,957 34	441,231 87	646,931 88	254,086 36	22,657 06	18,640 70		
Elgin and Havelock.....	33 50	105 81	18 78	414 63	4,681 29	972 28				
Moncton and Bucoche.....	30 00	62 78	137 19	2,298 96	6,240 98	891 28				
Salisbury and Albert.....	37 10	78 51	61 93	1,039 79	10,205 87	2,054 18				
St. Marins.....		169 78	154 41	846 30	4,815 50	773 25				
York and Capleton.....		20 13	51 51	559 65	4,285 25	451 63				
Canadian Northern.....	457,283 90	106,916 34	65,708 00	1,608,355 26	2,984,126 79	1,165,252 22	156,272 94	176,592 22	64,067 10	
Cape Breton.....	818,540 42	124,913 75	221,285 07	2,611,203 81	6,708,221 26	2,917,502 66	1,377,936 01	196,428 23	131,394 40	
Central Canada.....		269 78			2,247 90	60 00				
Central Vermont.....	1,072 00	340 98	195 74	1,667 96	4,099 36	710 22	15 80			
Central Vermont.....	2,962 68	569 46	513 04	17,621 39	25,971 63	8,354 72		11 90		
Crow's Nest Southern.....	1,343 70	104 23	284 57	6,873 85	20,510 99	7,315 82				
Cumberland.....	201 00	920 79	40 20	4,285 55		118 80				
Caruquet and Gulf Shore.....										
Dominion Atlantic.....	3,140 24	1,777 16	1,700 06	39,068 80	84,475 75	36,534 67				
Eastern British Columbia.....	189 25	303 72	849 48	1,140 50	4,743 88	36,40 99				
Edmonton, Dunvegan and British Columbia.....										
Essex Terminal.....	12,959 53	2,366 11	1,412 37	17,337 37	52,730 32	14,484 41	4,648 74	2,334 17		
	221 84	237 92		2,963 76	5,306 20			2,487 30		

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Esquimalt and Nanaimo.....	2, 261 50	703 44	1, 058 66	21, 171 29	58, 919 51	10, 401 60	1, 532 05	1, 031 54
Fredericton and Grand Lake Coal and Ry. Co.....	60 50	358 06	394 31	2, 312 56	2, 865 43 30	1, 890 88		
Grand Trunk System.....	274, 612 36	61, 151 27	88, 579 81	1, 162, 768 99	2, 541, 916 30	1, 099, 610 03	43, 820 83	300, 090 87
Grand Trunk Pacific.....	117, 815 49	16, 297 70	11, 702 49	197, 410 46	541, 070 01	209, 273 08	34, 920 61	15 00
Grand Trunk Pacific Branch Lines.....	53, 470 26	6, 576 34	4, 926 84	80, 382 35	199, 049 69	129, 462 46	39, 181 43	
Hereford.....	1, 335 42	507 97	595 38	9, 804 50	13, 235 53	4, 386 21	1, 242 89	
Kent Northern.....	3, 731 13	2, 481 71	1, 498 28	19, 636 27	40, 549 06	21, 229 93	3, 713 06	
Kettle Valley.....		132 84	121 72	1, 412 56	2, 997 60	924 13		
Labriere and Megantic.....	173 21	54 33	64 95	2, 202 16	2, 486 85	791 16		
Maine Central.....	514 41	35 99	130 03	1, 555 89	8, 635 10	3, 312 29	8, 774 97	
Maritime Coal, Rly. and Power Co.....	2, 731 67	627 82	186 98	1, 276 52	5, 756 46	383 22		
Massawippi Valley.....	1, 263 19	337 11	752 75	9, 812 34	29, 741 88	5, 254 19	27 38	525 90
Midland of Manitoba.....	2, 743 49	502 34	462 76	9, 006 16	28, 886 09	11, 507 97		
Montreal and Atlantic.....	3, 710 18	1, 547 42	3, 667 37	34, 228 05	109, 324 85	21, 982 00	2, 502 08	
Morrissey, Fernie and Michel.....	246 00		445 33	3, 274 26	16, 194 72	301 32	2, 301 45	2, 527 06
Napierville Junction.....	3, 198 13	819 60	1, 323 96	14, 588 35	19, 143 30	538 23	2, 994 91	
Nelson and Fort Sheppard.....	686 47	53 18	167 51	2, 816 30	7, 776 89	4, 431 32		
New Brunswick Coal and Rly. Co.....	1, 124 45	166 15	96 12	2, 924 87	4, 375 15	235 20		
New Westminster Southern.....		8 15	14 90		3, 373 96			
Northern New Brunswick and Seaboard.....								
North Shore.....	1, 932 24	866 10	495 69	13, 348 31	29, 499 58	4, 034 69	6, 302 67	
Ottawa and New York.....	2, 767 29	1, 729 99	910 24	24, 694 41	26, 833 65	4, 429 56	324 90	
Pacific Great Eastern.....	14, 867 15	4, 454 03	6, 026 13	31, 673 77	184, 256 41	13, 229 28	9, 298 57	4, 920 08
Pere Marquette.....	957 53	5, 136 76	919 39	41, 395 22	135, 428 05	27, 007 03		
Quebec Central.....	7, 777 08	1, 159 58	1, 667 43	24, 873 58	38, 524 36	12, 535 38		
Quebec, Montreal and Southern.....	276 70	1, 998 46	130 72	10, 780 09	19, 832 20	3, 121 48	10, 222 91	
Quebec Rly., Light and Power Co.....	197 91	130 24	147 68	684 28	13, 213 27	2, 390 75	0 67	
Red Mountain.....	54 77	36 51	9 66	880 26	4, 085 77	306 01		
Roberval-Saguenay.....	1, 164 20	538 27	494 00	69 45	8, 839 38	2, 337 73		
Rutland and Noyan.....	15 86	12 52	10 89	187 93	335 72	129 81		8 42
St. Lawrence and Adirondack.....	2, 987 59	1, 090 08	741 14	31, 957 95	73, 084 91	10, 000 97	322 93	129 45
Sydney and Louisburg.....	5, 575 67	8, 498 95	6, 060 07	21, 650 59		1, 999 29		1, 006 64
Temiscouata.....	1, 361 54	489 22	329 90		22, 119 86	3, 256 67		
Temiskaming and Northern Ontario Thousand Islands.....	26, 062 30	3, 359 97	5, 268 50	68, 895 45	180, 200 14	54, 964 71		
Toronto, Hamilton and Buffalo.....	9, 456 51	3, 309 58	3, 539 82	50, 770 66	65, 098 42	39, 240 17	13, 245 05	25, 735 73
Vancouver, Victoria and Eastern.....	3, 121 70	208 97	1, 164 22	18, 218 22	58, 034 22	24, 899 06	1, 935 70	483 87
Victoria and Sidney, B.C.....	195 82	144 62	0 55	393 87	2, 446 72	296 23		168 02
Victoria Terminal Rly. and Ferry Co.....	13 14	6 97	0 05	25 39	147 85	19 86		10 73
Wabash (in Canada).....	35, 956 19	4, 205 11	8, 519 52	93, 628 85	196, 329 93	100, 363 54	34 55	
Total.....	2, 238, 657 96	443, 925 46	524, 811 39	7, 795, 892 81	18, 257, 344 26	7, 178, 006 12	1, 821, 096 87	603, 631 37

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Transportation Expenses, Rail Line—Continued.—Gestion des transports par rail—suite.									
	Drawbridge Operation. Fonctionnement des ponts roulants.	Telegraph and Telephone Operation. Exploitation des lignes télégraphiques et téléphoniques.	Operating Floating Equipment. Exploitation du matériel flottant.	Express Service. Service des messageries.	Stationery and Printing. Impressions et papeterie.	Other Expenses. Autres dépenses.	Operating Joint Tracks and facilities— Dr. Exploitation des voies en commun. Dt.	Operating Joint Tracks and facilities— Cr. Exploitation des voies en commun. Av.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.			
Algoma Central and Hudson Bay										
Algoma Eastern	1,174 91	171 85			3,485 71	4,051 31				
Alberta Great Waterways		69 27			2,414 28	598 26	1,434 96			
Atlantic, Quebec and Western					492 09	7 99				
Brandon, Sask. and Hudson Bay		99 86			425 00	124 44				
British Yukon		904 80			437 11	53 71				
Canada and Gulf Terminal					278 55	1,111 00				
Canada Southern	5,274 31	43,369 81		2,090 43	822 22	4,888 40	2,385 96			
Canadian National Railways—					41,427 06	11,913 45	19,770 16			
Intercolonial	5,150 98	20,754 55	143,958 38		116,346 18	2,555 91	33,238 17			
P. E. Island	783 79	2,972 94	254,215 61		7,284 44	346 26				
International of N. B.		2,609 62			480 76	259 98				
St. John and Quebec	13 77	8 07			26,405 55	20 00				
Transcontinental	2,826 00	20,376 32			98 72	97 71				
Elgin and Havelock					444 68					
Moncton and Baieouche					401 89					
Salisbury and Albert					79 49					
St. Martins					78 56					
York and Carleton					163,033 84	6,025 30	3,832 52			
Canadian Northern	14,630 31	24,820 28	73,088 76	18,569 11	371,795 97	71,776 27	17,335 98			
Canadian Pacific	29,290 75	300,655 68	61,898 36		311 88	32 56	227,653 28			
Cape Breton		18 20			394 91	2 88				
Central Canada		292 50			2,031 23	58 06				
Central Vermont	2,283 11	124 77			540 48	676 58				
Crow's Nest Southern		117 92			1,003 01	3,660 50				
Cumberland										
Caruquet and Gulf Shore		67 05			5,186 28	122 98				
Dominion Atlantic	3,388 08				143 94	3 842				
Eastern British Columbia		2,479 91			2,958 37	70 28				
Edmonton, Dunvegan and British Columbia		76 10			76 44	597 53				
Essex Terminal										

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Esquimaux and Nanaumou.....	214 79	6, 233 40	52 00	19, 846 39	247, 404 46
Fredericton and Grand Lake Coal and Ry. Co.	64, 520 43	425 40	9, 608 56	57, 571 89	1, 018 34
Grand Trunk System.....	37, 378 67	210, 404 69	8, 422 63	9, 230 58	.....
Grand Trunk Pacific.....	7, 076 24	12, 768 22	2, 608 06	.....	.....
Grand Trunk Pacific Branch Lines.....	.....	1, 182 38	503 81	.....	.....
Hereford.....	.....	.....	.....	.....	.....
Kent Northern.....	268 28	3, 542 67	458 63	225 55	1, 676 00
Kettle Valley.....	.....	101 31	.....	10 00	636 00
Lothbaniere and Megantic.....	.....	186 76	71 33	.....	.....
Maine Central.....	55 66	281 18	57 16	.....	.....
Manitoba Great Northern.....	213 63	304 00	.....	.....	.....
Maritime Coal, Ry. and Power Co.	9 67	87 50	33 65	1, 854 93	.....
Massawippi Valley.....	1, 541 56	1, 855 40	975 29	15, 682 59	.....
Midland of Manitoba.....	27 30	6, 247 62	211 32	3, 139 15	379 34
Montreal and Atlantic.....	.....	.....	.....	.....	.....
Morrissey, Fernie and Michel.....	269 00	1, 043 51	278 92	2, 997 52	995 21
Naperville Junction.....	1, 598 30	373 75	42 72	.....	.....
Nelson and Fort Sheppard.....	.....	179 58	87 98	.....	.....
New Brunswick Coal and Ry. Co.....	126 39	.....	10 25	.....	.....
New Westminster Southern.....	.....	.....	.....	.....	.....
Northern New Brunswick and Seaboard.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....
Ottawa and New York.....	1, 240 01	1, 877 42	6 75	8, 668 75	.....
Pacific Great Eastern.....	.....	2, 669 55	52, 011 74	.....	.....
Pere Marquette.....	1, 138 94	12, 232 80	7, 174 62	40, 232 57	1, 766 27
Quebec Central.....	8, 610 84	6, 316 79	2, 635 07	12, 320 10	.....
Quebec, Montreal and Southern.....	6, 533 94	4, 682 68	1, 755 56	2, 605 43	270 00
Quebec Oriental.....	887 11	405 00	305 17	.....	.....
Quebec Ry., Light and Power Co.	103 48	1, 590 83	101 39	.....	.....
Red Mountain.....	29 50	26 96	43 95	.....	.....
Roberval-Saguenay.....	147 26	1, 315 49	474 20	.....	.....
Roberval and Noyan.....	6 66	21 61	1 39	.....	.....
Ruland and Adirondack.....	.....	1, 690 81	13 32	8, 472 00	1, 173 09
Sydney and Louisburg.....	1, 282 38	2, 969 80	32, 410 14	.....	.....
Temisquiata.....	.....	1, 469 65	111 01	.....	.....
Temiskaming and Northern Ontario.....	.....	13, 124 79	1, 590 74	.....	391 64
Thousand Islands.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo.....	1, 327 90	17, 068 78	719 75	15, 817 91	845 30
Vancouver, Victoria and Eastern.....	876 00	1, 797 34	1, 689 20	6, 450 43	6, 822 02
Victoria and Sidney, B.C.....	.....	13 45	0 83	.....	.....
Victoria Terminal Ry. and Ferry Co.	751 62	5, 863 19	1, 327 47	153, 156 46	2 73
Wabash (in Canada).....	.....	.....	.....	.....	.....
Total.....	133, 386 97	1, 113, 913 02	291, 356 83	603, 784 11	404, 749 44
	554, 056 92	23, 155 49	853, 744 05	.....	.....

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.		Insurance.	Clearing Wrecks.	Damage to Property.	Damage to Live Stock on Right of Way.	Loss and Damage— Freight.	Loss and Damage— Baggage.	Injuries to Persons.	Total Transporta- tion Expenses. —Rail Line.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay.....		5,613 05	12,355 88	384 87	601 70	406 72	55 00	624 38	631,231 19
Algoma Eastern.....		3,261 78	4,456 86	833 35	386 26	1,295 14		718 22	293,500 83
Alberta Great Waterways.....		134 54	546 97	30 00	98 36	303 09		500 00	81,085 49
Atlantic, Quebec and Western.....			440 05		143 00	1,515 60	1 75		105,190 38
Brandon and Hudson Bay.....		153 93	1,488 66	1 16	774 16	2,110 11	7 75	21 81	82,654 68
British Yukon.....			Cr. 1 30			682 97			37,054 86
Canada and Gulf Terminal.....						340 66			38,094 07
Canada Southern.....		Cr. 121 07	16,819 79	8,151 58	1,306 50	774,500 80	1,571 01	48,747 84	6,827,465 30
Canadian National Railways—									
Intercolonial.....		4,609 14	125,628 25	10,847 72	8,895 53	272,024 60	1,790 79	8,465 89	16,457,567 63
P. E. Island.....		331 28	2,229 15	695 42	732 65	6,999 46	5 00	128 53	846,882 24
International of N. B.....		37 07	14,118 80	142 92	1,041 79				220,740 78
St. John and Quebec.....		39 85	468 37	8 75	12 76	233 65			97,378 56
Transcontinental.....		3,628 58	68,942 31	1,158 10	2,279 60	69,450 55	474 62	2,081 16	5,856,420 92
Elgin and Havelock.....		3 66	846 92			5 58			20,362 96
Moncton and Buctouche.....		22 33	568 68		10 00	220 92			38,455 38
Saskibury and Albert.....		31 38	778 47		150 00	26 77			52,899 89
St. Martins.....		9 24	196 63	15 00		2 80			19,745 28
York and Carleton.....		1 50	92 59			18 97			17,535 66
Canadian Northern.....		118,186 12	322,465 86	33,055 01	29,625 87	566,072 99	20,985 24	79,793 19	25,354,333 48
Canadian Pacific.....			191,432 63	75,392 29	47,841 25	1,400,605 09	345 78	393,525 83	63,883,427 51
Cape Breton.....				82 07		70 61			15,286 33
Central Canada.....		149 90	484 77			4 69			26,305 02
Central Vermont.....		31 53	124 57	1,017 80		2,436 69		8 00	221,102 84
Crow's Nest Southern.....		249 13	456 77	11,699 46	304 36	448 80	Cr. 11 42	69 09	113,052 57
Cumberland.....								192 00	62,599 46
Caraqueet and Gulf Shore.....			4,761 74	1,920 10	236 89	7,575 13	Cr. 4 92	1,674 66	693,135 98
Edmonton Atlantic.....						15 40			20,899 93
Edmonton, Dunvegan and British Columbia.....				464 40	322 32	2,735 06		1,658 60	390,627 75
Essex Terminal.....		4,425 45	8,196 00	93 53		243 47		1,820 65	46,926 18

RAILWAY STATISTICS

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	698 43	204 48	425 16	1,881 88	1 70	367 72	389,112 99
Esquimalt and Nanaimo.....							
Fredrieton and Grand Lake Coal and Rly. Co.....							
Grand Trunk System.....	484 05	25 00	80 00	976 45			62,073 28
Grand Trunk Pacific.....	223,240 22	30,329 59	15,960 12	1,071,778 93	6,980 83	244,636 60	29,047,412 72
Grand Trunk Pacific Branch Lines.....	24,267 90	7,571 12	6,206 41	55,529 30	257 75	32,442 34	4,296,877 41
Herford.....	9,406 50	2,097 55	1,305 31	12,335 50	162 43	5,521 38	1,408,073 51
Kent Northern.....	1,600 83	1,200 00		3,348 57		75 00	125,983 74
Kettle Valley.....	6,336 17	128 78	351 36	556 53	113 00	10 23	326,925 92
Lotbiniere and Megantic.....				64 64			17,789 81
Maine Central.....	19 26			725 46			16,646 99
Manitoba Great Northern.....	580 17	2 32	295 72	445 17	Cr.	65 40	60,108 45
Maritime Coal, Rly. and Power Co.....	12 12			192 55			47,084 76
Massawippi Valley.....	157 45	105 95	143 42	323 37	160 47		189,078 94
Midland of Manitoba.....	43 84	84 60	266 37	2,598 07	Cr.	1,330 00	235,330 01
Montreal and Atlantic.....	838 78	194 20	390 91	13,394 25	4 88	1,865 83	852,922 75
Morrissey, Ferme and Michel.....				138 49			51,335 07
Niperville Junction.....	3,946 45	4 20	112 92	490 99			144,593 71
Nelson and Fort Sheppard.....	137 84	33 91	1,890 89		130 44	60 63	58,233 25
New Brunswick Coal and Rly. Co.....	256 85			111 08			24,733 25
New Westminster Southern.....	21 30					3 78	6,440 83
Northern New Brunswick and Seaboard.....							
North Shore.....							
Ottawa and New York.....	32 80	19 95	10 00	979 11			18 89
Pacific Great Eastern.....	859 17	8 83	167 93	476 56	150 00	474 05	230,109 68
Père Marquette.....	11,716 04	2,253 89	1,397 51	39,047 40	49 52	20,666 41	1,609,660 18
Quebec Central.....	2,084 56	115 00	597 19	5,998 55	53 00	1,106 33	1,050,655 28
Quebec, Montreal and Southern.....	3,903 73	615 00	231 07	5,194 68		1,073 28	1,371,473 87
Quebec Oriental.....	746 60	45 00	1,253 20	2,179 91			141,338 86
Quebec Rly., Light and Power Co.....	67 93	7 45		71 13		14 07	63,904 30
Red Mountain.....	0 75	61 93	89 47	1 17		10 61	18,364 64
Roberval-Sarzenay.....	373 61		25 00	258,43		182 01	107,485 60
Rutland and Noyan.....	10 50	5 22	2 96	69 81			2,662 78
St. Lawrence and Adirondack.....	145 52	227 97	96 86	6,341 72	172,90	81 24	644,568 42
Sydney and Louisburg.....	1,164 81		165 00	591 55		370 89	470,407 35
Teniscouata.....	3,130 65		91 93	252 25			143,058 56
Temiskaming and Northern Ontario.....	12,087 54	27 00	438 72	9,030 79	10 58	5,526 81	1,430,915 95
Thousand Islands.....							
Toronto, Hamilton and Buffalo.....	3,439 09	1,177 33	621 98	9,435 99	32 53	4,997 72	899,550 96
Vancouver, Victoria and Eastern.....	1,141 12	3,377 93	2,156 60	2,155 34	Cr.	553 16	791,005 82
Victoria and Sidney, B.C.....	10 00	23 73	195 00	17 92			21,667 26
Victoria Terminal Rly. and Ferry Co.....		1 52		2 11			1,796 74
Wabash (in Canada).....	3,565 05	7,250 07	1,151 30	257,680 09	30 82	11,772 84	2,219,935 35
Total.....	1,094,407 79	203,253 07	131,379 82	4,615,840 12	32,885 82	873,285 91	170,382,033 76

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Transportation—Water Line.—Transports par eau.			Miscellaneous Operations.—Exploitations diverses.				
	Operation of Vessels. Exploitation de navires.	Operation of Terminals. Exploitation de terminus.	Incidental Expenses. Dépenses incidentes.	Total Transportation—Water Line. Total des dépenses des transports par eau.	Dining and Buffet Service. Service des wagons-restaurants.	Hotels and Restaurants. Hôtels et restaurants.	Grain Elevators. Elevateurs à grain.	Stockyards. Parcs à bestiaux.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay	308,346 87			318,998 10				
Algoma Eastern	129,427 56		10,651 23	129,427 56				
Alberta Great Waterways								
Atlantic, Quebec and Western								
Brandon, Sask. and Hudson Bay								
British Yukon								
Canada and Gulf Terminal								
Canada Southern					159,598 04	28,385 71		11,453 49
Canadian National Railways—								
Intercolonial	622,038 11			622,038 11	552,742 33	63,869 61	58,680 14	
P. E. Island	1,757 81		76 74	1,834 55				
International of N. B.								
St. John and Quebec					81,379 77			
Transcontinental								
Elgin and Harvelock								
Moncton and Buctouche								
Salisbury and Albert								
St. Martins								
York and Carleton								
Canadian Northern	12,016 70			12,016 70	504,025 98	228,818 68		
Canadian Pacific	865,697 06	76,541 05	142,336 39	1,084,574 50	2,403,281 96	416,642 90	387,431 94	
Cape Breton								
Central Canada								
Central Vermont								
Crow's Nest, Southern					111 23			
Cumberland								
Caruque and Gulf Shore								
Dominion Atlantic								
Eastern British Columbia								
Edmonton, Dunvegan and British Columbia								
Essex Terminal					16,771 86			

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Esquimaux and Nanaimo											
Fredericton and Grand Lake Coal and Rly. Co.									31,331 85		
Grand Trunk System								287,422 59			
Grand Trunk Pacific								128,537 35			
Grand Trunk Pacific Branch Lines								11,550 24			
Hereford											
Kent Northern											
Kettle Valley								11,846 12			
Lotbiniere and Megantic											
Maine Central											
Manitoba Great Northern											
Maritime Coal, Rly. and Power Co.											
Massawippi Valley											
Midland of Manitoba								16,294 97			
Montreal and Atlantic											
Morrissey, Fernie and Michel											
Napierville Junction											
Nelson and Fort Sheppard											
New Brunswick Coal and Rly. Co.											
New Westminster Southern											
Northern New Brunswick and Seaboard											
North Shore											
Ottawa and New York											
Pacific Great Eastern											
Percé Marquette								5 84	1,895 75		
Quebec Central								16,690 70			
Quebec, Montreal and Southern											
Quebec Oriental											
Quebec Rly., Light and Power Co.											
Red Mountain											
Roberval-Saguenay											
Rutland and Noyan											
St. Lawrence and Adirondack											
Sydney and Louisburg											
Temiscouata											
Teniskaming and Northern Ontario								12,050 12			
Thousand Islands											
Toronto, Hamilton and Buffalo								26,022 64			
Vancouver, Victoria and Eastern								5,181 63			
Victoria and Sidney, B.C.											
Victoria Terminal Rly. and Ferry Co.											
Wabash (in Canada)								16,469 80			
Total	1,939,284 11	76,541 05	153,064 36	2,108,889 52	4,249,992 17	739,612 65	477,443 93	11,153 49			

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite

Name of Railway. Nom du chemin du fer.	Miscellaneous Operations—Concluded. Exploitations diverses—fin.			General Expenses—Frais généraux.				Insurance. Assurance.
	Producing Power Sold. Production de la force motrice vendue.	Other Miscellaneous Operations. Autres exploitations diverses.	Total Miscellaneous Operations. Total des exploitations diverses.	Salaries and Expenses of General Officers. Appoint. et dépenses des hauts fonctionnaires.	Salaries and Expenses of Clerks and Attendants. Appoint. et dépenses des employés subalternes.	General Supplies and Expenses. Fournitures et frais généraux.	Law Expenses. Frais de justice.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central and Hudson Bay.....				26,156 49	16,013 47	2,712 84	7,376 45	1,055 90
Alberga Eastern.....				7,824 77	6,703 15	1,420 05	576 00	303 26
Alberga Great Waterways.....				5,584 60	2,233 22	1,000 37	398 68	0 48
Atlantic, Quebec and Western.....				10,899 96	3,491 80	52 97	131 10	741 99
Brandon, Sask. and Hudson Bay.....				338 06	3,364 47	107 96	1,183 81	1 77
British Yukon.....				10,217 16	4,266 23	1,111 27	Cr.	1,834 59
Canada and Gulf Terminal.....				1,600 00		3,627 06	55 00	2,697 23
Canada Southern.....				20,918 85	238,430 96	8,634 08	40,292 75	217 08
Canadian National Railways—								
Intercolonial.....			199,137 24					
P. E. Island.....			675,292 08	28,428 38	248,947 74	10,116 10	24,814 83	320 45
International of N. B.....				1,276 24	11,045 91	452 49	1,065 37	15 46
St. John and Quebec.....				556 51	4,691 68	194 52	474 39	4 93
Transcontinental.....				825 00	2,487 05			
Elgin and Havelock.....			81,379 77	21,937 18	127,538 39	3,461 48	13,087 49	210 59
Moncton and Buctouche.....				46 49	427 47	17 51	43 94	0 75
Salisbury and Albert.....				68 81	607 43	24 78	60 93	0 78
St. Martins.....				132 47	1,167 39	46 98	114 16	1 57
York and Carleton.....				60 44	523 42	21 70	53 37	0 71
Canadian Northern.....				25 66	225 50	9 26	22 59	0 29
Canadian Pacific.....	252 91	22,750 91	755,848 48	151,771 90	674,023 01	107,745 22	134,431 95	1,690 13
Cape Breton.....			3,207,356 80	344,144 89	1,354,507 69	126,044 56	278,446 45	640,000 00
Central Canada.....				1,314 71				518 79
Central Vermont.....				5,238 17	1,923 58	844 23	350 00	Cr.
Crow's Nest Southern.....			111-23	1,408 03	11,771 33	382 86	1,363 87	10 80
Cumberland.....				5,509 15	4,353 03	116 14	2,432 85	2 20
Caracquet and Gulf Shore.....								
Dominion Atlantic.....				1,328 43	728 67	1,400 38		381 05
Eastern British Columbia.....				16,906 84	30,574 47	4,891 38	844 00	14,233 14
Edmonton, Duuwegian and British Columbia.....				3,124 25	62 73	62 73		353 81
		24 03	16,795 89	21,868 82	8,545 26	3,769 96	7,118 51	656 91

RAILWAY STATISTICS

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Essex Terminal.....	1,728 08	808 50	921 76	741 36	833 62
Esquimalt and Nanaimo.....	1,423 97	974 75	1,024 38	514 85	6,688 80
Fredrickton and Grand Lake Coal and Rly. Co.....	1,936 20	3,102 97	331 17	62 09	.....
Grand Trunk System.....	790,617 10	651,817 37	51,976 68	90,860 71	709 59
Grand Trunk Pacific.....	88,395 86	132,611 33	16,856 11	28,546 31	6,976 04
Grand Trunk Pacific Branch Lines.....	31,446 79	45,372 62	5,814 90	10,783 61	2,321 44
Hereford.....	738 38	3,305 80	307 62	411 07	6 97
Kent Northern.....	.....	.....	.....	.....	.....
Kettle Valley.....	11,846 12	10,626 96	434 38	44 75	.....
Lofbiniere and Megantic.....	1,756 35	2,331 25	319 69	763 50	852 42
Manie Central.....	128 68	549 10	52 85	71 77	.....
Manitoba Great Northern.....	237 75	2,231 40	70 60	1,454 34	0 99
Maritime Coal, Rly. and Power Co.....	1,300 00	620 00	.....	133 15	680 00
Massawippi Valley.....	1,407 55	18,018 87	106 60	607 09	.....
Midland of Manitoba.....	1,077 81	10,264 26	356 94	2,358 20	.....
Montreal and Atlantic.....	.....	51,213 33	56 50	970 80	.....
Morrissey, Permie and Michel.....	5,194 96	1,143 05	106 17	2,342 09	4 84
Naperville Junction.....	49,524 97	16,480 92	106 17	2,342 09	1,843 20
Nelson and Port Sheppard.....	392 37	2,978 76	92 21	1,983 65	1,116 98
New Brunswick Coal and Rly. Co.....	1,838 00	1,834 38	12 25	.....	1 57
New Westminster Southern.....	61 29	233 17	.....	720 78	.....
Northern New Brunswick and Seaboard.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....
Ottawa and New York.....	1,882 32	4,624 60	1,170 28	409 56	.....
Pacific Great Eastern.....	9,023 13	12,701 57	4,215 51	7 50	130 00
Pere Marquette.....	7,522 67	102,355 95	6,935 11	6,792 75	6 18
Quebec Central.....	24,268 37	31,339 98	8,256 30	745 62	504 00
Quebec, Montreal and Southern.....	5,354 18	33,514 26	1,244 92	2,723 54	52 50
Quebec Oriental.....	12,489 76	3,490 70	37 71	1,410 20	526 15
Quebec Rly., Light and Power Co.....	3,301 09	5,849 52	503 17	628 94	1,487 55
Red Mountain.....	38 66	301 48	4 44	532 89	0 04
Roberval-Saguenay.....	3,575 71	5,218 07	4,153 42	946 57	111 71
Rutland and Noyan.....	68 56	3304 43	51 17	69 97	0 78
St. Lawrence and Adirondack.....	2,859 41	3,317 04	3,473 10	1,232 31	.....
Sydney and Louisburg.....	1,800 00	6,969 60	18,220 87	.....	1,948 97
Tennessee.....	9,897 39	3,643 85	1,447 01	567 92	1,781 84
Thousand Islands.....	21,195 02	70,087 11	8,190 87	4,800 00	280 05
Thousand Islands and Northern Ontario.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo.....	36,796 91	26,658 96	2,468 17	15,544 64	7 05
Vancouver, Victoria and Eastern.....	2,110 12	14,535 78	441 81	8,619 25	7 78
Victoria and Sidney, B.C.....	1,488 97	1,115 26	276 55	37 25	.....
Victoria Terminal Rly. and Ferry Co.....	73 48	69 47	52 74	.....	.....
Wabash (in Canada).....	6,278 14	82,905 91	5,475 68	5,245 08	77 25
Total.....	1,816,764 92	4,124,304 94	423,701 72	708,459 53	694,207 87

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
 TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	General Expenses— <i>Concluded</i> .—Frais généraux— <i>fin</i> .							Transportation for Investment Cr.
	Relief Department. Division des secours.	Pensions.	Stationery and Printing. Papeterie et impressions.	Other Expenses. Autres dépenses.	General Joint Facilities—Dr. Facilités communes en général—Dt.	General Joint Facilities—Cr. Facilités communes en général—Av.	Total of General Expenses. Total des frais généraux.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algonia Central and Hudson Bay	8,682 42	87,245 88	26,830 14	14,301 19	19,503 99		75,379 68	242 82
Algonia Eastern	385 72	3,929 64	1,196 80	626 46	8,818 97		27,238 15	
Alberta Great Waterways	167 60	1,646 75	512 10	281 86	754 87	60 00	10,438 14	
Atlantic, Quebec and Western		431 44		99 00	1,248 23		16,966 20	
Brandon, Sask. and Hudson Bay		71 76			211 69		5,439 39	52 53
British Yukon					1,248 77		18,952 46	
Canada and Gulf Terminal			432 83				8,472 12	
Canada Southern		22,512 06	33,774 80	35,060 72			399,841 30	2,976 38
Canadian National Railways								
Intercolonial							449,687 13	
P. E. Island							19,994 18	
International of N.B.							8,530 34	
St. John and Quebec							3,842 49	
Transcontinental	19,243 51	19,552 76	13,480 40	8,068 98	226,600 98		226,600 98	
Elgin and Havelock	14 88	153 24	45 17	23 43			772 88	
Moncton and Buctouche	21 11	210 94	65 42	34 59			1,094 79	
Salisbury and Albert	40 63	426 95	118 66	62 12			2,110 93	
St. Martins	18 24	173 94	57 14	30 73			938 69	
York and Carleton	7 84	77 41		13 03			405 82	
Canadian Northern			73,448 16	210,857 17	8,517 29	2,805 91	1,359,708 92	
Canadian Pacific			131,228 20	435,965 13	4,555 97		3,314,892 89	
Cape Breton			360 31	1,266 18			1,860 65	
Central Canada			1,519 66	55 44			10,031 37	
Central Vermont		480 00	182 76				16,991 99	
Crow's Nest Southern		80 07					7,888 10	96 07
Cumberland					3,244 75		7,234 53	
Caraquet and Gulf Shore	151 25							
Dominion Atlantic		5,827 96	4,137 92	3,489 11			80,875 42	
Eastern British Columbia			47 10	352 41			3,940 30	
Edmonton, Dunvegan and British Columbia			1,873 62	7,583 77		68 07	51,478 92	
Essex Terminal			444 81	23,277 45			28,755 58	

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Esquimalt and Nanaimo Co.					657 37	2,768 92	14,053 04	
Fredericton and Grand Lake Coal and Rly.					105 71	287 44	5,945 58	
Grand Trunk System	12,462 60	252,835 65			115,944 36	113,137 82	2,078,575 81	1,358 94
Grand Trunk Pacific		681 60			9,973 50	32,280 24	318,841 36	
Grand Trunk Pacific Branch Lines		234 28			2,801 73	11,306 62	110,081 99	
Hereford		327 22			436 89	228 19	5,762 14	
Kent Northern					927 12		15,571 96	
Kettle Valley					70 75	1,146 09	7,276 14	
Labriere and Megantic					78 00	1,161 98	7,922 45	
Maine Central		45 03			123 77	161 27	4,325 15	10 14
Manitoba Great Northern						24 00	4,657 15	
Maritime Coal, Rly. and Power Co.	1,900 00					24 00	20,192 80	
Massawippi Valley						52 69	17,865 93	
Midland of Manitoba		189 72			813 61	524 91	54,495 96	
Montreal and Atlantic						412 13	16,987 67	
Morrissey, Fernie and Mithel	1,827 92					275 46	70,369 16	
Napierville Junction						1,135 04	5,824 98	43 98
Nelson and Fort Sheppard		61 59				178 97	4,461 46	
New Brunswick Coal and Rly. Co.					23 50	753 33	1,059 43	
New Westminster Southern						44 19		
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York		32 64			399 90	151 17	8,670 47	
Pacific Great Eastern					1,424 07	159 06	27,650 84	
Pere Marquette					8,286 58	788 89	131,110 35	
Quebec Central		5,248 75			2,877 50	7,793 02	81,053 54	
Quebec, Montreal and Southern					4,324 10	1,077 82	48,791 32	
Quebec Oriental					468 65	1,240 42	19,683 59	
Quebec Rly., Light and Power Co.					654 19	1,746 19	14,170 65	
Red Mountain		2 03			9 05	0 20	888 79	9 44
Roberval-Saguenay	28 39				369 71	2,504 97	16,908 55	
Rutland and Noyan					66 66	9 95	664 52	
St. Lawrence and Adirondack		52 65			559 10	87 96	11,581 57	
Sydney and Louisburg	186 82				734 27	15,707 45	44,833 71	
Tennessee					5,649 20	3,380 55	21,992 83	
Temiskaming and Northern Ontario	3 12					13,167 82	123,216 36	1,348 10
Thousand Islands						46,388 23	130,246 94	
Toronto, Hamilton and Buffalo					2,382 98	834 11	27,298 93	425 78
Vancouver, Victoria and Eastern		276 39			659 93	11 15	2,944 58	
Victoria and Sidney, B.C.					15 40	6 13	2,211 46	
Victoria Terminal Rly. and Ferry Co.					9 64		109,975 43	789 42
Wabash (in Canada)		857 42			4,876 37	2,560 44		
Total	45,142 05	403,065 77			462,654 79	1,038,323 11	9,739,448 93	7,353 00

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.  
TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Recapitulation of Expenses.—Récapitulation des dépenses.										Total Operating Expenses. Total des frais d'exploitation.
	Maintenance of Way and Structures. Entretien des voies et constructions.	Maintenance of Equipment. Entretien du matériel.	Traffic. Trafic.	Transport- ation— Rail Line. Transport par rail.	Transport- ation— Water Line. Transport par cau.	Miscel- laneous Operations. Exploi- tations diverses.	General Expenses. Frais généraux.	Transport- ation for Investment. Cr.	Transport- ation for Investment. Cr.	Total Operating Expenses. Total des frais d'exploitation.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Algoma Central and Hudson Bay.....	400,893 62	337,465 29	10,380 82	631,231 19	318,998 10	75,379 68	242 82	1,774,105 88			
Algoma Eastern.....	134,520 19	183,524 72	7,571 92	293,500 83	129,427 56	27,238 15		775,783 37			
Alberta Great Waterways.....	22,367 09	28,217 04	1,538 72	81,085 49		10,438 14		143,646 48			
Atlantic, Quebec and Western.....	68,245 92	35,362 37		105,190 38		16,966 20		225,764 87			
Brandon, Sask. and Hudson Bay.....	87,024 36	21,040 48	1,898 57	82,654 68		5,439 39	52 53	198,004 95			
British Yukon.....	32,424 32	10,233 11	5,933 21	37,051 86		18,952 46		104,597 96			
Canada and Gulf Terminal.....	18,597 29	10,492 86	2,243 30	38,094 07		8,472 12		77,899 64			
Canada Southern.....	1,915,225 58	3,051,031 85	242,244 84	6,827,465 30		399,841 30	2,976 38	12,634,969 73			
Canadian National Railways—											
Intercolonial.....	6,168,722 75	5,136,362 04	310,906 28	16,457,567 63	622,038 11	449,687 13		29,820,576 02			
P. E. Island.....	514,099 75	232,451 38	14,178 23	846,882 24	1,834 55	19,994 18		1,629,440 33			
International of N. B.....	166,800 04	84,393 80	5,912 40	220,740 78		8,530 34		486,378 26			
St. John and Quebec.....	91,474 04	12,087 22	4,147 83	97,378 56		3,842 49		209,880 14			
Transcontinental.....	3,772,065 47	2,675,643 39	168,785 53	5,856,420 92		226,600 98		12,780,896 56			
Edgim and Havelock.....	37,087 79	3,653 43	514 21	20,362 96		772 88		62,391 27			
Moncton and Buctouche.....	40,860 65	7,287 51	717 75	38,455 38		1,094 79		88,416 08			
Salisbury and Albert.....	66,757 01	11,946 50	1,357 32	52,899 89		2,110 93		135,071 65			
St. Martins.....	34,250 43	2,736 51	631 63	19,745 28		938 69		58,282 54			
York and Carleton.....	6,666 41	3,388 14	277 88	17,535 66		405 82		28,273 91			
Canadian Northern.....	11,883,538 52	9,483,298 66	867,299 59	25,351,333 43	12,016 70	1,359,708 92		49,716,044 35			
Canadian Pacific.....	24,048,256 06	31,520,093 19	3,358,394 00	63,883,427 51	3,207,356 80	3,314,892 80		130,416,994 98			
Cape Breton.....	10,149 98	1,215 48	95 00	15,286 33		1,860 65		28,537 44			
Central Canada.....	11,859 79	6,309 22	769 28	26,365 02		10,031 37		55,214 68			
Central Vermont.....	187,956 75	39,004 26	7,392 31	221,102 84		16,991 99		472,559 38			
Crow's Nest Southem.....	148,473 23	56,136 79	2,297 04	113,052 57		7,888 10	96 07	327,751 66			
Cumberland.....	32,839 24	30,757 18	56 97	62,599 46		7,234 53		133,487 38			
Caracquet and Gulf Shore.....											
Dominion Atlantic.....	309,635 36	188,055 04	26,810 23	693,135 98		80,875 42		1,298,512 03			
Eastern British Columbia.....	14,202 06	7,710 42	804 63	20,599 93		3,940 30		47,257 34			
Edmonton, Dunvegan and British Columbia.....	192,386 19	118,467 02	10,735 00	390,627 75		51,478 92		780,490 77			

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Essex Terminal.....	26,226 20	15,175 84	369 30	46,926 18	28,755 58	117,453 10
Esquimaux and Nainaimo.....	204,662 41	142,548 94	331 65	389,112 99	14,053 04	750,709 03
Fredericton and Grand Lake Coal and Rly. Co.....	49,637 11	8,027 05	148 13	62,073 28	5,945 58	125,831 15
Grand Trunk System.....	8,617,520 84	15,980,680 21	963,742 97	29,047,412 72	1,358 94	57,005,328 05
Grand Trunk Pacific.....	3,144,848 81	3,576,479 96	183,873 38	4,206,877 41	318,841 36	11,715,236 49
Grand Trunk Pacific Branch Lines.....	932,794 02	754,813 31	66,728 70	1,408,073 51	110,081 99	3,284,050 77
Hereford.....	63,820 03	55,274 17	1,862 62	125,933 74	5,762 14	252,702 70
Kent Northern.....	365,520 09	104,598 99	5,579 82	326,925 92	15,571 96	830,042 90
Kettle Valley.....	15,610 30	3,614 69	3,360 84	17,739 81	7,276 14	44,651 78
Loburniere and Megantic.....	4,491 95	5,206 50	313 43	16,646 99	922 45	27,581 32
Maine Central.....	86,766 48	15,693 27	1,252 97	60,108 45	4,325 15	168,136 18
Maritime Coal, Rly. and Power Co.....	27,590 54	10,503 31	4,053 57	47,084 76	4,657 15	89,835 76
Massawippi Valley.....	70,290 68	67,064 99	4,053 57	189,078 94	20,192 80	350,680 98
Midland of Manitoba.....	50,517 60	89,001 62	5,514 28	235,330 01	17,865 93	414,524 41
Montreal and Atlantic.....	370,966 53	236,319 49	5,514 28	852,322 75	54,495 96	1,514,704 73
Napiersey, Fermo and Michel.....	13,387 25	15,374 75	2,671 43	51,335 07	16,987 67	97,084 74
Nassauville Junction.....	79,494 85	47,152 88	143,593 71	70,369 16	70,369 16	344,772 03
Nelson and Fort Sheppard.....	69,784 69	15,849 69	1,539 44	58,233 25	5,824 98	151,188 07
New Brunswick Coal and Rly. Co.....	64,440 35	10,781 29	58 71	24,733 25	4,461 46	104,475 06
New Westminster Southern board.....	6,701 11	1,145 48	33 90	6,440 83	1,059 43	15,380 75
North Shore.....	101,810 77	65,990 56	7,882 63	251,051 59	8,670 47	435,406 02
Ottawa and New York.....	157,602 48	97,340 95	3,350 71	230,109 68	27,650 84	516,054 66
Pacific Great Eastern.....	507,036 11	402,631 85	52,674 27	1,609,660 18	131,110 35	2,705,014 35
Père Marquette.....	446,213 05	380,048 34	29,130 15	1,650,655 28	81,053 54	2,003,791 06
Quebec Central.....	204,703 93	224,606 09	11,000 47	371,473 87	48,791 32	860,635 68
Quebec, Montreal and Southern.....	120,404 64	47,543 60	2,697 86	141,338 86	19,663 59	328,950 69
Quebec Rly., Light and Power Co.....	26,860 57	38,997 68	135 64	63,904 30	14,170 65	146,631 06
Red Mountain.....	16,753 82	2,035 64	3,417 59	107,485 60	16,908 55	38,169 09
Roberval-Saguenay.....	42,169 90	27,471 48	3,417 59	107,485 60	16,908 55	197,453 12
Rutland and Noyan.....	6,903 34	1,062 46	6,653 29	2,662 78	6,604 52	11,946 39
St. Lawrence and Adirondack.....	204,944 18	61,402 06	6,466 79	614,568 42	11,581 57	928,263 02
Sydney and Louisburg.....	194,451 47	284,094 70	2,830 64	470,407 35	44,833 71	996,617 87
Temiscouata.....	79,693 96	54,588 56	7,295 18	143,058 56	21,992 83	306,539 09
Teutiskaming and Northern Ontario.....	557,678 96	591,344 99	19,770 99	1,430,915 95	123,216 36	2,772,666 46
Thousand Islands.....	404,636 16	512,253 93	36,282 54	899,550 96	130,246 94	2,008,393 17
Toronto, Hamilton and Buffalo.....	585,315 12	175,839 01	8,311 13	791,065 82	27,238 93	1,592,465 86
Vancouver, Victoria and Eastern.....	4,788 94	2,321 77	1,069 46	21,667 26	2,944 58	32,792 01
Victoria and Sidney, B.C.....	255 64	150 45	69 31	1,796 74	211 46	2,483 60
Victoria Terminal Rly. and Ferry Co.....	689,636 60	969,974 18	60,784 22	2,219,935 35	109,975 43	4,065,986 16
Wabash (in Canada).....	69,034,242 27	78,397,270 13	6,545,932 50	170,382,033 76	2,108,889 52	341,866,509 01
Total.....	69,034,242 27	78,397,270 13	6,545,932 50	170,382,033 76	2,108,889 52	341,866,509 01

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TABLE 8.—Income Account for  
TABLEAU 8.—Compte du revenu pour

Number— Numéro.	Name of Railway. — Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expense.	Profit.	Loss.
		Recettes des opérations.	Déficit des opérations.	Revenu.	Dépenses.	Profits.	Pertes.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Algoma Central and Hudson Bay	509,754 46					
2	Algoma Eastern	349,626 05					
3	Alberta Great Waterways		13,932 67	2,326 75	4,523 49		2,196 74
4	Atlantic, Quebec and Western		24,643 07				
5	Brandon, Sask. and Hudson Bay		152,846 21				
6	British Yukon	64,396 03					
7	Canada and Gulf Terminal	18,336 77					
8	Canada Southern	5,084,361 73					
9	Canadian National Railways—						
10	Intercolonial		2,842,768 52				
11	P. E. Island		842,818 93				
12	International of N.B.		253,917 99				
13	St. John and Québec		70,844 78				
14	Transcontinental		2,385,652 90				
15	Elgin and Havelock		44,753 85				
16	Moneton and Bucouche		44,096 83				
17	Salisbury and Albert		72,707 62				
18	St. Martins		38,229 61				
19	York and Carleton		19,167 66				
20	Canadian Northern		1,477,582 81	2,650,527 03	2,299,078 61	351,448 42	
21	Canadian Pacific	32,429,475 39		6,059,119 08	4,509,135 32	1,549,983 76	
22	Cape Breton		5,685 03				
23	Central Canada		31,032 97				
24	Central Vermont		71,898 61				
25	Crow's Nest Southern		249,670 14				
26	Cumberland	24,720 54					
27	Carquet and Gulf Shore						
28	Dominion Atlantic	210,639 97		9,225 05	10,915 51		1,690 46
29	Eastern British Columbia		17,560 69				
30	Edmonton, Dunvegan and British Columbia	59,896 83		7,514 28	7,902 41		388 13
31	Essex Terminal	44,018 05					
32	Esquimalt and Nanaimo	311,337 15					
33	Fredericton & Grand Lake Coal and Rly. Co.	40,978 50					
34	Grand Trunk System	9,423,819 20					
35	Grand Trunk Pacific		4,152,922 01	74,058 38		74,058 38	
36	Grand Trunk Pacific Lines		1,220,596 24				
37	Hereford		140,057 09				
38	Kent Northern						
39	Kettle Valley		157,575 29				
40	Lotbinière and Megantic	5,395 60					
41	Maine Central	1,404 97					
42	Manitoba Great Northern		140,731 88				
43	Maritime Coal, Rly. and Power Co.	33,081 11					
44	Massawippi Valley		129,852 36				
45	Midland of Manitoba		107,006 07				
46	Montreal and Atlantic	78,701 54					
47	Morrissey, Fernie and Michel		4,039 51				
48	Napierville Junction	148,668 81					
49	Nelson and Fort Sheppard		95,511 42				
50	New Brunswick Coal and Rly. Co.		26,014 22				

SESSIONAL PAPER No. 20b

the year ending June 30, 1919.

l'exercice terminé le 30 juin 1919.

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other in- come from all other sources.— Autres recet- tes prov. de toutes les autres sources.	Total Gross. Corporate. — Total brut du revenu.		Number.— Numéro.
Net Revenue. — Recettes nettes.	Net Deficit. — Déficit net.		Operating Income. — Opérations, revenu.	Operating Loss. — Opérations, pertes.		Income. — Revenu.	Loss. — Pertes.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
509,754 46		33,321 68	476,432 78		115,645 34	592,078 12		1
349,626 05		2,283 68	347,342 37		1,133 86	348,476 23		2
	16,129 41	2,708 16		18,837 57	18,741 41		96 16	3
	24,643 07	3,288 73		27,931 80	57,974 49	30,042 69		4
	152,846 21	895 51		153,741 72	641 96		153,099 76	5
64,396 03		6,821 05	57,574 98		15,965 00	73,539 98		6
18,336 77		1,214 81	17,121 96		570 20	17,692 16		7
8,084,361 73		341,286 72	7,743,075 01		253,331 18	8,001,406 19		8
	2,842,768 52			2,842,768 52	618,477 32		2,224,291 20	10
	842,818 93			842,818 93	333 74		842,485 19	11
	253,917 99			253,917 99	866 77		253,051 22	12
	70,844 78			70,844 78			70,844 78	13
	2,385,652 90	11,153 92		2,396,806 82	4,166 21		2,392,640 61	14
	44,753 85			44,753 85			44,753 85	15
	44,096 83			44,096 83	79 11		44,017 72	16
	72,707 62			72,707 62	18 46		72,689 16	17
	38,229 61			38,229 61			38,229 61	18
	19,167 66			19,167 66			19,167 66	19
	1,126,134 39	816,721 14		1,942,855 53	1,215,177 00		727,678 53	20
33,979,459 15		2,668,727 33	31,310,731 82		8,753,896 13	40,067,627 95		21
	5,685 03			5,685 03			5,685 03	22
	31,032 97	24 44		31,057 41			31,057 41	23
	71,898 61	5,309 16		77,207 77	22,489 94		54,717 83	24
	249,670 14	3,663 97		253,334 11	217 56		253,116 55	25
24,720 54			24,720 54			24,720 54		26
								27
208,949 51		950 25	207,999 26		15,375 00	223,374 26		24
	17,560 69	2,746 13		20,306 82			20,306 82	29
59,598 70		3,496 26	56,012 44		16,124 45	72,136 89		30
44,018 05			44,018 05			44,018 05		31
311,337 15		28,423 66	282,913 49			282,913 49		32
40,978 50		3,328 63	37,649 87			37,649 87		33
9,423,819 20		1,055,152 91	8,368,666 29		2,596,823 42	10,965,489 71		34
	4,078,863 63	54,799 06		4,133,662 69	3,683,477 72		450,184 97	35
	1,220,596 24	25,653 77		1,246,250 01	1,920 40		1,244,329 61	36
	140,057 09	1,814 84		141,871 93	28 00		141,843 93	37
	157,575 29	8,603 33		166,178 62	207,652 92	41,474 30		38
	5,395 60	900 00	4,495 60			4,495 60		39
	1,404 97	626 71	778 26			778 26		40
	140,731 88	620 32		141,352 20	461 58		140,890 62	41
								42
33,081 11			33,081 11			33,081 11		43
	129,852 36	2,761 82		132,614 18	1,333 02		131,281 16	44
	107,006 07	29,896 35		136,902 42	30,371 02		106,531 40	45
78,701 54		20,966 73	57,734 81		1,400 00	59,134 81		46
	4,039 51	178 04		4,217 55	16 85		4,200 70	47
148,668 81		2,235 44	146,433 37		6,576 98	153,010 35		48
	95,511 42	48 57		95,559 99	3,950 22		91,609 77	49
	26,014 22	38 87		26,053 09			26,053 09	50

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TABLE 8.—Income Account for the

TABLEAU 8.—Compte du revenu pour

Number.— Numéro.	Name of Railway. — Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expense.	Profit.	Loss.
		Récesses des opérations.	Déficit des opérations.	Revenu.	Dépenses.	Profits.	Pertes.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
51	New Westminster Southern		14,320 57				
52	Northern New Brunswick and Seaboard						
	North Shore						
53	Ottawa and New York		61,633 89				
54	Pacific Great Eastern		175,503 11				
55	Père Marquette	1,945,699 59					
56	Quebec Central	620,752 15					
57	Quebec, Montreal and Southern		112,313 97				
58	Quebec Oriental	26,594 35					
59	Quebec Rly., Light and Power Co.	19,551 66					
60	Red Mountain		27,569 39				
61	Roberval-Saguenay	74,310 52					
62	Rutland and Noyan		1,905 92				
63	St. Lawrence and Adiron- dack	260,018 55					
64	Sydney and Louisburg	114,966 26					
65	Temiscouata	54,632 52					
66	Temiskaming & Northern Ontario	142,406 83					
67	Thousand Islands						
68	Toronto, Hamilton and Buffalo	811,110 28					
69	Vancouver, Victoria and Eastern		843,195 30				
70	Victoria and Sidney, B.C.		8,712 01				
71	Victoria Terminal Rly. and Ferry Co.		820 89	33 15		33 15	
72	Wabash (in Canada)	1,281,829 02					
	Totals	57,190,484 43	16,080,092 03	8,802,803 72	6,831,555 34	1,975,523 71	4,275 33

## SESSIONAL PAPER No. 20b

year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin 1919—suite.

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other income from all other sources.— Autres recet- tes prov. de toutes les autres sources.	Total Gross. Corporate. — Total brut du revenu.		Number— Numéro.
Net Revenue. — Recettes nettes.	Net Deficit. — Déficit net.		Operating Income. — Opérations revenu.	Operating Loss. — Opérations pertes.		Income. — Revenu.	Loss. — Pertes.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts...	
	14,320 57	221 04		14,541 61	211 10		14,330 51	51
								52
	61,633 89	7,372 79		69,006 68	121 63		68,885 05	53
	175,503 11			175,503 11			175,503 11	54
1,945,699 59		1,220 02	1,944,479 57		2,769 91	1,947,249 48		55
620,752 15		21,169 23	599,582 92		7,370 33	606,953 25		56
	112,313 97	7,623 22		119,937 19	278,560 30	158,623 11		57
26,594 35		3,093 73	23,500 62		6 00	23,506 62		58
19,551 66		3,226 64	16,325 02			16,325 02		59
	27,569 39	1,546 52		29,115 91	65 28		29,050 63	60
74,310 52		554 30	73,756 22		50,201 89	123,958 11		61
	1,905 92	28 00		1 933 92	4,000 00	2,066 08		62
260,018 55		12,094 79	247,923 76			247,923 76		63
114,966 26			114,966 26			114,966 26		64
54,632 52		4,720 00	49,912 52		1,378 73	51,291 25		65
142,406 83			142,406 83		74,046 04	216,452 87		66
								67
811,110 28		33,985 32	777,124 96		185,060 00	962,184 96		68
	843,195 30	76,705 76		919,901 06	246,851 40		673,049 66	69
	8,712 01	1,075 12		9,787 13			9,787 13	70
	787 74	1,415 28		2,203 02	311 10		1,891 92	71
1,281,829 02			1,281,829 02			1,281,829 02		72
58,738,389 60	15,656,748 82	5,316,713 75	54,488,589 71	16,723,662 68	18,501,190 97	66,823,470 35	10,557,352 35	

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TABLE 8.—Income Account for the  
TABLEAU 8.—Compte du revenu pour

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Deductions from Gross Corporate						
		Rents Accrued for Lease of other Roads.		Other Rents.		Loss on Separately Operated Properties.		
		Loyers provenant des locations d'au- tres voies.		Autres loyers.		Pertes sur pro- priétés sépa- rément.		
		\$	cts.	\$	cts.	\$	cts.	
1	Algoma Central and Hudson Bay.....				39,281	70		
2	Algoma Eastern.....				142,955	96		
3	Alberta Great Waterways.....				17,010	45		
4	Atlantic, Quebec and Western.....				30,042	69		
5	Brandon, Sask. and Hudson Bay.....				1,668	46		
6	British Yukon.....							
7	Canada and Gulf Terminal.....							
8	Canada Southern.....				2,268,396	71		
9	Canadian National Railways—							
10	Intercolonial.....				67,810	91		
11	P. E. Island.....							
12	International of N.B.....				21,352	80		
13	St. John and Quebec.....				33,505	98		
14	Transcontinental.....	600,000	00		169,541	50		
15	Elgin and Havelock.....				1,383	37		
16	Moncton and Buctouche.....				1,294	80		
17	Salisbury and Albert.....				3,502	20		
18	St. Martins.....				898	80		
19	York and Carleton.....				759	00		
20	Canadian Northern.....	225,000	00		542,965	99		
21	Canadian Pacific.....	2,372,133	58		108,211	08		
22	Cape Breton.....				730	20		
23	Central Canada.....				3,861	67		
24	Central Vermont.....				9,213	09		
25	Crow's Nest Southern.....				5,201	73		
26	Cumberland.....							
27	Caraget and Gulf Shore.....							
28	Dominion Atlantic.....	62,120	18		43,133	11		
29	Eastern British Columbia.....				5,213	05		
30	Edmonton, Dunvegan and British Columbia.....				48,917	46		
31	Essex Terminal.....							
32	Esquimalt and Nanaimo.....				52,985	59		
33	Fredericton and Grand Lake Coal and Rly. Co.....				26,012	85		
34	Grand Trunk System.....	368,974	12		166,304	11		
35	Grand Trunk Pacific.....				174,169	36		*2,673,248 13
36	Grand Trunk Pacific Branch Lines.....				110	00		
37	Hereford.....				610	87		
38	Kent Northern.....							
39	Kettle Valley.....	25,000	00		157,235	52		
40	Lotbiniere and Megantic.....				2,057	14		
41	Maine Central.....				60	88		
42	Manitoba Great Northern.....				5,285	76		
43	Maritime Coal, Rly. and Power Co.....				8,417	13		
44	Massawippi Valley.....	24,000	00		13,551	26		
45	Midland of Manitoba.....				67,353	23		
46	Montreal and Atlantic.....	33,120	00		32,572	47		
47	Morrissey, Fernie and Michel.....							
48	Napierville Junction.....				28,618	94		
49	Nelson and Fort Sheppard.....				3,333	21		
50	New Brunswick Coal and Rly. Co.....				2,850	57		
51	New Westminster Southern.....				11	54		
52	Northern New Brunswick and Seaboard North Shore.....							
53	Ottawa and New York.....				24,358	25		
54	Pacific Great Eastern.....							

\*Includes \$2,474,403.55 loss G.T.P. Branch Lines. Y compris \$2,474,403.55 de pertes sur les em-branchements du G.T.P.

SESSIONAL PAPER No. 20b

year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin 1919—suite.

Income.—Dédutions du revenu brut.					Net Corporate.—Revenu net.		Number— Numéro.
Interest Accrued on Funded Debt	Other Interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
Intérêt couru sur dette consolidée.	Autre intérêt.	Fonds d'amor- tissement.	Toutes autres dédutions.	Dédutions totales.	Revenu.	Pertes.	
\$ cts	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
521,100 00			249,976 32	810,358 02		218,279 90	1
158,705 45	20,576 45	9,000 00		331,237 86	17,238 37		2
133,200 00	20,386 26		4,342 09	174,938 80		175,034 96	3
				30,042 69			4
				1,668 46		154,768 22	5
102,238 00	4,431 07			106,669 07		33,129 09	6
					17,692 16		7
1,130,200 00	619,480 99		741 51	4,018,819 21	3,982,556 98		8
							9
				67,810 91		2,292,102 11	10
						842,485 19	11
				21,352 80		274,404 02	12
				33,505 98		104,350 76	13
				769,541 50		3,162,182 11	14
				1,383 37		46,137 22	15
				1,294 80		45,312 52	16
				3,502 20		76,191 36	17
				898 80		39,128 41	18
				759 00		19,926 66	19
11,445,813 33	7,245,887 28		6,641 20	19,466,307 80		20,193,986 33	20
597,125 00	9,895 06			3,087,364 72	36,977,263 23		21
				730 20		6,415 23	22
52,900 00				56,761 67		87,819 08	23
14,234 40			20,000 00	43,447 49		98,165 32	24
				5,201 73		258,318 28	25
					24,720 54		26
							27
239,926 67				345,179 96		121,805 70	28
			3 60	5,216 65		25,523 47	29
331,120 02	64,593 99		3,529 92	448,161 39		376,024 50	30
21,000 00				21,000 00	23,018 05		31
193,280 00				246,265 59	36,647 90		32
				82,331 53		44,681 66	33
7,621,300 44	1,875,436 83	526 85	1,953,933 96	11,986,476 31		1,020,986 60	34
6,363,084 04	1,400,907 09		13,018 34	10,629,426 96		11,079,611 93	35
680,866 56	549,097 38			1,230,073 94		**2,474,403 55	36
32,000 00			500 00	33,110 87		174,954 80	37
							38
541,200 00				723,435 52		681,961 22	39
				2,057 14	2,438 46		40
	3,150 00			3,210 88		2,432 62	41
				5,285 76		146,176 38	42
				8,417 13	24,663 98		43
				37,551 26		168,832 42	44
	127 99			67,481 22		174,012 62	45
52,650 00				118,342 47		59,207 66	46
						4,200 70	47
				28,618 94	124,391 41		48
				3,833 21		95,442 98	49
				2,850 57		28,903 66	50
				11 54		14,342 05	51
							52
				24,358 25		93,243 30	53
						175,503 11	54

\*\*Contributed by Grand Trunk Pacific Ry. Au débit du Grand Tronc Pacifique.

10 GEORGE V, A. 1920

TABLE 8—Income Account for the  
TABLEAU 8—Compte du revenu pour

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Deductions from Gross Corporate		
		Rents Accrued for Lease of other Roads. — Loyers provenant des locations d'au- tres voies.	Other Rents. — Autres loyers.	Loss on Separately Operated Properties. — Pertes sur pro- priétés sépa- rément.
		\$ cts.	\$ cts.	\$ cts.
55	Pere Marquette.....	25,447 68	652,108 64	
56	Quebec Central.....		74,650 65	
57	Quebec, Montreal and Southern.....		7,185 71	
58	Quebec Oriental.....		31,360 23	
59	Quebec Rly., Light and Power Co.....			
60	Red Mountain.....		219 65	
61	Roberval-Saguenay.....		23,172 50	
62	Rutland and Noyan.....			
63	St. Lawrence and Adirondack.....	10,000 00	210,256 88	
64	Sydney and Louisburg.....			
65	Temiscouata.....		15,429 95	
66	Temiskaming and Northern Ontario.....		68,042 32	
67	Thousand Islands.....			
68	Toronto, Hamilton and Buffalo.....		19,497 38	
69	Vancouver, Victoria and Eastern.....		240,240 91	
70	Victoria and Sidney, B.C.....			
71	Victoria Terminal Rly. and Ferry Co.....		114 28	
72	Wabash (in Canada).....			
	Total.....	3,745,795 56	5,675,530 49	2,673,248 13

## SESSIONAL PAPER No. 20b

year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin, 1919—suite.

Income.—Déductions du revenu brut.					Net Corporate.—Revenu net.		Number— Numéro.
Interest Accrued on Funded Debt	Other Interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
Intérêt couru sur dette consolidée.	Autre intérêt.	Fonds d'amor- tissement.	Toutes autres déductions.	Déductions. totales.	Revenu.	Pertes.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
				677,556 32	1,269,693 16		55
257,560 94				332,211 59	274,741 66		56
100,930 75	258,561 22		59 38	265,806 31		107,183 20	57
				132,290 98		108,784 36	58
					16,325 02		59
				219 65		29,270 28	60
63,000 00	9,636 94		10,638 29	106,447 73	17,510 38		61
4,000 00				4,000 00		1,933 92	62
49,007 55				269,264 43		21,340 67	63
					114,966 26		64
12,166 66		9,733 33		37,329 94	13,961 31		65
	8,986 82			77,029 14	139,423 73		66
							67
250,449 97	32,051 53			301,998 88	660,186 08		68
				240,240 91		913,290 57	69
	Cr. 5 62			108 66		9,787 13	70
					1,281,829 02	2,000 58	71
							72
30,974,059 78	12,123,201 28	19,260 18	2,319,703 29	57,530,798 71	45,019,297 70	46,283,978 41	

10 GEORGE V, A. 1920

TABLE 8—Income Account for the  
TABLEAU 8—Compte du revenu pour

Number—Numéro.	Name of Railway. Nom du chemin de fer.	Disposition of Net Corporate Income.							
		Dividends.—Dividendes.							
		Common Stock. — Actions ordinaires.	Preferred Stock. — Actions privilegiées.	Total Dividends. — Total des dividendes.					
		\$	cts.	\$	cts.	\$	cts.		
1	Algoma Central and Hudson Bay.....								
2	Algoma Eastern.....								
3	British Yukon.....								
4	Canada Southern.....			450,000	00			450,000	00
5	Canadian Pacific.....	26,000,000	00	10,278,672	14	36,278,672	14		
6	Hereford.....	32,000	00			32,000	00		
7	Quebec Central.....	169,080	16			169,080	16		
8	Quebec Railway, Light and Power Co.....			52,500	00			52,500	00
9	Toronto, Hamilton and Buffalo.....	248,187	50			248,187	50		
10	Balance Railways not distributed.....								
	Total.....	26,899,267	66	10,331,172	14	37,230,439	80		

## SESSIONAL PAPER No. 10b

year ending June 30, 1919—Concluded.

l'exercice terminé le 30 juin, 1919—fin.

—Distribution des recettes nettes des compagnies.					Balance.		Number— Numéro.
Additions and Betterments Charged to Income.	Appropriation to Reserve.	Miscellaneous.	Applied to Improvements.	Total.	Credit of Profit and Loss Account.	Debit of Profit and Loss Account.	
Additions et améliorations imputées au revenu.	Appropriation à la réserve.	Divers.	Appliqué aux améliorations.	Total.	Crédit du compte des profits et pertes.	Débit du compte des profits et pertes.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	192,402 52	80,000 00		272,402 52		490,682 42	1
	48,315 23			48,315 23		31,076 86	2
	3,003 43			3,003 43		36,132 52	3
				450,000 00	3,532,536 98		4
				36,278,672 14	698,591 09		5
Cr. 879 95				31,120 05		206,074 85	6
				169,080 16	105,661 50		7
				52,500 00		36,174 98	8
				248,187 50	411,998 58		9
					3,090,956 36	45,857,614 62	10
Cr. 879 95	243,721 18	80,000 00		37,553,281 03	7,839,794 51	46,657,756 25	

TABLE 9.—Summary of Earnings and Expenses for the year ending June 30, 1919.  
 TABLEAU 9.—Sommaire des recettes et des dépenses pour l'année finissant le 30 juin 1919.

Name of Company. Nom du chemin de fer.	Bridge Tolls Revenue.	Sleeping Car Revenue.	Parlour and Chair Car Revenue.	Switching Revenue.	Power Revenue.	Rents of Buildings and other Property.	Freight Revenue.	Total Revenue.	Total Operating Expenses.	Net Operating Revenue.
	Peages sur ponts. Revenu.	Chairs- dortoirs. Revenu.	Chairs- palais. Revenu.	Transpor- tement. Revenu.	Force motrice. Revenu.	Loyer d'édifices et autres propriétés.	Fret. Revenu.	Total du revenu.	Total des frais d'ex- ploitation.	Revenu net de l'ex- ploitation.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Detroit River Tunnel Co.	428,511 45					1,050,000 00		1,050,000 00	101,712 34	1,050,000 00
International Bridge Co.						2,820 75		431,332 20	296,845 51	329,619 86
St. Clair Tunnel.				286,288 25	24,364 90	1,442 25		312,095 40	788,289 00	85,249 89
The Pullman Co.		749,321 00	38,978 00				41,533 05	788,289 00	674,281 40	114,017 60
Van Buren Bridge Co.								41,533 05	8,605 75	32,927 30
Total	428,511 45	749,321 00	38,978 00	286,288 25	24,364 90	1,054,263 00	41,533 05	2,623,259 65	1,011,445 00	1,611,814 65



TABLE 10.—Summary of Passengers and Tons Carried, Train Mileage and Mileage Operated for the year ending June 30, 1919—Concluded.  
 TABLEAU 10.—Résumé des voyageurs et des marchandises transportés et des milles parcourus pendant l'exercice clos le 30 juin 1919—fin.

Name of Railway. Nom du chemin de fer.	Tons Carried. Tonnes de marchandises transportées.	Tons Carried One Mile. Tonnes transportées un mille.	Passengers Carried. Voyageurs transportés.	Passengers Carried One Mile. Voyageurs transportés un mille.	Revenue Freight-trains. Trains dominant revenu, marchandise.	Revenue Passenger-trains. Trains dominant revenu, voyageurs.	Revenue Mixed-trains. Convois mixtes donnant revenu.	Special Revenue Train. Trains spéciaux, revenu.	Total Revenue Train. Total revenu des trains.	Non-Revenue Train. Convois sans revenu.	Miles.
	No.	No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Grand Trunk.....	23,901,253	4,900,472,249	10,593,808	487,443,733	10,328,082	6,883,203	707,051	3,243	17,921,579	3,310	17,924,889
Grand Trunk Pacific.....	1,633,560	584,883,678	391,980	50,345,197	1,818,261	973,527	118,025	940	2,910,553	439,807	3,350,360
Grand Trunk Pacific Branch Lines.....	1,033,986	99,951,696	258,863	12,563,339	343,002	288,601	304,697	2,260	938,560	124,136	1,062,696
Hereford.....	122,144	3,632,496	27,646	481,681	13,337	33,160	33,108	53	79,658	1,102	80,760
Kent Northern.....	242,455	18,952,176	49,379	6,485,615	108,802	193,002	36,539	.....	398,343	58,461	456,804
Kettle Valley.....	57,513	960,676	9,340	129,845	.....	.....	19,000	.....	19,000	.....	19,000
Leotiemi and Mogantic.....	278,293	1,419,294	125,434	638,183	4,115	3,706	6,205	.....	14,026	10	14,036
Maine Central.....	42,974	1,357,714	8,178	182,714	4,652	10,016	24,178	.....	38,846	239	39,085
Manitoba Great Northern.....	246,716	2,636,534	24,941	290,445	.....	.....	24,645	.....	24,645	.....	24,645
Maritime Coal, Rly. and Power Co.....	479,554	14,315,485	176,407	2,536,898	38,299	61,965	21,910	.....	122,174	1,076	123,250
Massachusetts Valley.....	132,910	9,481,827	73,615	4,084,025	40,568	97,692	153,724	67	138,327	.....	138,394
Midland of Manitoba.....	1,479,467	75,281,013	351,314	8,948,106	190,415	136,452	26,303	30	482,621	5,124	487,745
Montreal and Atlantic.....	338,027	2,061,965	81,900	411,957	.....	.....	26,303	.....	26,303	.....	26,303
Morrissey, Fernie and Michel.....	949,018	27,247,870	121,519	4,606,458	42,769	87,421	.....	.....	130,190	569	130,759
Napierville Junction.....	35,823	1,250,631	24,043	566,876	18,381	36,768	.....	.....	55,149	3,015	58,164
Nelson and Fort Sheppard.....	34,849	1,937,840	23,145	593,995	.....	.....	34,438	.....	34,438	.....	34,438
New Brunswick Coal and Rly. Co.....	7,363	15,598	657	8,554	.....	.....	2,610	.....	2,610	.....	2,610
New Westminster Southern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern New Brunswick and Seaboard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa and New York.....	510,382	26,643,364	134,399	3,297,912	41,602	75,702	.....	.....	117,304	1,059	118,363
Pacific Great Eastern (did not report).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pere Marquette.....	3,310,518	616,713,672	197,141	3,957,242	889,348	197,926	245,831	.....	1,087,274	6,555	1,093,829
Quebec Central.....	1,151,945	101,029,602	489,514	21,008,539	230,217	245,286	64,410	.....	724,534	6,449	730,983
Quebec, Montreal and Southern.....	768,085	37,688,130	191,726	4,508,082	87,760	67,715	31,895	.....	219,785	13,846	233,631
Quebec, Montreal and Southern.....	296,085	17,573,142	42,806	2,430,868	110,659	28,755	.....	.....	171,309	12,067	183,376
Quebec Rly., Light and Power Co.....	213,151	2,738,614	38,760	253,103	27,425	2,079	.....	.....	29,505	364	30,169
Red Mountain.....	13,024	110,107	5,794	52,042	.....	.....	6,354	.....	6,354	126	6,480
Roberval-Saguenay.....	232,291	4,030,173	42,181	708,033	25,366	29,148	.....	.....	70,026	3,260	73,286
Rutland and Noyan.....	254,593	863,070	.....	1,893	1,893	.....	.....	.....	1,893	.....	1,893
St. Lawrence and Adirondack.....	2,324,274	88,561,407	643,601	12,856,400	121,110	127,006	.....	.....	248,116	18,073	266,189



TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919.

TABLEAU 11.—Rélevé du mouvement des marchandises pour l'année expirée le 30 juin 1919.

Name of Railway. Nom du chemin de fer.	Products of Agriculture.—Produits Agricoles.							
	Grain—Grain.				Flour—Farine.			
	Originating on this road, Tons.	Received from other roads in Canada, Tons.	Received from U.S. roads, Tons.	Total freight tonnage.	Originating on this road, Tons.	Received from other roads in Canada, Tons.	Received from U.S. roads, Tons.	Total freight tonnage.
Algoma Central and Hudson Bay.....	1,919	3,530	5,449	31	5,657	—	5,688	
Alberta Eastern.....	1,100	224	324	6	516	—	522	
Alberta Great Waterways.....	3,785	—	3,785	430	830	—	1,260	
Atlantic, Quebec and Western.....	160	520	680	280	2,960	—	3,240	
Brandon, Sask. and Hudson Bay.....	10,060	—	10,102	212	—	—	242	
British Yukon.....	—	—	1,043	—	—	503	503	
Canada and Gulf Terminal.....	63	1,326	1,389	1	619	—	620	
Canada Southern.....	70,680	8,732	642,678	31,594	27,069	159,952	218,615	
Canadian National Railways—								
Intercolonial.....	20,752	210,373	231,125	35,546	226,141	—	261,687	
Prince Edward Island.....	14,836	507	15,403	2,618	7,568	—	10,186	
International of New Brunswick.....	1,555	1,838	2,393	71	942	—	1,013	
St. John and Quebec.....	622	264	886	189	433	—	622	
Transcontinental.....	35,505	589,404	624,909	10,395	114,601	—	124,996	
Elgin and Havelock.....	138	134	272	215	41	—	256	
Moncton and Buctouche.....	200	3	203	308	75	—	308	
Salisbury and Albert.....	303	302	605	431	77	—	506	
St. Martins.....	80	10	10	7	27	—	34	
York and Carleton.....	80	16	96	310	7	—	317	
Canadian Northern.....	2,113,624	9,071	11,726	171,451	27,669	1,086	200,206	
Cape Breton.....	2,652,470	314,834	3,221,354	964,002	115,066	38,581	1,117,649	
Central Canada.....	12	114	126	17	956	—	973	
Central Vermont.....	903	6	903	483	—	—	483	
Crow's Nest Southern.....	1,131	5,678	7,124	904	3,906	—	4,810	
Cumberland.....	91	30	121	—	—	—	—	
Dominion Atlantic.....	48	407	455	105	4,963	—	5,068	
Eastern British Columbia.....	9,839	302	10,141	9,381	1,182	—	10,563	
Edmonton, Dunvegan and British Columbia.....	25	—	25	61	—	—	61	
Essex Terminal.....	19,748	864	20,612	854	1,936	—	2,790	
Total.....	300	1,000	1,300	—	400	—	400	

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Esquimaux and Nanaimo.....	102	9,948	10,050	106	7,422	7,528
Fredricton and Grand Lake Coal and Rly. Co.....	2,330,688	93,913	2,821,031	489,064	33,520	614,361
Grand Trunk.....	589,393	18,148	577,541	22,129	1,080	23,841
Grand Trunk Pacific.....	382,079	996	383,075	11,935	126	12,093
Hereford.....	317	888	1,616	276	627	12,903
Kent Northern.....	585	582	1,167	14	311	311
Kettle Valley.....	159	451	610	14	346	360
Lebiniere and Megantic.....	29,782	175	718	122	204	204
Maine Central.....	101	473	30,156	35	30	182
Manitoba Great Northern.....	219	4,743	5,489	75	354	389
Maritime Coal, Rly. and Power Co.....	1,154	1,573	2,750	459	1,167	1,631
Massawippi Valley.....	121	158	149,189	20	33	316
Midland of Manitoba.....	161	147,886	149,189	20	22	126,609
Montreal and Atlantic.....	121	858	1,334	205	205	205
Morrissey, Ferme and Michel.....	161	119	84	64	64	84
Napierville Junction.....						
Nelson and Fort Sheppard.....						
New Brunswick Coal and Rly. Co.*.....						
New Westminster Southern.....						
North Shore.....	279	783	835	105	426	1,160
Ottawa and New York.....						
Pacific Great Eastern.....		12,444	467	849	1,026	1,986
Pere Marquette.....	504	20,672	20,672	129	20,280	20,280
Quebec Central.....	430	4,757	5,331	637	7,800	7,929
Quebec, Montreal and Southern.....	4,115	580	1,010	452	4,280	4,280
Quebec Rly., Light and Power Co.....		890	5,005	230	452	1,089
Red Mountain.....			20			
Roberval-Saguenay.....	207	806	1,013		230	230
Rutland and Noyan.....			690			
St. Lawrence and Adirondack.....	1,171	1,524	3,755	949	1,398	5,631
Sydney and Louisbourg.....	1,050	749	1,799	1,025	2,869	3,894
Temiscouata.....	1,121	1,325	2,446	1,195	904	2,099
Temiskaming and Northern Ontario.....	701	13,361	14,062	159	11,976	12,135
Thousand Islands.....						
Toronto, Hamilton and Buffalo.....	3,178	35,255	45,079	1,037	84,907	90,091
Vancouver, Victoria and Eastern.....	7,863	6,103	16,797	291	99	937
Vancouver, Victoria and Eastern.....	258	150	408	11	11	11
Victoria Terminal Rly. and Ferry Co.....	289	15	304	12		12
Wabash (in Canada).....	1,222	217	228,508	336	136,704	137,040
Total.....	8,285,243	1,530,040	11,285,463	1,760,396	852,738	3,051,415

\*Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Products of Agriculture—Autres produits de minerie.						Hay—Foin.			
	Other Mill Products—Autres produits de minerie.			Total freight tonnage.			Total du freight tonnage.			
	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.
Algoma Central and Hudson Bay.....		260		260		290	167			2,273
Algoma Eastern.....	5	323		328		328	83			2,864
Alberta Great Waterways.....	160	344		504		1,199				2,199
Atlantic, Quebec and Western.....	180	1,260		1,440		1,440	175			217
Brandon, Sask. and Hudson Bay.....	461		232	693		42	11			53
British Yukon.....			110	110				668		668
Canada and Gulf Terminal.....								1,008		1,011
Canada Southern.....	15,067	6,550	188,332	199,949		18,663	6,857	9,219		34,739
Canadian National—										
Intercolonial.....	26,115	70,185		96,300		77,232	22,557			99,880
Prince Edward Island.....	594	2,448		3,042		4,540	39			4,579
International of New Brunswick.....	7	87		94		2,007	1,765			3,772
St. John and Quebec.....	291	72		363		16,720	21			16,741
Transcontinental.....	32,117	3,180		35,297		19,186	7,166			26,362
Elgin and Haystack.....	248	130		378		51				51
Moncton and Buctouche.....	1,228	75		1,303		840				840
Salsbury and Albert.....	312			387		1				13
St. Martins.....	23			23		63				1,022
York and Carleton.....	47	16		63		1,022				1,022
Canadian Northern.....	95,002	15,492	8,285	118,779		158,066	6,002	2,485		166,553
Canadian Pacific.....	442,451	47,329	42,710	532,490		401,664	121,900	6,523		530,087
Cape Breton.....	10	120		130		10	470			480
Central Canada.....										
Central Vermont.....	1,156	5,767	73	6,996		30,761	4,657	12		35,340
Crow's Nest Southern.....	104			104		208	137	12		357
Cumberland.....	67	780		847		126	544			670
Dorminon Atlantic.....		2,379		2,379		3,219				3,219
Eastern British Columbia.....	6,930			9,309		59				59

## RAILWAY STATISTICS

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Edmonton, Dunvegan and British Columbia.....	391	341	732	15,461	300	15,461
Essex Terminal.....	2,900	4,400	4,400	100	300	400
Esquimaux and Nanaimo.....	1,629	7,949	9,578	1,102	2,899	4,001
Fredrickton and Grand Lake Coal and Rly. Co.....						
Grand Trunk.....	94,102	15,916	109,805	199,197	30,282	237,151
Grand Trunk Pacific.....	3,822	12	3,834	40,020	14,200	54,220
Grand Trunk Pacific Branch Lines.....	1,006	33	1,139	38,654	490	39,144
Hercford.....	150	517	667	94	63	175
Kent Northern.....						
Kettle Valley.....	61	1,834	1,898	662	2,411	3,073
Lotbiniere and Megantic.....	7	103	110	857	207	1,064
Maine Central.....		479	479			153
Manitoba Great Northern.....		50	115			
Maritime Coal, Rly. and Power Co.....	97	540	637	24	420	444
Massawippi Valley.....	822	1,490	2,783	148	856	1,232
Midland of Manitoba.....	170	491	1,132			14
Montreal and Atlantic.....	710	123,984	129,934	48,694	16,818	65,512
Morrissey, Fernie and Michel.....					445	445
Napierville Junction.....		1,363	1,487	11,326	21,968	33,345
Nelson and Fort Sheppard.....	308	78	386		229	269
New Brunswick Coal and Rly. Co.*.....	35		35	206		206
New Westminster Southern.....						
Northern New Brunswick and Seaboard.....						
North Shore.....						
Ottawa and New York.....	229	4,290	2,446	6,125	1,631	8,428
Pacific Great Eastern.....						
Pere Marquette.....	1,002	598	55		2,853	2,979
Quebec Central.....	331	2,604	2,935	60,733	12,898	73,631
Quebec, Montreal and Southern.....		200	200	1,200	250	1,450
Quebec Oriental.....	39	79	118	944	739	1,683
Quebec Rly., Light and Power Co.....						
Red Mountain.....				10		102
Roberval-Saguenay.....				264	1,090	1,354
Rutland and Noyan.....		61	61	646	37,585	38,231
St. Lawrence and Adirondack.....	1,278	2,179	4,333	41,391	43,313	84,730
Sydney and Louisburg.....	1,289	396	1,685	1,008	3,750	4,758
Temisconata.....	189	81	270	349	506	855
Temiskaming and Northern Ontario.....	53	6,836	6,889	10,498	3,900	14,497
Thousand Islands.....						
Toronto, Hamilton and Buffalo.....	5,077	9,589	20,933	5,704	3,637	187
Vancouver, Victoria and Eastern.....	1,406	75	2,085	8,716	381	13,910
Victoria and Sidney, B.C.....		106	106		578	580
Victoria Terminal Rly. and Ferry Co.....		105	105		558	560
Wabash (in Canada).....	394	31	88,722	817	59	4,560
Total.....	739,165	340,228	455,028	1,234,454	379,006	1,650,191

\*Not distributed. Non réparti.







## SESSIONAL PAPER No. 20b

Esquimaux and Nanaimo.....	927	749	1,676	200	358	558
Fredericton and Grand Lake Coal and Rly. Co.....	138,393	21,146	176,303	2,239	5,203	2,239
Grand Trunk.....	3,105	3,486	335,842	44,548	55,305	105,056
Grand Trunk Pacific.....	2,540	4,300	6,607	8,034	1,097	9,131
Grand Trunk Pacific Branch Lines.....	10	5	7,016	4,108	507	4,615
Hereford.....			33		3	218
Kent Northern.....	4,025	1,355	5,400			
Kettle Valley.....	6	38	44	67	71	138
Lebiniere and Megantic.....	55		671			
Maine Central.....	43	99	406	753	63	816
Manitoba Great Northern.....	342	897	142	980	300	1,310
Maritime Coal Rly. and Power Co.....	566	133	286	143	93	519
Massawippi Valley.....	461	12,603	15,022	119	10,338	11,966
Midland of Manitoba.....	120	377	13,111			
Midland of Atlantic.....	35		2,040			
Morrissey, Fernie and Michel.....	196		202	1,943		1,943
Napierville Junction.....			196			
Nelson and Fort Sheppard.....	103	860	1,102		192	548
New Brunswick Coal and Rly. Co.*.....	2,103	18,923	26,484	1,052	952	5,959
New Westminster Southern.....	851	442	5,458	5,886	884	6,770
New Westminister Southern.....	9,320	3,650	1,293	1,679	432	2,111
Northern New Brunswick and Seaboard.....	294	100	394	295	95	390
North Shore.....			55			
Ottawa and New York.....	111		111			
Pacific Great Eastern.....	76		76			
Pere Marquette.....	111		111			
Quebec Central.....	716	2,198	4,547	610	1,215	175
Quebec, Montreal and Southern.....	863	960	1,633	498	701	3,236
Quebec Oriental.....	294	100	1,087			
Quebec Rly., Light and Power Co.....			9,207		279	279
Red Mountain.....			55			
Roberval-Saguenay.....	111		111			
Rutland and Noyan.....	76		76			
St. Lawrence and Adirondack.....	863	960	4,547	610	1,215	175
Sydney and Louisburg.....	1,045	42	1,823	498	701	5,061
Temisouata.....	2,314	6,774	1,087			1,199
Temiskaming and Northern Ontario.....			9,207		279	279
Thousand Islands.....	6,080	12,748	29,752	395	4,479	8,869
Toronto, Hamilton and Buffalo.....	21,763	458	37,547	1,332	9,580	13,743
Vancouver, Victoria and Eastern.....	45	805	850			11,285
Victoria and Sydney, B.C.....	43	785	828		32	32
Victoria Terminal Rly. and Ferry Co.....	7,598	173	78,828	2,989	208	61,925
Wabash (in Canada).....						
	916,847	237,993	614,310	220,935	159,783	236,937
			1,769,150			617,655

\*Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
 TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Products of Animals—Continued.—Produits des animaux—suite.											
	Live Stock.—Bétail.					Dressed meats.—Viandes préparées.						
	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U. S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U. S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U. S. roads. Tons.	Total freight tonnage.
—	—	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	Total du tonnage.	—	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	—	—	—	—	—
Algonia Central and Hudson Bay	672	33		705		15						15
Algonia Eastern	900	21		921								
Alberta Great Waterways	2,229	540		2,769	62							62
Atlantic, Quebec and Western	70	50		120	52	455						507
Brandon, Sask. and Hudson Bay	80		114	194								
British Yukon			100	100						69		69
Canada and Gulf Terminal	745	229		974	29	4						33
Canada Southern	31,592	4,534	150,071	186,197	15,123	807				461,175		477,105
Canadian National Railways—												
Intercolonial	25,810	5,890		31,700	5,617	8,456						14,073
Prince Edward Island	11,298	271		11,569	2,017	35						2,052
International of New Brunswick	1,312	146		1,458	67	107						174
St. John and Quebec	130	10		140	8							8
Transcontinental	7,468	1,353		8,821	5,038	727						5,765
Elgin and Havelock	16			16	16							16
Moncton and Buctouche	133			133	69							69
Salisbury and Albert	293			293	1							1
St. Martin	2			2	7							7
York and Carleton	104		1	105	19							19
Canadian Northern	237,674	11,653	329	249,656	10,974	2,980				302		14,156
Canadian Pacific	522,459	59,671	10,273	592,403	77,600	6,730				35,847		120,177
Cape Breton	2	19		21						2		3
Central Canada	470	1,019		1,489	1							
Central Vermont	5,457	244		5,701								
Crow's Nest Southern	33			33								
Cumberland		63		63	21							302
Dominion Atlantic	2,718	200		2,918	819	25						844
Eastern British Columbia	11			11								
Edmonton, Dunvegan and British Columbia	6,697	2,841		9,538	39							39
Essex Terminal	400	400		800		200						200

## RAILWAY STATISTICS

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Esquimalt and Nanaimo.....	355	117	472	31	1,225	1,256
Fredericton and Grand Lake Coal and Rly. Co.....						
Grand Trunk.....	306,195	36,341	446,929	85,978	13,728	384,205
Grand Trunk Pacific.....	66,704	5,956	72,670	1,267	27	1,294
Grand Trunk Pacific Branch Lines.....	31,865	402	32,277	489	11	1,500
Hereford.....	262	16	288	5	6	12
Kent Northern.....						
Kettle Valley.....	3,819	244	4,063	1	30	31
Loebmere and Megantic.....	30	17	47		13	13
Maine Central.....						
Manitoba Great Northern.....	59	10	80			
Maritime Coal Rly. and Power Co.....	37	3	40			
Massawippi Valley.....	906	442	2,796		12	12
Midland of Manitoba.....	454	603	1,467	310	40	91
Montreal and Atlantic.....	5,488	5,234	11,343	621	257	567
Morrissey, Fernie and Michel.....		12	12		3,690	3,713
Napierville Junction.....	845	408	1,517		333	333
Nelson and Fort Sheppard.....	30		65			
New Brunswick Coal and Rly. Co.*.....						
New Brunswick Southern.....		10	10			
New Westminister Southern and Seaboard.....						
North Shore.....						
Ottawa and New York.....	2,485	6	2,507			
Pacific Great Eastern.....						
Pere Marquette.....	65	3,396	3,642	181		
Quebec Central.....	9,401	36	9,401			
Quebec, Montreal and Southern.....	2,179	471	2,215		14	14
Quebec Oriental.....	3,199	137	3,670	360	640	1,000
Quebec Rly., Light and Power Co.....	205		342	116	40	156
Red Mountain.....						
Roberval-Saguenay.....		10	11			
Rutland and Noyan.....		7	10	22		22
St. Lawrence and Adirondack.....	497	232	1,059	107	62	590
Sydney and Louisbourg.....	52	324	376	3,120	123	3,243
Temisouata.....	3,209	93	3,302	46	43	89
Teniskaming and Northern Ontario.....	1,270	4,321	5,591	75	3,378	3,453
Thousand Islands.....						
Toronto, Hamilton and Buffalo.....	5,805	6,302	13,050	160	271	1,509
Vancouver, Victoria and Eastern.....	501	63	3,281	38	15	712
Victoria and Sydney, B.C.....				2	3	5
Victoria Terminal Rly. and Ferry Co.....				2	3	5
Wabash (in Canada).....	1,686	982	20,775			35,400
Total.....	1,366,476	155,383	1,752,176	209,708	44,788	1,073,921

\* Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Products of Animals—Continued.—Produits des animaux—suite.					
	Other Packing House Products. Autres viandes de conserve et salaisons.			Poultry, Game and Fish. Volaille, gibier et poisson.		
	Originating on this road Tons.	Received from other roads in Canada, Tons.	Total freight tonnage.	Originating on this road Tons.	Received from other roads in Canada, Tons.	Total freight tonnage.
Algoma Central and Hudson Bay				32		32
Algoma Eastern	114		114	777		777
Alberta Great Waterways	12	52	64	9,345		9,345
Atlantic, Quebec and Western						
Brandon, Sask. and Hudson Bay						
British Yukon	183		183	167	2	169
Canada and Gulf Terminal	49,167	2,727	401,405	2,273	1,504	67,468
Canada Southern						
Canadian National Railways—						
Intercolonial	1,496	11,664	13,160	54,432	37,397	91,829
Prince Edward Island	1,369	796	2,165	3,934	175	4,109
International of New Brunswick	3	32	35	29	6	35
St. John and Quebec	52	3	55	25		25
Transcontinental	908	1,006	1,914	22,734	2,260	24,994
Elgin and Havelock						
Moncton and Buctouche	33		33	578		578
Salisbury and Albert	1		1			
St. Martin's						
York and Carleton	17		17	5	1	6
Canadian Pacific	6,348	3,494	632	27,444	2,926	30,606
Cape Breton	108,708	23,371	138,760	56,911	24,538	85,006
Central Canada				100		100
Central Vermont	1	65	66	9	9	68
Crow's Nest Southern	12	93	105	9	59	68
Cumberland	3		3	3		3
Dominion Atlantic	619	47	50	4,328	18	4,344
Eastern British Columbia		20	639		16	
Edmonton, Dunvegan and British Columbia	212		212	1,021		1,021
Essex Terminal					100	100

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Esquimalt and Nanaimo.....	242	1,513	1,755	2,913	60	2,973
Fredericton and Grand Lake Coal and Rly. Co.....	18,165	367	82,308	1,977	36,351	83,723
Grand Trunk.....	4,254	1,021	5,275	23,306	1,890	25,196
Grand Trunk Pacific.....	885	606	1,491	535	110	645
Grand Trunk Pacific Branch Lines.....	52	3	55	1	3	4
Hereford.....	.....	.....	.....	.....	.....	.....
Kent Northern.....	.....	.....	.....	.....	.....	.....
Kettle Valley.....	.....	.....	.....	.....	.....	.....
Lothbère and Mégantic.....	.....	53	53	.....	.....	.....
Maine Central.....	.....	.....	.....	.....	.....	.....
Manitoba Great Northern.....	.....	.....	.....	.....	15	15
Maritime Coal Rly. and Power Co.....	8	46	54	.....	8	8
Massawippi Valley.....	.....	46	138	.....	5,280	5,079
Midland of Manitoba.....	23	166	207	1,234	5,373	6,096
Montreal and Atlantic.....	.....	6,500	6,500	.....	5,532	9,144
Morrissey, Formie and Michel.....	.....	.....	.....	.....	.....	.....
Naperville Junction.....	90	356	714	.....	27	27
Nelson and Fort Sheppard.....	.....	.....	.....	.....	.....	.....
New Brunswick Coal and Rly. Co.....	.....	.....	.....	.....	.....	.....
New Westminster Southern.....	.....	.....	.....	.....	.....	.....
Northern New Brunswick and Seaboard.....	.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....	.....
Ottawa and New York.....	.....	1	1	14	1	937
Pacific Great Eastern.....	.....	.....	.....	.....	.....	.....
Père Marquette.....	73	252	993	138	.....	186
Quebec Central.....	.....	.....	.....	.....	.....	.....
Quebec, Montreal and Southern.....	316	285	601	50	16	66
Quebec Oriental.....	118	95	213	200	9,346	9,546
Quebec Rly., Light and Power Co.....	392	47	439	14	1	15
Red Mountain.....	.....	.....	.....	.....	.....	.....
Roberval-Saguenay.....	.....	.....	.....	.....	.....	.....
Rutland and Noyan.....	.....	.....	.....	.....	.....	.....
St. Lawrence and Adirondack.....	82	1,334	5,642	434	41	41
Sydney and Louisburg.....	455	545	1,000	310	47	13,413
Temiscouata.....	209	10	219	39	32	357
Temiskaming and Northern Ontario.....	.....	386	403	.....	14,130	14,130
Thousand Islands.....	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo.....	5,041	1,300	17,884	76	1,030	2,118
Vancouver, Victoria and Eastern.....	1,402	312	1,736	3,844	254	4,103
Victoria and Sidney, B.C.....	.....	2	2	.....	2	2
Victoria Terminal Rly. and Ferry Co.....	.....	2	2	.....	3	3
Wabash (in Canada).....	41	.....	65,671	862	.....	50,128
Total.....	201,706	58,626	946,949	220,063	161,217	550,115





TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
 TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Products of Animals— <i>Concluded</i> . Produits des animaux— <i>fin</i> .				Products of Mines.—Produits des mines.			
	Other Animal Products. Autres produits des animaux.				Anthracite Coal.—Houille anthracite.			
	Originating on this road Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.
	—	—	—	—	—	—	—	—
	Tonnage issu du chemin.	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	Total du tonnage.	Tonnage issu du chemin.	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	Total du tonnage.
Algoma Central and Hudson Bay.....								
Algonia Eastern.....	47		47		1,098	2,649		3,747
Alberta Great Waterways.....	95	110	20	205		150		150
Atlantic, Quebec and Western.....								
Brandon, Sask. and Hudson Bay.....								
British Yukon.....								
Canada and Gulf Terminal.....								
Canada Southern.....	11,172	6,584	131,247	149,003			1,161,743	1,161,743
Canadian National Railways—								
Intercolonial.....	17,560	14,012		31,572	3,107	18,964		22,071
Prince Edward Island.....	1,463	134		1,297	351	787		1,138
International of New Brunswick.....		14		14				
St. John and Quebec.....								
Transcontinental.....	5		5					
Edgen and Havelock.....	3,121	463	3,584		59,231	21,148		80,379
Moncton and Buctouche.....	461		461					
Salisbury and Albert.....	109		109					
St. Martin's.....	96		96					
York and Carleton.....	21		21					
Canadian Northern.....	219		111	330	333,038	29,757	13,565	376,360
Canadian Pacific.....	135,281	19,317	40,640	195,238	54,418	949,303	38,290	1,042,011
Cape Breton.....								
Central Canada.....		56	56					
Central Vermont.....	645	2,107	258	3,010	483	3,135	9,647	13,265
Crow's Nest Southern.....			33	33				
Cumberland.....								
Dominion Atlantic.....	9,058	115		9,173	11,022			11,022



TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
 TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin, 1919—suite.

Name of Railway. Nom du chemin de fer.	Products of Mines— <i>Continued.</i> —Produits des mines— <i>suite.</i>						Coke.		
	Bituminous Coal.—Houille bitumineuse.			Coke.			Coke.		
	Originating on this road Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	
Algona Central and Hudson Bay	92,238	2,795		95,033					
Algona Eastern	94,305	436		94,741	40	90,258		90,298	
Alberta Great Waterways	1,036	170		1,206					
Atlantic, Quebec and Western		66,517		66,517					
Brandon, Sask. and Hudson Bay	294	293	288	875					
British Yukon			87	87					
Canada and Gulf Terminal	383	422	828,982	805					
Canada Southern				828,982	39,313		155,015	194,328	
Canadian National Railways—									
Intercolonial	2,288,229	309,790		2,598,019	14,839	6,863		21,702	
Prince Edward Island	7,061	13,965		21,025		5		5	
International of New Brunswick	1,505	326		1,831					
St. John and Quebec	79	4,354		4,433	1			1	
Transcontinental	575,173	147,004		722,177	2,845	226		3,071	
Elgin and Havelock	40			40					
Moneton and Buctouche	462			462					
Salisbury and Albert	2,630	600		3,230					
St. Martin's	67			67					
York and Carleton	1	3		4					
Canadian Northern	1,384,011	541,488	78,087	2,004,186	12,280	52,628	1,344	66,252	
Cape Breton	1,200,683	1,894,302	137,584	3,224,569	170,733	89,707	11,842	272,282	
Central Canada		130		130					
Central Vermont		596		596					
Crow's Nest Southern	689	11,890	11,972	24,551		197	123	320	
Cumberland	6,260	4,873		11,133	55,967			55,967	
Dominion Atlantic	290,983			290,983					
Eastern British Columbia	46,894			46,894	1,679			1,679	
Edmonton, Duvegan and British Columbia	79,623			79,623					
Essex Terminal	18,446	5,985		24,431					
		69,000		69,000		1,000		1,000	

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Esquimalt and Nanaimo.....	112,816	619	113,435	312	260	572
Fredericton and Grand Lake Coal and Rly. Co.....	181,503		181,503			
Grand Trunk.....	209,846	437,616	3,175,620	66,278	16,032	347,975
Grand Trunk Pacific.....	402,747	2,528,158	458,015	31		31
Grand Trunk Pacific Branch Lines.....	189,352	59,608	248,960			
Horford.....	321	2,160	2,481			
Kent Northern.....						
Kettle Valley.....	100,219	1,432	101,651		621	621
Leominere and Megantic.....		1				
Maïne Central.....			60,160			
Manitoba Great Northern.....	146	320	2,699			
Maritime Coal Rly. and Power Co.....	237,412	34	237,446		27	27
Massawippi Valley.....		452	4,579	212		
Midland of Manitoba.....			5,031			
Montreal and Atlantic.....			5,176			
Morrissey, Ferme and Michel.....		22,602	24,081		97	1,239
Napierville Junction.....	325,925		325,925		621	7,423
Nelson and Fort Sheppard.....		53	137,308			
New Brunswick Coal and Rly. Co.....	11,860		137,361		936	936
New Westminster Southern.....			1,784		71	71
Northern New Brunswick and Seaboard.....			11,860			
North Shore.....						
Ottawa and New York.....	4		102,648			
Pacific Great Eastern.....					329	329
Père Marquette.....			2,184,962	201	240	663
Quebec Central.....			2,184,962			
Quebec, Montreal and Southern.....	2,334	21,539	21,539			
Quebec Oriental.....		107,487	243,472		222	
Quebec Rly., Light and Power Co.....	13,227	74,852	74,852		1,843	2,133
Red Mountain.....		8,088	21,315	50	290	
Roberval-Saguenay.....			21,315			50
Rutland and Noxan.....	66	33,023	33,089			
St. Lawrence and Adirondack.....			90,004			
Sydney and Louisbourg.....		213	1,325,068	43		8,614
Teniscouata.....	3,071,299	164	3,071,299	350		350
Thousand Islands.....	45	18,205	145,122		53	53
Thousand Islands, Toronto, Hamilton and Buffalo.....	816		126,101		311	540
Toronto, Hamilton and Buffalo.....						
Vancouver, Victoria and Eastern.....	12,415	294	768,683			221,806
Victoria and Sidney, B.C.....	4	200	16,792			46,034
Victoria Terminal Rly. and Ferry Co.....	5	192	197			
Wabash (in Canada).....		7,681	21,789			7,917
Total.....	10,965,434	3,927,042	23,440,474	365,174	267,046	1,354,697



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Edmonton, Dunvegan and British Columbia.....									98
Essex Terminal.....	440				440			23,000	85,000
Esquimalt and Nanaimo.....									3,299
Prediction and Grand Lake Coal and Rly. Co.....									
Grand Trunk.....	381,910	40,399	25,169		447,478			44,398	212,305
Grand Trunk Pacific.....	654				654			630	15,338
Grand Trunk Pacific Branch Lines.....	5				5			388	16,124
Hereford.....									2,005
Kent Northern.....									
Kettle Valley.....	1,553	4,265	980		6,798				
Lorbliniere and Megantic.....								13	225
Maine Central.....									211
Manitoba Great Northern.....	320	130			450			132	379
Maritime Coal, Rly. and Power Co.....								97	97
Massawippi Valley.....	31,845		12,556		44,401			416	9,995
Midland of Manitoba.....	30				30				845
Montreal and Atlantic.....		12,136			12,136				25,128
Morrissey, Fernie and Michel.....									
Napierville Junction.....									
Nelson and Fort Sheppard.....		12,724	3,011		15,735				
New Brunswick Coal and Rly. Co.....	7,455				7,455				
New Westminister Southern.....									97
Northern New Brunswick and Seaboard.....									
North Shore.....									
Ottawa and New York.....	142	788	503		1,433			194	982
Pacific Great Eastern.....									
Pere Marquette.....		14	319		333				
Quebec Central.....	69,722				69,722			20,022	28,941
Quebec, Montreal and Southern.....	110	3,185	13,866		17,161			6,880	11,609
Quebec Oriental.....									
Quebec Rly., Light and Power Co.....		649			1,021				
Red Mountain.....									
Roberval-Saguenay.....	972		8,410		8,509			2,962	41,349
Rutland and Noyan.....	99	535			535			33	4,083
St. Lawrence and Adirondack.....									8,345
Sydney and Louisburg.....	569	546			1,115			1,577	4,492
Tennesseota.....									36,415
Temiskaming and Northern Ontario.....	22,001	474			22,475			1,681	11,025
Thousand Islands.....								2,162	18,952
Toronto, Hamilton and Buffalo.....		15,213	9,007		24,220			9,053	98,710
Vancouver, Victoria and Eastern.....	223,269	3,610	34,822		261,701			303	4,210
Victoria and Sidney, B.C.....								40	40
Victoria Terminal Rly. and Ferry Co.....									62
Wabash (in Canada).....	44		37,946		37,990			47	53,009
Total.....	3,602,804	222,022	260,138		4,084,961			372,574	527,076
									3,402,681

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919 — Continued.  
 TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919 — suite.

Name of Railway. Nom du chemin de fer.	Products of Mines— <i>Con.</i> —Produits des mines— <i>fm.</i>				Products of Forests.—Produits des forêts.			
	Other Products of Mines. Autres produits des mines.				Lumber.—Bois de construction.			
	Originating on this road Tons.	Received from other roads in Canada, Tons.	Received from U.S. roads, Tons.	Total freight tonnage.	Originating on this road, Tons.	Received from other roads in Canada, Tons.	Received from U.S. roads, Tons.	Total freight tonnage.
Tonnage issu du chemin.	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	Total tonnage.	Tonnage issu du chemin.	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	Total tonnage.	
Algonia Central and Hudson Bay.....	3,740	51	.....	3,791	6,237	.....	8,580	
Algonia Eastern.....	.....	33,840	.....	33,840	2,454	.....	8,049	
Alberta and Great Waterways.....	124	.....	.....	124	54,633	.....	54,633	
Atlantic, Quebec and Western.....	.....	4,345	.....	4,345	37,127	.....	37,427	
Brandon, Saskatchewan and Hudson Bay.....	.....	.....	.....	.....	300	.....	563	
British Yukon.....	.....	.....	.....	.....	95	468	563	
Canada and Gulf Terminal.....	.....	.....	.....	.....	.....	94	94	
Canada Southern.....	122,401	12,445	214,621	349,467	14,809	361	15,170	
Canadian National Railway—	.....	.....	.....	.....	21,096	355,254	415,767	
Intercolonial.....	42,355	22,095	.....	64,450	917,662	.....	1,079,022	
Prince Edward Island.....	1,952	1,600	.....	3,552	5,318	.....	9,107	
International of New Brunswick.....	139	124	.....	263	49,237	.....	49,352	
St. John and Quebec.....	473	2,095	.....	2,568	7,312	.....	7,457	
Transcontinental.....	16,731	7,147	.....	23,878	300,271	.....	335,724	
Belgin and Havelock.....	79	.....	.....	79	9,825	.....	9,825	
Moncton and Buctouche.....	32	.....	.....	32	8,050	.....	8,050	
Salisbury and Albert.....	19	.....	.....	19	26,879	.....	26,879	
St. Martin's.....	.....	.....	.....	.....	9,977	.....	9,977	
York and Carleton.....	21	4	.....	25	4,544	.....	4,570	
Canadian Northern.....	178,677	134,748	16,462	303,116	1,430,970	40,868	1,715,800	
Canadian Pacific.....	155,514	29	32,854	188,397	466,055	255,826	2,237,265	
Cape Breton.....	.....	66	.....	66	10,416	.....	10,500	
Central Canada.....	30,047	3,186	2,602	41,835	7,342	621	42,621	
Central Vermont.....	.....	.....	.....	.....	61,354	.....	62,119	
Crow's Nest Southern.....	.....	.....	.....	.....	17,420	765	19,526	
Cumberland.....	.....	.....	.....	.....	67,122	.....	67,144	
Dominion Atlantic.....	5,528	305	.....	5,833	2,106	.....	6,633	
Eastern British Columbia.....	.....	.....	.....	.....	1,602	.....	1,632	

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Edmonton, Dunvegan and British Columbia	140	505	140	645	30,329	831	31,160
Essex Terminal	19,000	24,000	19,000	43,000	402,507	4,000	4,300
Esquimalt and Nanaimo	2,452	147	2,452	2,359	28,740	1,894	404,401
Fredrikt and Grand Lake Coal and Rly. Co.	4,076	99,577	121,503	225,156	692,805	383,400	28,740
Grand Trunk	2,331	1,341	2,331	3,672	133,642	30,001	1,320,931
Grand Trunk Pacific	918	1,214	918	2,132	31,463	25,749	163,713
Grand Trunk Pacific Branch Lines	22		22	22	10,726	3	57,398
Hereford							10,729
Kent Northern					20,088	4,714	25,589
Kettle Valley					3,595	18	3,613
Loftbriere and Megantic							5,679
Maine Central			3,434	3,434			1,377
Manitoba Great Northern					410		4,392
Maritime Coal Rly. and Power Co.					3,118	1,274	1,787
Massawippi Valley	228	4,738	3,575	8,541	3,570	111,118	115,819
Midland of Manitoba	631	170	942	1,573	38	5,847	16,540
Montreal and Atlantic	8,812		906	9,888	14,348	116,061	131,805
Morrissey, Fernie and Michel						10,252	10,252
Naperville Junction					169	7,645	8,333
Nelson and Fort Sheppard					21,701	309	22,010
New Brunswick Coal and Rly. Co.							
New Brunswick Southern					6,618	94	6,712
Northern New Brunswick and 1/2 Seaboard							
North Shore							
Ottawa and New York	2,752	226	7,264	10,242	2,971	13,568	33,223
Pacific Great Eastern							
Père Marquette	467	3,160	11,932	15,559	51,135	14,021	19,201
Quebec Central		125,318		125,318	7,018	33,392	51,135
Quebec, Montreal and Southern					21,303	14,739	40,485
Quebec Oriental	4,345			4,345	2,974	5,865	36,042
Quebec Rly. Light and Power Co.					208		8,839
Red Mountain	154			154	3,773	1,582	1,790
Roberval-Saguenay							4,543
Rutland and Noyan	47		109	156		23,548	23,548
St. Lawrence and Adirondack	4,225	1,016	1,497	6,738	5,092	135,827	145,282
Sydney and Lonsburg					32,420	13,426	45,846
Temisconata					177,068	1,763	178,831
Thousand Islands and Northern Ont.	1,343		3,880	5,223	114,880	76,494	191,478
Thousand Islands						104	
Toronto, Hamilton and Buffalo	5,305	4,059	28,367	37,731	4,052	40,510	64,348
Vancouver, Victoria and Eastern	1,977	6,817	5,573	14,367	259,319	20,483	292,970
Victoria and Sidney, B.C.					5,580	306	5,886
Victoria Terminal Rly. and Ferry Co.					5,360	294	5,654
Wabash (in Canada)	32	44	212,548	212,624	1,637	2,642	175,364
	280,706	816,795	668,069	1,765,570	6,616,093	2,096,954	9,955,898
						1,242,851	

TABLE 11. Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11. Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Products of Forests— <i>Concluded</i> . Produits des forêts— <i>fin</i> .				Manufactures. Pétrole et autres huiles.			
	Other Products of Forests. Autres produits des forêts.				Petroleum and Other Oils. Pétrole et autres huiles.			
	Originating on this road Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads, Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads, Tons.	Total freight tonnage.
Algoma Central and Hudson Bay	117,744	4,371		122,115	2,079	15	2,094	
Algoma Eastern	18,708	68,180		86,888	18	258	276	
Alberta and Great Waterways	6,313			6,313	440		440	
Atlantic, Quebec and Western	27,396			27,396	530		720	
Brandon, Sask. and Hudson Bay	21			21	15	2,843	2,874	
British Yukon	980			980		309	2,309	
Canada and Gulf Terminal	8,095	2		8,907	5	374	379	
Canada Southern	13,597	34,421	52,492	100,510	25,600	166,015	203,911	
Canadian National Railways—								
Intercolonial	949,777	67,890		1,017,667	63,015	35,045	98,060	
Prince Edward Island	6,925	3,842		10,767	2,889	1,298	4,187	
International of New Brunswick	115,407	269		115,676	238	74	312	
St. John and Quebec	34,565			35,777	64	531	595	
Transcontinental	811,046	28,533		839,579	25,948	13,900	39,848	
Elgin and Havelock	297			297	34		34	
Moncton and Buctouche	4,510			4,510	232		232	
Salisbury and Albert	762			762	370		370	
St. Martin's	2,829			2,829	15		15	
York and Carleton	3,333			3,333	12	5	17	
Canadian Northern	1,888,160	66,607	33,696	1,988,463	134,610	6,748	149,845	
Cape Breton	1,571,763	513,713	25,966	2,111,442	222,616	154,168	676,363	
Central Canada								
Central Vermont	2,111	52		2,163	5	400	405	
Crow's Nest Southern	165	5,094	178	7,483	40	1,840	1,924	
Cumberland	174			174	36	205	241	
Dominion Atlantic	10,737	180		10,917	5,159	120	5,279	

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Eastern British Columbia.....	390	1,453	1,843	850	843	1,843	1,693
Edmonton, Dunvegan and British Columbia.....	16,709	26	16,735			16,735	5,100
Essex Terminal.....	100	20,000	20,100		5,000	20,100	6,886
Esquimaux and Nanaimo.....	35,005	2,069	37,065		3,998	37,065	469,726
Fredrickton and Grand Lake Coal and Rly. Co.....				256,116	63,672	149,938	30,662
Grand Trunk.....	810,469	1,063,013	2,083,823	256,116	63,672	149,938	123,670
Grand Trunk Pacific.....	4,316	1,830	6,146	23,315	5,720	1,618	70
Grand Trunk Pacific Branch Lines.....	4,418	363	4,781	12,849	2,347	108,474	
Hereford.....	91,527		91,527	49	11	70	130
Kent Northern.....							3,337
Kettle Valley.....	48,103	2,841	53,502	4	3,333	3,337	266
Lothière and Megantic.....	49,381	217	49,598	21	245	219	219
Maine Central.....			115,560				27
Manitoba Great Northern.....	1,123	30	1,173				233
Maritime Coal, Rly. and Power Co.....							5,547
Massawippi Valley.....	5,374	140,106	164,593		233	222	33,683
Midland of Manitoba.....	18	1,030	1,148		5,325	33,651	8,989
Montreal and Atlantic.....	20,333	62,937	86,533	32			1,248
Morrissey, Fernie and Michel.....				154	7,587	1,248	51
Napierville Junction.....		243,512	243,580		415	881	1,296
Nelson and Fort Sheppard.....	310		310	53		142	195
New Brunswick Coal and Rly. Co.....	18,650		18,650				
New Westminster Southern.....							
Northern New Brunswick and Seaboard.....							
North Shore.....							
Ottawa and New York.....	8,288	39,892	95,496	57	630	76	763
Pacific Great Eastern.....							
Père Marquette.....	3,215	634	17,215	199	3,636	6,759	10,594
Quebec Central.....	549,798		549,798		7,522		7,522
Quebec, Montreal and Southern.....	2,514	269,186	271,700	21	3,078		3,099
Quebec Oriental.....	9,990	24,133	34,123		940		940
Quebec Rly., Light and Power Co.....	62,289	7,271	69,560	306	171		477
Red Mountain.....	718	75	1,348			83	83
Roberval-Saguenay.....	115,618	1,171	116,789		69		69
Rutland and Noyan.....	156	84,137	84,293		36	476	512
St. Lawrence and Adirondack.....	866	53,836	55,953		384	19,699	23,758
Sydney and Louisburg.....	36,565	25,670	62,235		1,980		3,135
Témiscouata.....					197	295	492
Temiskaming and Northern Ontario.....	274,535	93,098	367,633	30	6,019	392	6,441
Thousand Islands.....							
Toronto, Hamilton and Buffalo.....	1,365	21,059	30,210	500	6,897	32,110	39,507
Vancouver, Victoria and Eastern.....	7,355	2,412	10,132	1,682	8,075	1,380	11,137
Victoria and Sidney, B.C.....	630	150	780				14
Victoria Terminal Rly. and Ferry Co.....	608	144	752				16
Wabash (in Canada).....	1,290	33	31,638	2,181	148	44,317	46,646
Total.....	7,777,462	2,956,757	11,298,507	791,204	365,409	879,286	2,035,899

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Manufactures—Continued.									
	Sugar.—Sucre.					Naval Stores.—Approvis. des navires.				
	Originating on this road Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.		
Algoma Central and Hudson Bay.....	11	75	86	121	1	122				
Algoma Eastern.....	8		8	22,309		22,309				
Alberta and Great Waterways.....	275		275	35		35				
Atlantic, Quebec and Western.....	50	75	125							
Brandon, Sask. and Hudson Bay.....			21							
British Yukon.....			271							
Canada and Gulf Terminal.....	5	402	407							
Canada Southern.....	1,282	2,167	89,925	597	619	4,419	5,635			
Canadian National Railways—										
Intercolonial.....	86,296	8,993	95,289	340	10,136		10,476			
Prince Edward Island.....	1,107	3,517	4,624	18	18		18			
International of New Brunswick.....	209	46	255	10	10		10			
St. John and Quebec.....	49	99	148							
Transcontinental.....	16,792	20,352	37,144	545	7,098		7,643			
Elgin and Havelock.....		30	30							
Moncton and Buctouche.....	63		63							
Salsbury and Albert.....	31		31							
St. Martin's.....	2		2							
York and Carleton.....	7	3	10							
Canadian Northern.....	53,921	4,311	58,487	87			87			
Canadian Pacific.....	130,502	32,771	165,334	415	635	1,045	2,095			
Cape Breton.....		160	164		24		24			
Central Canada.....	4	586	1,151							
Central Vermont.....	484		15							
Crow's Nest Southern.....		161	208							
Cumberland.....	47									
Dominion Atlantic.....	1,265	1,039	2,304	317	28		345			
Eastern British Columbia.....										
Edmonton, Dunvegan and British Columbia.....	688	201	889	31			31			







TABLE 11.— Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
 TABLEAU 11.— Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Manufactures—Continued.						Bar and Sheet Metal. Métal en barre et en tôles.		Total freight tonnage.
	Other Castings and Machinery. Autres fontes et machineries.			Total freight tonnage.			Received from other roads in Canada.	Received from U.S. roads.	
	Originating on this road.	Received from other roads in Canada.	Received from U.S. roads.	Originating on this road.	Received from other roads in Canada.	Received from U.S. roads.	Received from other roads in Canada.	Received from U.S. roads.	
Algoma Central and Hudson Bay.....	737	142	879	125,802	328	328	126,130		
Alberta.....	434	1,788	2,222	50	878	878	928		
Alberta and Great Waterways.....	271	60	331	68			68		
Atlantic, Quebec and Western.....	26	900	926						
Brandon, Sask. and Hudson Bay.....	50		440						
British Yukon.....			390						
Canada and Gulf Terminal.....	71	363	1,228						
Canada Southern.....	92,861	27,965	137,612	66	5	56	71		
Canadian National Railways—				99,014	22,289	243,798	365,101		
Intercolonial.....	69,549	71,735	141,284	64,725	13,297		78,022		
Prince Edward Island.....	802	1,741	939	97	99		196		
International of New Brunswick.....	292	72	364	5	2		7		
St. John and Quebec.....	276	88	364		115		115		
Transcontinental.....	28,514	25,677	54,191	25,554	11,655		37,209		
Elgin and Havelock.....	32		32	1			1		
Moncton and Buctouche.....	132	32	164	6	6		6		
Salisbury and Albert.....	95	3	98	13			13		
St. Martin's.....	49		49						
York and Carleton.....	27	10	37						
Canadian Northern.....	131,427	30,508	2,184	17,889	2,971	22,470	43,330		
Canadian Pacific.....	165,759	116,218	50,228	82,465	156,616	109,803	348,884		
Cape Breton.....	192	200	392						
Central Canada.....	72	191	263		21		21		
Central Vermont.....	84		117						
Crow's Nest Southern.....	55	402	457		35		35		
Cumberland.....	1,150	907	2,057	105	102		207		
Dominion Atlantic.....		267	294						
Eastern British Columbia.....	27								

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	743	483		1,226	76	9	85
Edmonton, Dunvegan and British Columbia.....				1,226			
Essex Terminal.....		1,900		1,900			
Esquimaux and Nainamoo.....	1,019	2,229		3,248	105	3,839	3,944
Fredericton and Grand Lake Coal and Rly. Co.....							
Grand Trunk.....	194,131	19,002	93,037	306,770	110,147	13,695	33,339
Grand Trunk Pacific.....	7,026	3,629	204	10,859	1,380	487	157,181
Grand Trunk Pacific Branch Lines.....	5,617	1,587	243	7,447	22	12	1,867
Hereford.....	1	11	16	28		3	34
Kent Northern.....							
Kettle Valley.....	733	1,874	655	3,262	92	8,746	8,838
Lotbinière and Mégantic.....	123	48		171		4	4
Maine Central.....			479				
Manitoba Great Northern.....			595				
Maritime Coal, Rly. and Power Co.....	35	91					
Massachusetts Valley.....	341	150	1,213	1,704	436	32	32
Midland of Manitoba.....	362	62	4,275	4,699	44	254	860
Montreal and Atlantic.....	1,255	4,813	11,125	17,193	294	2,572	4,221
Morrissey, Fernie and Michel.....							16,051
Napierville Junction.....		6,918	2,004	8,922		2,689	
Nelson and Fort Sheppard.....	88		84	172			17,388
New Brunswick Coal and Rly. Co.....							
New Westminster Southern.....							
Northern New Brunswick and Seaboard.....							
North Shore.....							
Ottawa and New York.....	42	654	2,642	3,338	40	141	6,324
Pacific Great Eastern.....							
Père Marquette.....		18,647	32,666	51,313	515	2,291	15,891
Quebec Central.....		4,103		4,103		6,838	6,838
Quebec, Montreal and Southern.....	3,583	4,544		8,127	963	2,862	4,647
Quebec Oriental.....	28	1,526		1,554			
Quebec Rly., Light and Power Co.....	1,283	1,564		2,847			
Red Mountain.....	15		24	39			
Roberval-Saguenay.....	27	113		140			
Rudland and Noyan.....		39	1,742	1,781			
St. Lawrence and Adirondack.....	603	898	3,548	5,049	1,038	182	17,618
Sydney and Louisburg.....	5,050	3,942		8,992			
Temisconata.....	220	212		432			
Temiskaming and Northern Ontario.....	1,792	9,092	669	11,553	22	1,132	1,376
Thousand Islands.....							
Toronto, Hamilton and Buffalo.....	38,439	26,298	72,255	136,992	25,562	12,830	163,983
Vancouver, Victoria and Eastern.....	3,912	62	5,304	9,278	8,944	3,358	55,649
Victoria and Sidney, B.C.....		66		66		20	20
Victoria Terminal Rly. and Ferry Co.....		64		64		18	18
Wabash (in Canada).....	871	2,974	56,676	60,521	622	455	61,497
Total.....	760,323	396,662	481,131	1,638,116	506,162	270,892	1,544,779



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Edmonton, Dunvegan and British Columbia	323	55	73,586	378	523	244	767
Essex Terminal	400	26,000		26,400			
Esquimalt and Nanaimo	1,277	1,391		2,668		55	55
Fredericton and Grand Lake Coal and Rly. Co.							
Grand Trunk	314,451	32,243	73,586	420,280	64,558	4,511	75,553
Grand Trunk Pacific	16,624	432		17,056	6,092	6,772	12,864
Grand Trunk Pacific Branch Lines	11,402	421	44	11,867	5,560	4,947	10,569
Ileford	6,161	72	35	6,268	3	51	54
Kent Northern							
Kettle Valley	226	2,026		2,252	1	35	36
Loftbiniere and Mégantic	5	129		134		14	14
Maine Central			1,814	1,814			
Manitoba Great Northern		55	25	55	42	20	1,132
Maritime Coal Rly. and Power Co.		1,199	645	2,139	28	6	6
Massawippi Valley	295	149	610	759	10	86	10
Midland of Manitoba	421	7,384	63	7,868	365	1,192	9,115
Montreal and Atlantic		78		78			1,617
Morrissey, Fermie and Michel		298	1,525	1,863		12	24
Napierville Junction			65	65			
Nelson and Fort Sheppard	40						
New Brunswick Coal and Rly. Co.							
New Westminster Southern							
Northern New Brunswick and Seaboard							
North Shore	296	1,005	148	1,449	6	76	93
Ottawa and New York							
Pacific Great Eastern	4,642	11,328	6,211	22,181	370	17	1,655
Père Marquette	13,420			13,429		9,574	9,574
Quebec Central	711	3,992	186	4,889		17	17
Quebec, Montreal and Southern				780	40	160	200
Quebec Oriental				31,270	31	2	33
Quebec Rly., Light and Power Co.	29,841	1,429	162	162	114	632	746
Red Mountain							
Roberval-Saguenay	42	1,081	95	1,123			
Rutland and Noyan		70		165			
S. Lawrence and Adirondack	404	1,442	3,364	5,210	1	5	273
Sydney and Louisburg	4,570	1,866		6,436	6	10	16
Temisouata	171	1,794		1,965	60	59	119
Temis-kaming and Northern Ontario	1,571	6,828	287	8,686	94	7,199	7,293
Thousand Islands							
Toronto, Hamilton and Buffalo	6,872	16,800	28,209	51,881	31,844	3,227	35,892
Vancouver, Victoria and Eastern	1,947	3,493		5,440	11		133
Victoria and Sidney, B.C.	12	60		72			
Victoria Terminal Rly. and Ferry Co.	11	58		69			
Wabash (in Canada)	10	85	18,310	18,405	317		26,892
Total	1,286,968	361,350	235,232	1,883,550	266,685	104,397	469,230
						98,148	

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
 TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Manufactures—Continued.							
	Wagons, Carriages, Tools, etc. Wagons, voitures, outils, etc.				Wines, Liquors and Beers. Vins, liqueurs et bières.			
	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.
—	—	—	—	—	—	—	—	
Tonnage issu du chemin.	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	Total du tonnage.	Tonnage issu du chemin.	Reçu d'autres chemins en Canada.	Reçu d'autres chemins des Etats-Unis.	Total du tonnage.	
Algoma Central and Hudson Bay	35	4		39	137	56	183	
Alberta and Great Waterways	52			52	22		22	
Atlantic, Quebec and Western	15	28		43	63		63	
Brandon, Sask. and Hudson Bay			5	5	8		8	
British Yukon			5	5				
Canada and Gulf Terminal	17	29		46			100	
Canada Southern	191,556	1,125	95,867	288,548	1,891	75	75	
Canadian National Railways—								
Intercolonial	5,040	4,138		9,178	7,073	2,632	9,705	
Prince Edward Island	410	276		686	87	198	285	
International of New Brunswick	45	12		57		1	8	
St. John and Quebec	11	132		143	9		9	
Transcontinental	10,457	1,722		12,179	2,222	464	2,686	
Elgin and Havelock	3		1	3		1	1	
Moncton and Baclouche	3		3	6	6		6	
Salsbury and Albert	6		6	12				
St. Martin's	1		1	2				
York and Carleton	1			1				
Canadian Northern	19,877	869	1,497	22,243	8,114	1,530	9,671	
Canadian Pacific	33,138	15,195	7,922	56,255	45,533	15,334	65,835	
Cape Breton								
Central Canada								
Central Vermont								
Crow's Nest Southern								
Cumberland	7	69		76	12	67	67	
Dominion Atlantic			7	7		576	603	
Eastern British Columbia	33	22		22	226		226	
	33	66		66			452	

RAILWAY STATISTICS

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Edmonton, Dunvegan and British Columbia.....	358	85	443	182	79	261
Essex Terminal.....	4,500	400	4,900	.....	.....	.....
Esquimalt and Nanaimo.....	423	107	530	287	626	913
Fredrickton and Grand Lake Coal and Rly. Co.....	.....	.....	.....	.....	.....	.....
Grand Trunk.....	28,607	5,658	51,963	33,881	372	7,829
Grand Trunk Pacific.....	5,008	3,916	6	2,338	548	42,082
Grand Trunk Pacific Branch Lines.....	1,423	2,403	4,391	1,278	66	3,486
Hereford.....	12	6	18	20	18	1,344
Kent Northern.....	264	164	460	.....	.....	38
Kettle Valley.....	.....	3	3	13	107	120
Leominster and Mégantic.....	.....	.....	.....	.....	.....	.....
Maine Central.....	.....	.....	.....	.....	.....	.....
Manitoba Great Northern.....	.....	19	19	.....	.....	.....
Maritime Coal, Rly. and Power Co.....	1	4	5	.....	.....	.....
Massawippi Valley.....	112	39	157	118	118	118
Midland of Manitoba.....	7	816	823	.....	.....	16
Montreal and Atlantic.....	.....	614	4,507	.....	3,514	3,514
Morrissey, Fernie and Michel.....	.....	3,893	.....	.....	.....	.....
Napierville Junction.....	.....	5	5	.....	.....	.....
Nelson and Fort Sheppard.....	.....	.....	.....	.....	.....	.....
New Brunswick Coal and Rly. Co.....	.....	.....	.....	.....	.....	.....
New Westminster Southern.....	.....	.....	.....	.....	.....	.....
Northern New Brunswick and Sealboard North Shore.....	.....	.....	.....	.....	.....	.....
Ottawa and New York.....	5	39	47	105	26	131
Pacific Great Eastern.....	.....	.....	.....	.....	.....	.....
Pere Marquette.....	1,091	303	13,573	87	87	325
Quebec Central.....	.....	2,736	2,736	5,129	2,052	7,181
Quebec, Montreal and Southern.....	7	16	23	24	732	797
Quebec Oriental.....	10	85	95	.....	.....	.....
Quebec Rly., Light and Power Co.....	46	.....	46	417	43	460
Red Mountain.....	.....	.....	6	.....	.....	.....
Roberval-Saguenay.....	.....	.....	.....	.....	.....	.....
Rutland and Noyan.....	.....	.....	.....	.....	.....	.....
St. Lawrence and Adirondack.....	943	24	253	274	266	759
Sydney and Louisburg.....	9	97	1,186	190	425	615
Tennessee.....	42	65	107	199	185	384
Tenniscum and Northern Ontario.....	100	6,283	6,383	62	2,044	2,118
Thousand Islands.....	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo.....	.....	.....	.....	.....	.....	.....
Vancouver, Victoria and Eastern.....	1,926	1,018	4,079	136	1,427	1,321
Vancouver, Victoria and Eastern.....	57	.....	740	94	341	435
Victoria Terminal Rly. and Ferry Co.....	.....	.....	.....	.....	.....	.....
Victoria Terminal Rly. and Ferry Co.....	.....	.....	.....	.....	.....	.....
Wabash (in Canada).....	1,908	196	34,569	1,698	96	14,883
Total.....	308,066	51,200	207,928	112,350	34,837	193,091
			567,194	45,904		



SESSIONAL PAPER No. 20b

Edmonton, Dumvegan and British Columbia.....	494	143		637	2,952	237			3,189
Essex Terminal.....	300	300		600	45,000	25,000			70,000
Esquimalt and Nanaimo.....	538	312		850	12,917	7,900			20,817
Fredericton and Grand Lake Coal and Rly. Co.									
Grand Trunk.....	48,041	1,746	21,840	71,627	907,622	215,717	501,258	1,624,597	
Grand Trunk Pacific.....	19,586	5,406	3	24,995	7,139	1,134	71	8,344	
Grand Trunk Pacific Branch Lines.....	8,617	3,053	3	11,673	3,745	790	184	4,719	
Hereford.....	127	91	12	230	871	226	84	1,181	
Kent Northern.....									
Kettle Valley.....	306	563	20	889	194	906	14	1,114	
Lothbière and Magantic.....	51	36		87	21	121		1,142	
Maine Central.....							80,961	80,961	
Manitoba Great Northern.....	64	10	117	191		24	597	621	
Maritime Coal Rly. and Power Co.....	71	75		146					
Massawippi Valley.....	95	242	48	385	15,472	15,038	1,671	32,181	
Midland of Manitoba.....	57	78	483	618	3,006	200	8,193	11,399	
Montreal and Atlantic.....	1,365	1,689	179	3,233	23,004	128,152	59,627	210,783	
Morrissey, Fernie and Michel.....						705		705	
Naperville Junction.....	32	24	24	80	32	46,747	10,079	56,858	
Nelson and Fort Slesppard.....	20		34	54	34		146	180	
New Brunswick Coal and Rly. Co.....									
New Westminster Southern.....									
Northern New Brunswick and Seaboard.....									
North Shore.....									
Ottawa and New York.....	188	57	2	247	17,039	56,357	85,208	158,584	
Pacific Great Eastern.....									
Pere Marquette.....	1,015	200	3,330	4,635		1,555	105	1,660	
Quebec Central.....	4,274	8,207		12,481	78,103	15,045		93,148	
Quebec, Montreal and Southern.....	308	185		493	2,860	9,055	119	12,034	
Quebec Oriental.....	127	414		541	525	1,425		1,950	
Quebec Rly., Light and Power Co.....	572	342		914	7,131	253		7,384	
Red Mountain.....	20	20	16	30	12		45	57	
Roberval-Saguenay.....	130			264	52,080	7,288		59,368	
Rutland and Noyan.....		34	49	83		139		139	
St. Lawrence and Adirondack.....	227	264	156	747	9,648	60,888	28,928	99,464	
Sydney and Louisburg.....	118	488		606	6,438	3,249		9,687	
Tennessee.....	290	44		334					
Tennessee and Northern Ontario.....	603	7,639		8,242	57,567	13,908	461	71,836	
Thousand Islands.....									
Toronto, Hamilton and Buffalo.....	756	882	661	2,299	44,925	61,764	101,946	208,625	
Vancouver, Victoria and Eastern.....	217	51	478	746	7,234	2,201	8,424	17,859	
Victoria and Sidney, B.C.....	14	12		26	432	800		1,252	
Victoria Terminal Rly. and Ferry Co.....	16	13		29	435	700		1,195	
Wabash (in Canada).....	65	6	25,007	25,078	9,486	1,553	346,375	357,414	
Total.....	275,063	74,911	93,901	443,875	3,089,579	1,870,046	2,304,513	8,164,138	

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.  
 TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. Nom du chemin de fer.	Miscellaneous.—Divers.										
	Merchandise.—Marchandises.					Other Commodities.—Autres articles divers.					
	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total freight tonnage.	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.
Algona Central and Hudson Bay.....	4,761	459	.....	5,220	1,860	30,479	.....	11,632	.....	.....	32,339
Algonia Eastern.....	9,457	783	.....	10,240	12,283	238	.....	12,521	.....	.....	12,521
Alberta and Great Waterways.....	1,750	5,612	.....	7,362	1,157	1,865	.....	1,157	.....	.....	1,157
Atlantic, Quebec and Western.....	1,344	17	159	1,520	1,977	30	84	3,842	.....	.....	3,842
Brandon, Sask. and Hudson Bay.....	150	.....	104	254	162	.....	.....	411	.....	.....	411
British Yukon.....	.....	.....	.....	.....	1,996	1,555	.....	2,878	.....	.....	2,878
Canada and Gulf Terminal.....	.....	.....	.....	.....	100,969	104,422	351,622	3,551	.....	.....	3,551
Canada Southern.....	.....	.....	.....	.....	.....	.....	.....	557,013	.....	.....	557,013
Canadian National Railways—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Intercolonial.....	96,199	30,350	.....	126,549	84,362	27,270	.....	111,632	.....	.....	111,632
Prince Edward Island.....	12,604	4,160	.....	16,824	3,672	1,506	.....	3,178	.....	.....	3,178
International of New Brunswick.....	2,184	522	.....	2,706	4,649	78	.....	4,727	.....	.....	4,727
St. John and Quebec.....	3,170	122	.....	3,292	643	262	.....	905	.....	.....	905
Transcontinental.....	36,779	18,926	.....	55,705	60,196	54,371	.....	114,567	.....	.....	114,567
Edgmont and Havelock.....	308	.....	.....	308	129	.....	.....	129	.....	.....	129
Moncton and Baieouche.....	443	1	.....	444	541	.....	.....	541	.....	.....	541
Salisbury and Albert.....	382	1	.....	383	169	.....	.....	169	.....	.....	169
St. Martin's.....	113	.....	.....	113	21	1	.....	22	.....	.....	22
York and Carleton.....	115	.....	.....	115	.....	.....	.....	.....	.....	.....	.....
Canadian Northern.....	376,044	60,886	45,638	482,568	282,565	52,014	12,956	347,535	.....	.....	347,535
Cape Breton.....	1,175,638	435,228	83,610	1,694,476	264,529	82,477	11,785	358,791	.....	.....	358,791
Canadian Pacific.....	.....	.....	.....	.....	296	1,116	.....	1,412	.....	.....	1,412
Central Canada.....	.....	.....	.....	.....	147	767	.....	914	.....	.....	914
Central Vermont.....	7,462	8,534	806	16,862	147	1,447	.....	2,961	.....	.....	2,961
Crow's Nest Southern.....	736	7	212	955	169	.....	.....	200	.....	.....	200
Cumberland.....	42	296	.....	338	186	403	.....	589	.....	.....	589
Dominion Atlantic.....	22,987	1,299	.....	24,286	63,763	3,662	.....	67,425	.....	.....	67,425
Eastern British Columbia.....	96	403	499	598	144	104	.....	248	.....	.....	248
Edmonton, Dunvegan and British Columbia.....	.....	.....	.....	.....	3,872	3,258	.....	7,130	.....	.....	7,130

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Essex Terminal	14,271	12,679	26,950	11,018	34,443	45,461
Esquimalt and Nanaimo	700,092	70,911	930,112	9,249	624	1,367
Fredrickton and Grand Lake Coal and Rly. Co.	55,138	4,352	59,516	670,540	129,338	9,249
Grand Trunk	30,456	2,884	33,316	12,860	2,410	1,164,089
Grand Trunk Pacific	1,801	1,054	2,909	8,947	1,403	15,270
Grand Trunk Pacific Branch Lines	2,052	9,563	11,622	546	1,099	10,350
Hereford	160	214	7,374	69	151	207
Kent Northern	700	110	885	127	106	1,727
Kettle Valley	6,115	6,566	20,707	145	623	220
Lotbinière and Mégantic	818	19	4,451	6,994	2,492	94
Maine Central	13,799	41,478	193,849	1,040	2,273	357
Manitoba Great Northern	190	1,783	175	48	27,991	768
Maritime Coal, Rly. and Power Co.	1,355	61	4,355	84	84	24,766
Massawippi Valley	33	33	66	2,396	.....	3,867
Midland and Manitoba	72,080	204,810	278,086	2,141	2,228	28,166
Montreal and Atlantic	20,514	51,284	71,798	7,378	65,054	37,214
Morrissey, Fernie and Michel	8,921	8,365	17,369	5,128	20,513	84
Naperville Junction	2,404	5,490	7,894	1,030	2,564	2,396
Nelson and Fort Sheppard	104	2	240	3,738	169	.....
New Brunswick Coal and Rly. Co.	1,120	1,091	2,211	4,292	2,171	.....
New Westminster Southern	.....	.....	.....	.....	.....	.....
Northern New Brunswick and Seaboard	.....	33	66	.....	.....	.....
North Shore	.....	.....	.....	.....	.....	.....
Ottawa and New York	.....	.....	.....	.....	.....	.....
Pacific Great Eastern	.....	.....	.....	.....	.....	.....
Pere Marquette	.....	.....	.....	.....	.....	.....
Quebec Central	.....	.....	.....	.....	.....	.....
Quebec, Montreal and Southern	.....	.....	.....	.....	.....	.....
Quebec Oriental	.....	.....	.....	.....	.....	.....
Quebec Rly., Light and Power Co.	.....	.....	.....	.....	.....	.....
Red Mountain	.....	.....	.....	.....	.....	.....
Roherval-Saguenay	.....	.....	.....	.....	.....	.....
Rutland and Noyan	.....	.....	.....	.....	.....	.....
St. Lawrence and Adirondack	.....	.....	.....	.....	.....	.....
Sydney and Louisburg	.....	.....	.....	.....	.....	.....
Témiscouata	.....	.....	.....	.....	.....	.....
Témiscouaming and Northern Ontario	.....	.....	.....	.....	.....	.....
Thousand Islands	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo	.....	.....	.....	.....	.....	.....
Vancouver, Victoria and Eastern	.....	.....	.....	.....	.....	.....
Victoria and Sidney, B.C.	.....	.....	.....	.....	.....	.....
Victoria Terminal Rly. and Ferry Co.	.....	.....	.....	.....	.....	.....
Wabash (in Canada)	.....	.....	.....	.....	.....	.....
Total	2,740,343	1,041,320	4,421,320	1,726,642	756,149	3,350,080

TABLE 11. Summary of Freight Traffic Movement for the year ending June 30, 1919—Concluded.  
 TABLEAU 11. Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919.—fin.

Name of Railway. Nom du chemin de fer.	Recapitulation.—Récapitulation.				Total freight tonnage.
	Grand Total.				
	Originating on this road. Tons.	Received from other roads in Canada. Tons.	Received from U.S. roads. Tons.	Total du tonnage.	
Algoma Central and Hudson Bay.....	759,926	54,863			814,789
Algonia Eastern.....	1,629,021	252,111			1,881,132
Alberta and Great Waterways.....	77,319	1,944			79,263
Atlantic, Quebec and Western.....	88,466	93,641			182,107
Brandon, Sask. and Hudson Bay.....	13,506	392	6,062		19,960
British Yukon.....	3,256			9,534	12,790
Canada and Gulf Terminal.....	33,138	8,261			41,399
Canada Southern.....	1,531,087	484,680	7,557,430		9,573,206
Canadian National Railways—					
Intercolonial.....	6,261,181	1,898,084			8,159,265
Prince Edward Island.....	144,429	71,578			216,007
International of New Brunswick.....	185,663	8,352			194,015
St. John and Quebec.....	80,379	13,622			94,001
Transcontinental.....	2,622,919	1,282,562			3,905,481
Elgin and Havelock.....	13,076	346			13,422
Moncton and Baieouche.....	21,866	68			21,934
Salsbury and Albert.....	62,104	1,203			63,307
St. Martin's.....	13,616	40			13,656
York and Carleton.....	10,529	127			10,656
Canadian Northern.....	10,281,223	1,367,803	407,300		12,056,326
Canadian Pacific.....	16,420,946	7,188,329	2,285,466		25,894,741
Cape Breton.....	11,079	3,407			14,486
Central Canada.....	1,676	7,249			8,925
Central Vermont.....	108,242	113,389		32,923	254,551
Crow's Nest Southern.....	125,373	5,111		2,014	132,498
Cumberland.....	309,904	12,655			322,559
Dominion Atlantic.....	376,186	16,451			392,637
Eastern British Columbia.....	81,988	2,494			84,482
Edmonton, Dumyogan and British Columbia.....	125,037	18,800			143,837

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Essex Terminal	152,318	277,843	430,161
Esquimaux and Nanaimo	600,077	80,954	681,031
Fredericton and Grand Lake Coal and Rly. Co.	221,731		221,731
Grand Trunk	10,938,860	3,165,411	23,901,253
Grand Trunk Pacific	1,433,409	178,050	1,633,560
Grand Trunk Pacific Branch Lines	809,339	115,142	1,033,986
Hereford	115,319	6,089	122,144
Kent Northern		51,869	242,455
Kettle Valley	185,431	2,653	57,513
Lotbinière and Mégantic	54,860		278,293
Maine Central		1,112	7,312
Manitoba Great Northern	33,950	4,905	246,716
Maritime Coal, Rly. and Power Co.	241,811	300,277	479,554
Massawippi Valley	87,009	16,952	106,483
Midland of Manitoba	9,475	1,009,197	132,910
Montreal and Atlantic	164,134	12,102	1,479,467
Morrissey, Fernie and Michel	325,925	379,053	338,027
Napierville Junction	13,089	551	949,018
Nelson and Fort Sheppard	31,768		35,823
New Brunswick Coal and Rly. Co.	34,849		34,849
New Westminster Southern		137	7,363
Northern New Brunswick and Seaboard			
North Shore			
Ottawa and New York	44,105	129,165	510,382
Pacific Great Eastern	153,883	388,636	3,310,548
Pere Marquette	939,157	212,788	1,151,945
Quebec Central	99,161	497,129	1,768,085
Quebec, Montreal and Southern	52,905	153,180	206,085
Quebec Oriental	173,494	39,657	213,131
Quebec Rly., Light and Power Co.			
Red Mountain	1,274	231	13,024
Roberval-Saguenay	182,029	50,262	232,291
Rutland and Noyan	802	146,792	254,593
St. Lawrence and Adirondack	77,463	333,885	2,324,274
Sydney and Louisbourg	3,213,828	67,022	3,280,850
Témiscouata	199,966	13,089	213,055
Temiskaming and Northern Ontario	544,952	371,214	1,065,726
Thousand Islands			
Toronto, Hamilton and Buffalo	323,828	479,429	2,702,277
Vancouver, Victoria and Eastern	604,030	71,062	885,339
Victoria and Sidney, B.C.	12,843	6,756	19,599
Victoria Terminal Rly. and Ferry Co.	12,192	6,243	18,435
Wabash (in Canada)	47,364	20,352	2,580,160
Total	63,556,991	21,497,451	116,669,572



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Esquimalt and Nanaimo.....	7	12	4	23	11	13	9	2	4	10	2	38
Fredrickton and Grand Lake Coal and Railway Co.....	236	1	2	3	3	478	38	103	26	308	3	2
Grand Trunk.....	45	618	152	1,006	.....	63	23	21	13	59	62	4978
Grand Trunk Pacific.....	.....	197	18	260	.....	.....	.....	.....	.....	.....	.....	344
Grand Trunk Branch Lines.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hereford.....	1	2	.....	3	.....	1	.....	2	.....	.....	.....	3
Great Northern.....	5	14	1	20	4	4	1	2	4	4	.....	19
Kettle Valley.....	.....	4	.....	4	1	.....	.....	.....	.....	.....	.....	4
Lothbiniere and Mégantic.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Maine Central.....	1	2	.....	3	.....	2	.....	.....	.....	.....	.....	4
Manitola Great Northern.....	1	1	1	3	.....	3	.....	.....	.....	.....	.....	4
Maritime Coal, Railway and Power Co.....	3	3	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Massawippi Valley.....	3	7	3	13	9	.....	.....	.....	.....	1	1	15
Midland of Manitoba.....	.....	2	2	2	4	.....	.....	.....	.....	6	2	6
Montreal and Atlantic.....	8	3	1	12	.....	4	5	11	2	4	1	23
Morrissey, Fernie and Michel.....	.....	5	.....	5	.....	.....	6	.....	.....	.....	.....	6
Napierville Junction.....	.....	1	.....	1	.....	2	.....	.....	.....	.....	.....	2
Nelson and Fort Sheppard.....	1	1	.....	2	.....	1	.....	1	.....	.....	.....	2
New Brunswick Coal and Railway Co.....	1	2	.....	2	1	.....	.....	.....	.....	.....	.....	2
New Westminster Southern.....	.....	1	.....	1	.....	2	.....	.....	.....	1	.....	3
Northern New Brunswick and Seaboard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
North Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa and New York.....	4	13	.....	17	.....	.....	6	.....	.....	4	.....	10
Pacific Great Eastern.....	.....	10	.....	10	.....	4	.....	.....	.....	.....	.....	15
Pere Marquette.....	9	36	1	46	.....	12	3	.....	.....	2	.....	23
Quebec Central.....	14	29	.....	43	.....	12	12	4	2	13	.....	44
Quebec, Montreal and Southern.....	3	11	.....	14	.....	11	.....	5	.....	2	.....	18
Quebec Oriental.....	3	6	1	10	.....	.....	3	.....	.....	2	.....	5
Quebec Railway Light and Power Co.....	.....	7	.....	7	.....	4	1	2	.....	1	.....	19
Red Mountain.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Roberval-Saguenay.....	*3	5	.....	8	.....	2	.....	.....	.....	.....	.....	5
Rutland and Noyan.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
St. Lawrence and Adirondack.....	8	13	.....	21	.....	4	2	1	.....	.....	.....	7
Sydney and Louisbourg.....	2	16	13	31	.....	5	2	3	.....	.....	.....	10
Témiscouata.....	.....	8	.....	8	.....	4	.....	.....	.....	3	.....	8
Témiscouata and Northern Ontario.....	14	31	4	49	.....	20	18	3	3	17	.....	61
Thousand Islands.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo.....	7	15	14	36	.....	13	1	4	.....	1	.....	19
Vancouver, Victoria and Eastern.....	.....	2	.....	2	.....	.....	3	.....	.....	.....	.....	4
Victoria and Sidney, B.C.....	.....	2	.....	2	.....	1	.....	.....	.....	.....	.....	2
Victoria Terminal Railway and Ferry Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, (in Canada).....	10	43	.....	53	.....	.....	.....	5	2	.....	.....	7
Final total.....	1,457	3,610	812	5,879	26	2,172	618	396	164	1,513	195	6,512

\*Electric motors. Moteurs électriques.

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TABLE 12.—Summary of Equipment for the  
TABLEAU 12.—Relevé du matériel roulant pour

Number. N <sup>o</sup> uméro.	Name of Railway. Nom du chemin de fer.	Cars in freight Wagons, service des				
		Box. Wagons fermés.	Flat. Wagons plate- formes.	Stock. Wagons à bestiaux.	Coal. Wagons à houille.	Tank. Wagons réservoirs.
1	Algoma Central and Hudson Bay.....	51	378		259	
2	Algoma Eastern.....	20	109		357	
3	Alberta Great Waterways.....	99	44			
4	Atlantic, Quebec and Western.....	3	25		7	
5	Brandon, Saskatchewan and Hudson Bay.....	56	6	4	3	
6	British Yukon.....	77	71	31	12	
7	Canada and Gulf Terminal.....		4			
8	Canada Southern.....	1,422	191			9
	Canadian National:—					
9	Intercolonial.....	14,954	2,282	138	1,234	79
10	P. E. Island.....	347	196	28	11	1
11	International of New Brunswick.....		40			
12	St. John and Quebec.....					
13	Transcontinental.....	2,657	101	1,196	429	
14	Elgin and Havelock.....	1				
15	Moncton and Buctouche.....	5	31			
16	Salisbury and Albert.....					
17	St. Martins.....					
18	York and Carleton.....					
19	Canadian Northern.....	23,606	4,664	1,070	3,574	
20	Canadian Pacific.....	64,774	8,725	4,287	4,802	209
21	Cape Breton.....		6			
22	Central Canada.....					
23	Central Vermont.....	40	21		4	
24	Crow's Nest Southern.....	239	27	15	14	
25	Cumberland.....	2	30		175	
26	Dominion Atlantic.....	228	142	6	53	
27	Eastern British Columbia.....	8	9			
28	Edmonton, Dunvegan and British Columbia.....	98	133	10	20	
29	Essex Terminal.....		6		50	
30	Esquimalt and Nanaimo.....	14	198	1	30	
31	Fredericton and Grand Lake Coal and Rly. Co.....					
32	Grand Trunk.....	25,198	2,822	1,580	4,886	104
33	Grand Trunk Pacific.....	11,706	2,011	290		
34	Grand Trunk Pacific Branch lines.....					
35	Hereford.....	60	10			
36	Kent Northern.....					
37	Kettle Valley.....	79	92	6	64	
38	Lotbinière and Mégantic.....	1	22			
39	Maine Central.....	25	10			
40	Manitoba Great Northern.....	104	12	7	5	
41	Maritime Coal, Rly. and Power Co.....		2		2	
42	Massawippi Valley.....	440	180			
43	Midland of Manitoba.....	254	52	18	34	
44	Montreal and Atlantic.....	206	187	36	94	
45	Morrissey, Fernie and Michel.....	6	1		47	
46	Napierville Junction.....					
47	Nelson and Fort Sheppard.....	33	4	2	2	
48	New Brunswick Coal and Railway Co.....	4	26			
49	New Westminster Southern.....	96	11	6	5	
50	Northern New Brunswick and Seaboard.....					
51	North Shore.....					
52	Ottawa and New York.....					
53	Pacific Great Eastern.....	49	137	35	10	10
54	Père Marquette.....	1,003	45	26	290	
55	Quebec Central.....	260	524	60	16	1
56	Quebec, Montreal and Southern.....	1,358	35	88		
57	Quebec Oriental.....	1				
58	Quebec Railway, Light and Power Co.....	31	77	1	13	
59	Red Mountain.....	39	5	2	2	



10 GEORGE V, A. 1920

TABLE 12.—Summary of Equipment for the  
TABLEAU 12.—Relevé du matériel roulant pour

Number— Numéro.	Name of Railway. Nom du chemin de fer.	Cars in freight Wagons, service des				
		Box. Wagons fermés.	Flat. Wagons plate- formes.	Stock. Wagons à bestiaux.	Coal. Wagons à houille.	Tank. Wagons réservoirs.
60	Roberval-Saguenay.....	9	170			
61	Rutland and Noyan.....	50	5	2	2	
62	St. Lawrence and Adirondack.....	75	30			
63	Sydney and Louisburg.....	16	105		1,549	6
64	Témiscouata.....	80	48			
65	Temiskaming and Northern Ontario.....	242	376	9		
66	Thousand Islands.....					
67	Toronto, Hamilton and Buffalo.....	1,018	109	10	150	
68	Vancouver, Victoria and Eastern.....	1,198	137	73	70	
69	Victoria and Sidney, B.C.....	2	15			
70	Victoria Terminal Railway and Ferry Co.....					
71	Wabash (in Canada).....	1,176	69	152	100	
	Final total.....	153,520	24,768	9,189	18,375	419

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Year ending June 30, 1919—Concluded.

l'année expirée le 30 juin 1919—fin.

Service. marchandises.			Cars in Company's Service. Wagons, service de la compagnie.							Total cars in Service.	Total de wagons en service.	Cars leased.	Wagons loués.	Number—Numéro.
Refrigerator.	Other cars infrt. serv.	Total.	Officers and pay	Gravel.	Derrick	Caboose	Other road.	Total.	Total cars in Service.	Total de wagons en service.	Cars leased.	Wagons loués.	Number—Numéro.	
Wag. frigorif. q.	Wagons serv. d. marchand	Total.	Wagons de payeurs.	Gravier.	Grue.	Cam-buse.	Autres.	Total.	Total de wagons en service.	Total de wagons en service.	Cars leased.	Wagons loués.	Number—Numéro.	
	6	185					2	2	192	192			60	
		59					1	1	60	60			61	
		105			1		3	5	117	117			62	
		1,676		12	1		8	28	1,714	1,714			63	
	2	130	1				4	11	149	149			64	
		627	4				26	175	893	893			65	
													66	
	50	1,337	1	56	1	15	50	123	1,479	1,479			67	
175	394	2,047							2,051	2,051			68	
		17					1		20	20			69	
													70	
		1,497			1	37	3	41	1,545	1,545			71	
6,022	4,965	217,258	154	5,298	241	3,220	8,840	17,753	241,523	241,523			428	

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TABLE 13.—Summary of Cars in Freight Service for the year ending  
 TABLEAU 13.—Etat des wagons, service des marchandises, pour l'exercice

Number.— Numéro.	Name of Railway. Nom du chemin de fer.	Box Cars. Wagons fermés.		Flat Cars. Trucks.		Stock Cars. Wagons à bestiaux.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
		Nombre.	Capacité totale.	Nombre.	Capacité totale.	Nombre.	Capacité totale.
			Tons.		Tons.		Tons.
1	Algoma Central and Hudson Bay	51	2,040	378	15,120		
2	Algoma Eastern	20	785	109	7,360		
3	Alberta Great Waterways	99	2,970	44	1,320		
4	Atlantic, Quebec and Western	3	90	25	750		
5	Brandon, Sask. and Hudson Bay	56	2,110	6	230	4	100
6	British Yukon	77	1,516	71	1,400	31	620
7	Canada and Gulf Terminal			4	120		
8	Canada Southern	1,422	51,480	191	8,520		
9	Canadian National Railways—						
10	Intercolonial	14,954	492,150	2,282	77,150	138	4,140
11	P. E. Island	347	4,675	196	2,935	28	350
12	International of New Brunswick			40	1,200		
13	St. John and Quebec						
14	Transcontinental	2,657	114,590	101	3,030	1,196	35,880
15	Elgin and Havelock	1	20				
16	Moneton and Buctouche	5	150	31			
17	Salisbury and Albert						
18	St. Martin's						
19	York and Carleton						
20	Canadian Northern	23,606	763,770	4,664	157,500	1,070	32,100
21	Canadian Pacific	64,774	2,348,350	8,725	295,590	4,287	126,550
22	Cape Breton			6	180		
23	Central Canada						
24	Central Vermont	40	730	21	365		
25	Crow's Nest Southern	239	8,990	27	1,010	15	370
26	Cumberland	2	40	30	450		
27	Dominion Atlantic	228	6,520	142	4,000	6	170
28	Eastern British Columbia	8		9			
29	Edmonton, Dunvegan and British Columbia	98	2,940	133	3,990	10	300
30	Essex Terminal			6	240		
31	Esquimalt and Nanaimo	14	280	198	6,967	1	20
32	Fredericton and Grand Lake Coal and Rly. Co.						
33	Grand Trunk	25,198	833,035	2,822	90,885	1,580	46,650
34	Grand Trunk Pacific	11,706	351,180	2,011	60,050	290	8,700
35	Grand Trunk Pacific Branch Lines						
36	Hereford	60	1,800	10	200		
37	Kent Northern						
38	Kettle Valley	79	2,370	92	3,680	6	180
39	Lotbiniere and Megantic	1	30	22	660		
40	Maine Central	25	750	10	300		
41	Manitoba Great Northern	104	3,910	12	460	7	170
42	Maritime Coal, Rly. and Power Co.			2	40		
43	Massawippi Valley	440	8,750	150	3,350		
44	Midland of Manitoba	254	9,650	52	1,890	18	410
45	Montreal and Atlantic	206	6,920	187	5,690	36	1,065
46	Morrissey, Fernie and Michel	6	240	1	40		
47	Napierville Junction						
48	Nelson and Fort Sheppard	33	1,240	4	160	2	50
49	New Brunswick Coal and Rly. Co.	4	80	26	520		
50	New Westminster Southern	96	3,160	11	410	6	150
51	Ottawa and New York						
52	Pacific Great Eastern	49	1,960	137	5,480	35	1,050
53	Pere Marquette	1,003	34,110	45	1,335	26	780
54	Quebec Central	260	7,620	524	15,330	60	1,695
55	Quebec, Montreal and Southern	1,358	40,740	35	875	88	2,640
56	Quebec Oriental	1	30				
57	Quebec Rly., Light and Power Co.	31	760	77	1,540	1	30
58	Red Mountain	39	1,470	5	190	2	50
59	Roberval-Saguenay	9	180	170	5,560		
60	Rutland and Noyan	50	1,500	5	150	2	40
61	St. Lawrence and Adirondack	75		30			

## SESSIONAL PAPER No. 20b

June 30, 1919—Showing Number and Aggregate Capacity.

terminé le 30 juin 1919—nombre et capacité totale.

Coal Cars. Wagons à houille.		Tank Cars. Wagons réservoirs.		Refrigerator Cars. Wagons frigorifiques.		Other Cars. Autres wagons.		Total. Total.		Number. Nombre.
Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
259	10,110					369	18,450	1,057	45,720	1
357	17,830							486	25,975	2
				6	180			149	4,470	3
7	350			8	240	19	900	35	1,190	4
3	150			1	20			96	3,730	5
12	240							192	3,796	6
								4	120	7
		9	180					1,622	60,180	8
										9
1,234	44,960	79	2,370	255	7,650	1,625	48,750	20,567	677,170	10
11	140	1	15	3	45			586	8,160	11
								40	1,200	12
										13
429	12,870			99	3,960			4,482	170,330	14
								1	20	15
								36	150	16
										17
										18
										19
3,574	153,440			395	11,850			33,309	1,118,660	20
4,802	229,400	209	8,920	2,777	83,270	2,092	79,977	87,666	3,172,057	21
						6	180	12	360	22
										23
4	60							65	1,155	24
14	690			35	1,050	79	3,780	409	15,890	25
175	2,625							207	3,115	26
53	1,440							429	12,130	27
								17		28
										29
20	600					105	3,150	366	10,980	29
50	2,000							56	2,240	30
20	1,300							243	8,567	31
										32
4,886	224,960	104	2,265	1,919	56,685			36,509	1,254,480	33
				242	7,260			14,249	427,190	34
										35
								70	2,000	36
										37
64	2,560			4	200	1	50	246	9,040	38
								23	690	39
								35	1,050	40
5	250			15	450	34	1,630	177	6,870	41
2	80					4	60	8	180	42
								620	12,100	43
34	1,660			40	1,250	48	2,285	446	17,145	44
94	3,760			1	30			524	17,465	45
47	1,410					2	60	56	1,750	46
										47
2	100			5	150	11	530	57	2,230	48
								30	600	49
5	250			14	420	31	1,490	163	6,330	50
										51
10	500	10	480	3	120	13	650	257	10,240	52
290	11,165			1	30			1,365	47,420	53
16	480	1	20	8	230	38	1,520	907	26,895	54
				10	300			1,491	44,555	55
								1	30	56
13	270					23	690	145	3,290	57
2	100			6	180	13	630	67	2,620	58
						6	120	185	5,860	59
2	80							59	1,770	60
								105		61

TABLE 13.—Summary of Cars in Freight Service for the year ending

TABLEAU 13.—Etat des wagons, service des marchandises pour

Number-Numéro.	Name of Railway. Nom du chemin de fer.	Box Cars.		Flat Cars.		Stock Cars.	
		Wagons fermés.		Trucks.		Wagons à bestiaux.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
		Nombre.	Capacité totale.	Nombre.	Capacité totale.	Nombre.	Capacité totale.
			Tons.		Tons.		Tons.
62	Sydney and Louisburg.....	16	320	105	3,090		
63	Temiscouata.....	80	2,070	48	1,030		
64	Temiskaming and Northern Ontario.....	242	9,260	376	13,085	9	270
65	Thousand Islands.....						
66	Toronto, Hamilton and Buffalo.....	1,018	40,490	109	4,360	10	300
67	Vancouver, Victoria and Eastern.....	1,198	45,050	137	5,140	73	1,780
68	Victoria and Sidney, B.C.....	2	40	15	300		
69	Victoria Terminal Rly. and Ferry Co.....						
70	Wabash (in Canada).....	1,176	41,760	69	2,620	152	5,980
	Total.....	153,520	5,255,121	24,768	817,847	9,189	272,590

## SESSIONAL PAPER No. 20b

June 30, 1919—Showing Number and Aggregate Capacity—Concluded.

l'exercice terminé le 30 juin 1919—nombre et capacité totale—fin.

Coal Cars. Wagons à houille.		Tank Cars. Wagons réservoirs.		Refrigerator Cars. Wagons frigorifiques		Other Cars. Autres wagons.		Total. Total.		Number. Nombre.
Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	Number. Nombre.	Aggregate Capacity. Capacité totale.	
1,549	31,490	6	90					1,676	34,990	
						2	60	130	3,260	63
								627	22,615	64
										65
150	7,500					50	2,000	1,337	54,650	66
70	3,380			175	5,320	394	18,835	2,047	79,415	67
								17	340	68
										69
100	4,600							1,497	54,960	70
18,375	772,800	419	14,340	6,022	180,800	4,965	185,797	217,258	7,499,295	

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TABLE 14.—Summary of Consumption of Fuel by Locomotives  
 TABLEAU 14.—État de la consommation de combustible par les locomotives

No. N°.	Name of Railway. Nom du chemin de fer.	Consumption of fuel Combustible consommé par les			
		Coal—Tons. Houille—tonnes.			
		Anthracite.	Bituminous. — Bitumineuse	Unclassified. — Non classifiée.	Total.
1	Algoma Central and Hudson Bay.....		23,554		23,554
2	Algoma Eastern.....		134		134
3	Alberta and Great Waterways.....		2,135		2,135
4	Atlantic, Quebec and Western.....		2,720		2,720
5	Brandon, Saskatchewan and Hudson Bay.....		1,556		1,556
	Canadian National—				
6	Intercolonial.....		480,769		480,769
7	Prince Edward Island.....		1,532		1,532
8	International of New Brunswick.....		5,356		5,356
9	Elgin and Havelock.....	5			5
10	Moncton and Buctouche.....		19		19
11	Salisbury and Albert.....	851			851
12	St. Martins.....		1		1
13	St. John and Quebec.....		753		753
14	York and Carleton.....		10		10
15	Transcontinental.....		208,362		208,362
16	Canadian Northern.....		718,468		718,468
17	Canada Southern.....		205,099		205,099
18	Canadian Pacific.....		1,777,112		1,777,112
19	Central Canada.....		25		25
20	Central Vermont.....		3,284		3,284
21	Crow's Nest Southern.....		4,283		4,283
22	Cumberland.....		1,096		1,096
23	Dominion Atlantic.....		11,261		11,261
24	Edmonton, Dunvegan and British Columbia.....		15,124		15,124
25	Essex Terminal.....		1,900		1,900
26	Esquimalt and Nanaimo.....				
27	Grand Trunk.....		1,015,489		1,015,489
28	Grand Trunk Pacific.....		127,528		127,528
29	Grand Trunk Pacific Branch Lines.....		47,405		47,405
30	Hereford.....		2,097		2,097
31	Kettle Valley.....		12,339		12,339
32	Maine Central.....		333		333
33	Manitoba, Great Northern.....		420		420
34	Midland of Manitoba.....		2,071		2,071
35	Montreal and Atlantic.....		20,217		20,217
36	Nelson and Fort Sheppard.....		1,148		1,148
37	Ottawa and New York.....		7,364		7,364
38	Père Marquette.....		96,428		96,428
39	Quebec Central.....		12,647		12,647
40	Quebec, Montreal and Southern.....		5,099		5,099
41	Quebec Oriental.....		5,533		5,533
42	Quebec Railway, Light and Power.....		1,001		1,001
43	Rutland and Noyan.....		177		177
44	St. Lawrence and Adirondack.....		16,836		16,836
45	Sydney and Louisburg.....		11,877		11,877
46	Temiskaming and Northern Ontario.....		36,230		36,230
47	Toronto, Hamilton and Buffalo.....		16,145		16,145
48	Vancouver, Victoria and Eastern.....		3,870		3,870
49	Wabash (In Canada).....		104,303		104,303
	Total.....	856	5,011,110		5,011,966

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1919.

pendant l'exercice terminé le 30 juin 1919.

by Freight Locomotives. locomotives des trains de marchandises.				Total fuel consumed. Total de la consommation.	Miles run. Milles parcourus.	No. N°.
Wood, Charcoal, Oil. Bois, charbon de bois, pétrole.						
Wood—Cords. Bois—cordes.	Charcoal—Bush Charbon de bois—boiss.	Oil—Gallons. Pétrole—gallons	Total—Tons. Total—tonnes.			
.....				23,554	340,987	1
.....				134	84,749	2
.....				2,135	28,758	3
.....				2,720	39,836	4
18		85	9	1,565	21,772	5
2,791	960		1,404	482,173	5,202,196	6
1				1,532	30,555	7
26			13	5,369	71,812	8
.....				5	82	9
4			2	19	248	10
.....				853	11,647	11
.....				1	16	12
3			2	755	10,897	13
.....				10	175	14
1,168	272		586	208,948	2,410,567	15
7,507			4,389	722,857	9,964,610	16
.....		57,062	336	205,435	2,134,593	17
260	45,233	21,564,648	128,943	1,906,055	21,590,741	18
.....				25	692	19
16			8	3,292	63,208	20
34			18	4,301	42,713	21
.....		143		1,096	26,486	22
.....				11,261	170,367	23
.....				15,124	155,134	24
.....				1,900	35,000	25
.....		1,733,088	10,316	10,316	129,258	26
8,125			4,063	1,019,552	11,511,598	27
2,346		2,558,500	19,448	146,976	1,887,713	28
780			390	47,795	370,089	29
.....				2,097	23,288	30
.....				12,339	127,863	31
.....				333	4,115	32
4			2	422	4,695	33
10			5	2,076	40,835	34
3	564		7	20,224	269,162	35
50			25	1,173	18,381	36
.....				7,364	69,105	37
.....				96,428	922,878	38
.....				12,647	230,217	39
.....				5,099	91,465	40
.....				5,533	110,659	41
.....				1,001	28,548	42
.....				177	1,893	43
.....				16,836	134,506	44
.....				11,877	409,321	45
.....				36,230	564,471	46
122			61	16,206	190,282	47
56		594,548	3,567	7,437	68,506	48
.....				104,303	968,876	49
23,324	47,029	26,508,074	173,594	5,185,560	60,615,565	

TABLE 14.—Summary of Consumption of Fuel by  
TABLEAU 14.—Etat de la consommation de combustible par

No. N <sup>o</sup>	Name of Railway. Nom du chemin de fer.	Consumption of Fuel by Passenger Locomotives.			
		Coal—Tons.—Houille—tonnes.			
		Anthracite.	Bituminous.	Unclassified	Total.
		Bitumineuse	Non-classi- fiée.		
1	Algoma Central and Hudson Bay.....		2,384		2,384
2	Atlantic, Quebec and Western.....		1,969		1,960
3	Brandon, Saskatchewan and Hudson Bay.....		1,420		1,420
	Canadian National Railways—				
4	Intercolonial.....		198,507		198,507
5	P. E. Island.....		4,327		4,327
6	International of New Brunswick.....		1,698		1,698
7	Elgin and Havelock.....				
8	Moncton and Buctouche.....				
9	Salisbury and Albert.....				
10	St. Martin's.....				
11	St. John and Quebec.....				
12	York and Carleton.....				
13	Transcontinental.....		43,311		43,311
14	Canadian Northern.....		281,050		281,050
15	Canada Southern.....		110,487		110,487
16	Canadian Pacific.....		797,182		797,182
17	Central Vermont.....		4,865		4,865
18	Crow's Nest Southern.....		1,221		1,221
19	Dominion Atlantic.....		9,918		9,918
20	Edmonton, Dunvegan and B.C.....		3,740		3,740
21	Esquimalt and Nanaimo.....				
22	Grand Trunk.....		354,631		354,631
23	Grand Trunk Pacific.....		51,972		51,972
24	Grand Trunk Pacific Branch Lines.....		13,435		13,435
25	Hereford.....		1,657		1,657
26	Kettle Valley.....		9,524		9,524
27	Maine Central.....		171		171
28	Manitoba Great Northern.....		356		356
29	Midland of Manitoba.....		4,729		4,729
30	Montreal and Atlantic.....		5,414		5,414
31	Red Mountain.....				
32	North Shore.....				
33	Nelson and Fort Sheppard.....		1,064		1,064
34	Ottawa and New York.....		3,760		3,760
35	Pere Marquette.....		9,155		9,155
36	Quebec Central.....		14,310		14,310
37	Quebec, Montreal and Southern.....		3,771		3,771
38	Quebec Oriental.....		1,179		1,179
39	Quebec Rly., Light and Power Co.....		83		83
40	Roberval-Saguenay.....		3,680		3,680
41	St. Lawrence and Adirondack.....		9,045		9,045
42	Sydney and Louisburg.....		1,073		1,073
43	Temiskaming and Northern Ontario.....		17,650		17,650
44	Toronto, Hamilton and Buffalo.....		10,403		10,403
45	Vancouver, Victoria and Eastern.....		1,351		1,351
46	Victoria and Sidney.....		1,202		1,202
47	Wabash.....		13,040		13,040
	Total.....		1,994,725		1,994,725

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Locomotives, for the Year ending June 30, 1919—Continued.

les locomotives pendant l'exercice terminé le 30 juin 1919.—suite.

Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.				Total Fuel Consumed.	Miles run.	No.
Wood.—Cords.	Charcoal—Bush	Oil—Gallons.	Total.	Total de la consommation.	Milles parcourus.	N <sup>o</sup> .
Bois—cordes.	Charbon de bois—boiss.	Pétrole—gallons	Tons—tonnes.			
				2,384	60,821	1
				1,960	40,477	2
36		155	19	1,439	43,176	3
1,155	398		580	199,087	3,449,790	4
1			1	4,328	129,465	5
12			6	1,704	34,158	6
						7
						8
						9
						10
						11
						12
243	56		123	43,434	931,667	13
2,852			1,868	282,918	5,609,428	14
		54,317	319	110,806	2,033,701	15
222	38,710	11,605,272	69,577	866,759	18,477,087	16
27			14	4,879	115,448	17
27		111	14	1,235	33,226	18
				9,918	295,586	19
				3,740	79,096	20
		842,856	5,017	5,017	151,180	21
2,838			1,419	356,050	7,204,397	22
956		1,336,020	10,021	61,993	994,096	23
220			110	13,545	292,045	24
				1,657	33,111	25
				9,524	137,759	26
				171	3,706	27
8			4	360	10,016	28
26			13	4,742	98,093	29
2	289		4	5,418	137,692	30
						31
						32
		208	1	1,065	36,886	33
				3,760	78,645	34
				9,155	201,990	35
				14,310	245,286	36
				3,771	67,625	37
				1,179	28,755	38
				83	2,359	39
		675	4	3,684	70,026	40
				9,045	141,662	41
				1,073	36,968	42
				17,650	400,996	43
22			11	10,414	202,036	44
92		697,860	4,200	5,551	114,203	45
74			37	1,239	30,873	46
				13,040	279,778	47
8,813	39,453	14,537,474	93,362	2,088,087	42,333,309	

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TABLE 14.—Summary of Consumption of Fuel by  
TABLEAU 14.—Etat de la consommation de combustible par

No. N <sup>o</sup>	Name of Railway. Nom du chemin de fer.	Consumption of Fuel by Mixed Locomotives.—			
		Coal—Tons.—Houille—tonnes.			
		Anthracite.	Bituminous. Bitumineuse	Unclassified Non-classifiée.	Total.
1	Algoma Central and Hudson Bay.....		764		764
2	Algoma Eastern.....		31		31
3	Alberta and Great Waterways.....		1,766		1,766
4	Atlantic, Quebec and Western.....		1,655		1,655
5	British Yukon.....		702		702
6	Canada and Gulf Terminal.....		1,733		1,733
	Canadian National Railways—				
7	Intercolonial.....		34,143		34,143
8	P. E. Island.....		10,272		10,272
9	International of New Brunswick.....		4,765		4,765
10	Elgin and Havelock.....	875			875
11	Moncton and Buctouche.....		1,894		1,894
12	Salisbury and Albert.....	2,174			2,174
13	St. Martin's.....		752		752
14	St. John and Quebec.....		4,668		4,668
15	York and Carleton.....		706		706
16	Transcontinental.....		26,585		26,585
17	Canadian Northern.....		118,053		118,053
18	Canada Southern.....		8,379		8,379
19	Canadian Pacific.....		111,824		111,824
20	Cape Breton.....		998		998
21	Central Canada.....		917		917
22	Central Vermont.....		1,482		1,482
23	Cumberland.....		1,332		1,332
24	Dominion Atlantic.....		6,146		6,146
25	Eastern British Columbia.....		647		647
26	Edmonton, Dunvegan and B.C.....		702		702
27	Esquimalt and Nanaimo.....				
28	Grand Trunk.....		39,797		39,797
29	Grand Trunk Pacific.....		8,255		8,255
30	Grand Trunk Pacific Branch Lines.....		15,594		15,594
31	Essex Terminal.....				
32	Quebec Rly., Light and Power Co.....				
33	Hereford.....		2,703		2,703
34	Kettle Valley.....		2,050		2,050
35	Lotbiniere and Megantic.....		1,137		1,137
36	Maine Central.....		397		397
37	Manitoba Great Northern.....		1,046		1,046
38	Maritime Coal, Ry. and Power.....		4,000		4,000
39	Massawippi Valley.....		8,953		8,953
40	Montreal and Atlantic.....		6,145		6,145
41	Morrissey, Fernie and Michel.....		2,652		2,652
42	New Westminster Southern.....				
43	Quebec Central.....		13,205		13,205
44	Quebec, Montreal and Southern.....		3,592		3,592
45	Quebec Oriental.....		1,595		1,595
46	Red Mountain.....		590		590
47	Sydney and Louisburg.....		959		959
48	Temiscouata.....		9,598		9,598
49	Temiskaming and Northern Ontario.....		3,808		3,808
50	Toronto, Hamilton and Buffalo.....		18,998		18,998
51	Vancouver, Victoria and Eastern.....		2,498		2,498
52	Victoria Terminal.....		80		80
53	Wabash (in Canada).....				
	Total.....	3,049	488,598		491,647

SESSIONAL PAPER No. 20b

Locomotives, for the Year ending June 30, 1919—Continued.

les locomotives pendant l'exercice terminé le 30 juin 1919—suite.

Combustible consommé par les locomotives des trains mixtes.				Total Fuel Consumed.	Miles run.	No.
Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.						
Wood.—Cords. Bois—cordes.	Charcoal—Bush Charbon de bois—boiss.	Oil—Gallons. Pétrole—gallons	Total. Tons—tonnes.			
				764	12,989	1
				31	55,761	2
				1,766	22,307	3
				1,685	25,549	4
20			10	712	48,098	5
				1,733	22,464	6
197	68		99	34,242	487,758	7
4			2	10,274	245,858	8
	28		14	4,779	76,668	9
15			9	884	17,731	10
19			10	1,904	25,688	11
11			6	2,180	35,692	12
18			9	761	22,738	13
19			19	4,677	81,112	14
14			7	713	15,263	15
149	35		74	26,659	379,792	16
1,088			658	118,711	2,017,822	17
165		3,900	105	8,484	144,365	18
24	4,208	518,616	3,141	114,965	2,008,554	19
				998	19,406	20
				917	9,992	21
3			2	1,484	31,991	22
				1,332	32,166	23
				6,146	96,700	24
				647	7,512	25
				702	7,911	26
		36,456	217	217	4,180	27
318			159	39,956	719,410	28
152			76	8,331	121,586	29
256			128	15,722	351,708	30
						31
						32
				2,703	46,114	33
				2,050	25,173	34
				1,137	19,000	35
				397	6,205	36
18		142	10	1,056	24,178	37
				4,000	24,645	38
				8,953	148,769	39
2	326		4	6,149	155,829	40
				2,652	26,303	41
3		20,858	126	126	2,610	42
				13,205	248,831	43
				3,592	64,444	44
				1,595	31,895	45
8			4	594	6,356	46
				959	33,040	47
				9,598	152,004	48
				3,808	56,708	49
73			37	19,035	303,525	50
71		481,740	2,904	5,402	87,607	51
				80	1,840	52
						53
2,647	4,665	1,061,712	7,820	499,467	8,617,717	

TABLE 14.—Summary of Consumption of Fuel by Locomotives,  
TABLEAU 14.—Etat de la consommation de combustible par les

No. N <sup>o</sup> .	Name of Railway. Nom du chemin de fer.	Consumption of fuel used by switching locomotives Combustible consommé par les locomotives de			
		Coal—Tons.—Houille—tonnes.			
		Anthracite.	Bituminous — Bitumineuse	Unclassified — Non classi- fiée.	Total.
1	Algoma Central and Hudson Bay.....		7,677		7,677
2	Atlantic Quebec and Western.....		415		415
3	Brandon, Saskatchewan and Hudson Bay.....		138		138
4	Canada and Gulf Terminal.....		31		31
	Canadian National—				
5	Intercolonial.....		120,628		120,628
6	P. E. Island.....		2,538		2,538
7	International of New Brunswick.....				
8	Elgin and Havelock.....				
9	Moncton and Buctouche.....				
10	Salisbury and Albert.....				
11	St. Martins.....				
12	St. John and Quebec.....				
13	York and Carleton.....				
14	Transcontinental.....		30,890		30,890
15	Canadian Northern.....		181,570		181,570
16	Canada Southern.....		64,626		64,626
17	Canadian Pacific.....		452,030		452,030
18	Central Vermont.....		853		853
19	Crow's Nest Southern.....		753		753
20	Cumberland.....		1,179		1,179
21	Dominion Atlantic.....		3,036		3,036
22	Eastern British Columbia.....		1,436		1,436
23	Edmonton, Dunvegan and British Columbia.....		1,367		1,367
24	Essex Terminal.....		1,000		1,000
25	Esquimalt and Nanaimo.....				
26	Grand Trunk.....		380,393		380,393
27	Grand Trunk Pacific.....		7,362		7,362
28	Grand Trunk Pacific Branch Lines.....		6,311		6,311
29	Hereford.....		654		654
30	Kettle Valley.....		1,089		1,089
31	Cape Breton.....				
32	Lotbiniere and Megantic.....				
33	Maine Central.....				
34	Massawippi Valley.....				
35	Manitoba Great Northern.....		229		229
36	Midland of Manitoba.....		1,233		1,233
37	Montreal and Atlantic.....		4,176		4,176
38	Nelson and Fort Sheppard.....		59		59
39	Ottawa and New York.....		1,160		1,160
40	Pere Marquette.....		11,958		11,958
41	Quebec Central.....		8,892		8,892
42	Quebec, Montreal and Southern.....		3,489		3,489
43	Quebec Oriental.....		686		686
44	Quebec Ry. Light and Power.....		472		472
45	Red Mountain.....		141		141
46	Roberval—Saguenay.....		725		725
47	Sydney and Louisburg.....		11,324		11,324
48	Temiskaming and Northern Ontario.....		9,599		9,599
49	Vancouver, Victoria and Eastern.....		701		701
	Total.....		1,320,820		1,320,820

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

locomotives pendant l'exercice terminé le 30 juin 1919—suite.

of all classes.				Total fuel consumed.	Miles run.	No.
manœuvre, de toutes classes.						
Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.						
Wood—Cords.	Charcoal—Bush	Oil—Gallons.	Total—Tons.			
Bois—cordes.	Charbon de bois—boiss.	Pétrole—gallons	Total—tonnes.			
				7,677	144,778	1
				415	9,795	2
2			1	139	2,682	3
				31	288	4
699	240		352	120,980	2,288,017	5
1				2,538	99,081	6
						7
						8
						9
						10
						11
						12
						13
173	40		86	30,976	444,064	14
2,024			820	182,390	2,516,945	15
41		26,292	176	64,802	984,328	16
101	17,583	849,576	5,283	457,313	8,392,563	17
7			4	857	29,462	18
10			44	759	13,020	19
				1,179	28,482	20
				3,036	142,597	21
				1,436	16,671	22
				1,367	43,634	23
				1,000	15,000	24
		189,840	1,130	1,130	43,242	25
3,044			1,522	381,915	6,629,849	26
64		1,212,400	8,692	16,054	501,963	27
90			45	6,356	155,819	28
				654	15,498	29
				1,089	19,721	30
						31
						32
						33
						34
			2	231	4,565	35
4			24	1,257	37,049	36
48			3	4,179	112,143	37
1	235			59	1,872	38
				1,169	19,246	39
				11,958	274,479	40
				8,892	168,500	41
				3,489	62,586	42
				686	17,153	43
				472	13,457	44
				141	2,376	45
			20	745	17,228	46
40				11,324	390,296	47
				9,599	214,822	48
108		1,101,612	6,612	7,313	132,776	49
6,457	18,098	3,379,764	24,778	1,345,598	24,006,047	

TABLE 14.—Summary of Consumption of Fuel by Locomotives;  
TABLEAU 14.—État de la consommation de houille par les

No. N°	Name of Railway. Nom du chemin de fer.	Consumption of Fuel by Special Combustible consommé par les locomotives			
		Coal—Tons.—Houille—tonnes.			
		Anthracite.	Bituminous. — Bitumeuse.	Unclassified — Non-classifiée.	Total.
1	Algoma Central and Hudson Bay.....		4,548		4,548
2	Alberta and Great Waterways.....		46		46
3	Atlantic, Quebec and Western.....		144		144
4	Brandon, Saskatchewan and Hudson Bay.....		147		147
5	British Yukon.....		230		230
6	Canada and Gulf Terminal.....		29		29
	Canadian National Railways—				
7	Intercolonial.....		36,728		36,728
8	P. E. Island.....		1,370		1,370
9	International of New Brunswick.....		1,789		1,789
10	Elgin and Havelock.....	71			71
11	Moncton and Buctouche.....		169		169
12	Salisbury and Albert.....	454			454
13	St. Martin's.....				
14	St. John and Quebec.....		131		131
15	York and Carleton.....		142		142
16	Transcontinental.....		22,768		22,768
17	Canadian Northern.....		77,730		77,730
18	Canadian Southern.....		3,499		3,499
19	Canadian Pacific.....		79,207		79,207
20	Central Canada.....		38		38
21	Crow's Nest Southern.....		171		171
22	Dominion Atlantic.....		864		864
23	Eastern British Columbia.....		63		63
24	Edmonton, Dunvegan and B.C.....		333		333
25	Esquimalt and Nanaimo.....				
26	Grand Trunk.....		38,281		38,281
27	Grand Trunk Pacific.....		27,212		27,212
29	Grand Trunk Pacific Branch Lines.....		9,624		9,624
29	Hereford.....		114		114
30	Kettle Valley.....		4,348		4,348
31	Fredericton and Grand Lake Coal and Rly. Co.....				
32	Victoria Terminal Rly. and Ferry Co.....				
33	Lotbiniere and Megantic.....		25		25
34	Midland of Manitoba.....		10		10
35	Montreal and Atlantic.....		324		324
36	Nelson and Fort Sheppard.....		193		193
37	Ottawa and New York.....		96		96
38	Pere Marquette.....		465		465
39	Quebec Central.....		2,609		2,609
40	Quebec, Montreal and Southern.....		837		837
41	Quebec Oriental.....		618		618
42	Quebec Rly., Light and Power.....		26		26
43	Red Mountain.....		8		8
44	Sydney and Louisburg.....		273		273
45	Temiskaming and Northern Ontario.....		2,970		2,970
46	Toronto, Hamilton and Buffalo.....		1,860		1,860
47	Vancouver, Victoria and Eastern.....		1,006		1,006
48	Wabash.....		295		295
	Total.....	525	321,340		321,865

## SESSIONAL PAPER No. 20b

for the Year ending June 30, 1919—Concluded.

ocomotives, pendant l'exercice terminé le 30 juin 1919—Fin.

and Non-revenue Locomotives. spéciales et non-productrices, de toutes classes.				Total fuel consumed. Total de la consommation.	Miles run. Milles parcourus.	No. N°
Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.						
Wood—Cords. Bois—cordes.	Charcoal—Bush. Charbon de bois—boiss.	Oil—Gallons. Pétrole—gallons	Total. Tons—tonnes.			
				4,548	86,708	1
				46	599	2
				144	2,178	3
2			1	148	1,839	4
8			4	234	1,657	5
				29	288	6
212	73		106	36,834	533,014	7
1				1,370	41,311	8
12			6	1,795	35,626	9
1			6	71	1,272	10
1				169	2,654	11
3			1	455	7,254	12
						13
1				131	2,657	14
4			2	144	3,721	15
128			64	22,832	327,088	16
539	30		270	78,000	1,248,492	17
		2,889	17	3,516	109,182	18
19	3,382	1,059,408	6,350	85,557	1,614,482	19
				38	626	20
2			8	172	2,351	21
				864	17,635	22
				63	730	23
				333	15,267	24
		134,736	802	802	18,613	25
306			153	38,434	761,381	26
480		221,060	1,819	29,031	440,788	27
156			78	9,702	127,214	28
				114	1,674	29
				4,348	71,347	30
						31
						32
				25	600	33
				10	134	34
				324	8,018	35
				193	3,078	36
				96	1,060	37
				465	8,179	38
				2,609	62,931	39
				837	15,026	40
				618	12,067	41
				26	738	42
				8	126	43
				273	9,425	44
				2,970	41,095	45
20			10	1,870	26,834	46
22		125,644	757	1,763	27,830	47
				295	10,936	48
1,917	3,485	1,543,745	10,441	332,306	5,705,725	

TABLE 15.—Summary of Accidents to Persons for the Year  
A. Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour  
A—Accidents résultant de la marche des

Number.— Numéro.	Name of Railway. — Nom du chemin de fer.	PASSENGERS—VOYAGEURS.															
		Kind of Accident.—															
		Collisions.			Derailments.			Parting of trains.			Locomotives or cars breaking down.			Falling from trains, locomotives or cars.			
		Collisions.			Déraillements.			Rupture des trains.			Locomotive ou wagons démolis.			Tombés des trains, locomotives ou wagons.			
		Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.
1	Canada Southern.....																
2	Canadian Pacific.....		2		6										3		15
3	Central Canada.....																
4	Central Vermont.....																
5	Can. National. Rys.—																
6	Intercolonial.....																
7	Canadian Northern.....							11							3		
8	Edmonton, Dunvegan and B.C.....							4									
9	Grand Trunk.....				19			106			1				3		3
10	Grand Trunk Pacific.....																
11	Grand Trunk Pacific Branch lines.....																2
12	Massawippi Valley.....																
13	Quebec Central.....																1
14	St. Lawrence and Adirondack.....							2									
15	Vancouver, Victoria and Eastern.....																1
16	Wabash.....							7									
17	Canadian National.—																
18	Transcontinental.....																1
	Total.....		2		25			130			1			8		3	23

Postal Clerks, Express and Pullman Employees.—Courriers postaux, employés des messageries et des wagons-lits.

	Killed.	Injured.
	Tués.	Blessés.
Canadian Pacific.....		8
Canadian National.—		
Intercolonial.....	2	14
Transcontinental.....		6
Canadian Northern.....		23
Grand Trunk.....		28
Montreal and Atlantic.....		1
	2	80

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.

trains, des locomotives ou wagons.

PASSENGERS—VOYAGEURS.												Total. Accidents to passengers. — Total. des accidents aux voyageurs.	Number. — Numéro.
Nature de l'accident.											Other causes. — Autres causes.		
Jumping on or off trains, loco- motives or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives or cars. — Frappés par les trains, les locomotives ou les wagons.						All other points along track. — A d'autres points de la voie.					
Killed. — Tués.	Injured. — Blessés.	At highway crossings. — Aux passages à niveau.		At Stations. — Aux gares.		All other points along track. — A d'autres points de la voie.		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
		4	14	1	1	1	1						
1								2	1	3	4		
									2	2	4		
1	2	1							4	1	5		
2	4						1		6	2	6		
									2		8		
1	11			1	1				12	2	166		
	3										9		
											3		
	1										10		
	2								2		11		
	1			1						1	12		
											5		
											13		
											3		
											14		
											1		
											15		
											7		
											16		
2	1								1	2	17		
											3		
11	43	2	2	2	1	3	15	59	34	296			

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TABLE 15.—Summary of Accidents to Persons for the Year

A.—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—TRAINMEN.—PERSONNEL DE LA TRACTION.

No.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—														
		Coupling or uncoupling. — Attelant ou dételant des wagons.			Collisions. — Collisions.			Derailments — Déraillements.			Parting of Trains. — Rupture des trains.			Locomotives or cars breaking down. — Locomotives ou wagons démolis.		
		Killed.	Injured.	Blossés.	Killed.	Injured.	Blossés.	Killed.	Injured.	Blossés.	Killed.	Injured.	Blossés.	Killed.	Injured.	Blossés.
		Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.	Tués.
1	Algoma Central and Hudson Bay.....			2						1						
2	Canada Southern.....	1	4		2	1	1	2			2					
3	Canadian Pacific.....	4	49		7	26	1	15			7		2	9		
4	Central Vermont.....															
5	Crow's Nest Southern.....												2			
	Canadian National Railways—															
6	Intercolonial.....			10		7	1	4			1					
7	International of N.B.....			1												
8	St. Martin's.....															
9	Transcontinental.....		7			6	1	1			3					
10	Canadian Northern.....	2	16		3	14	8	26					1	8		
11	Dominion Atlantic.....		1					2			1					
12	Edmonton, Dunvegan and B.C.....		1					1								
13	Esquimalt and Nanaimo.....		1													
14	Grand Trunk.....	1	43			34	3	35			6			13		
15	Grand Trunk Pacific.....		2			1		1						1		
16	Grand Trunk Pacific Branch Lines.....															
17	Kettle Valley.....		1					2								
18	Massawippi Valley.....		1					1								
19	Montreal and Atlantic.....															
20	Morrissey, Fernie and Michel.....															
21	Napierville Junction.....															
22	Nelson and Fort Sheppard.....															
23	Ottawa and New York.....															
24	Pere Marquette.....													1		
25	Quebec Central.....		4													
26	Quebec, Montreal and Southern.....		2					1								
27	Roberval-Saguenay.....															
28	St. Lawrence and Adirondack.....		1			1										
29	Sydney and Louisburg.....		4													
30	Temiscouata.....		1													
31	Temiskaming and Northern Ontario.....		4					1								
32	Toronto, Hamilton and Buffalo.....		1			1		1			1					
33	Vancouver, Victoria and Eastern.....		1													
34	Wabash.....		1		3	1										
	Total.....	8	153	15	92	15	96	31	3	32						

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

trains, des locomotives ou wagons.

EMPLOYEES—TRAINMEN.—PERSONNEL DE LA TRACTION.

Nature de l'accident.												No.
Falling from trains, locomotives, or cars.		Jumping on or off trains, locomotives, or cars.		Struck by trains, locomotives, or cars.		Overhead obstructions.		Other causes.		Total.		
Tombés des trains, locomotives ou wagons.		Sautant à bord ou en bas des trains locomotives ou wagons.		Frappés par les trains, locomotives ou wagons.		Obstructions au-dessus de la voie.		Autres causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	
			3						1			7
	14		10		3				17		4	63
8	77	1	58	4	15	1	10	3	173	31		439
									2			2
									1			3
												5
2	10		7	1	1			2	1	32	5	74
			1							2		3
												7
												8
	8		6	1	4			4	2	6	4	45
	26		13	1	9	1	4	4	1	30	17	146
	1		1							3		9
			1							3		6
												12
6	31		62	1	12			3	1	131	12	370
	12		2		3					13		35
			1		2					7		10
			1							1		5
										1		17
	1		1							1		3
										1		18
										1		19
										1		20
	1									1		21
										3		3
										1		22
	5		1							1		1
	6									20		27
	1									4		14
	1						1			4		9
										1		2
			2									2
			2							1		4
												28
										1		7
												29
												30
	1		2		1					1		10
												31
	1		1		1					3		10
	3		2		1					9		16
	7		4	1	2					22	4	37
16	206	1	181	9	54	2	24	8	495	77	1,369	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—SWITCH TENDERS, CROSSING TENDERS AND WATCHMEN.

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—													
		Coupling or uncoupling. — Attelant ou dételant les wagons.		Collisions. — Collisions.			Derail- ments. — Déraillem- ents.			Parting of trains. — Rupture de trains.			Locomotives or cars breaking down. — Locomotives ou wagons démolis.		
		Killed.	Injured.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.
		Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.
1	Canada Southern.....														
2	Canadian Pacific.....			1											
3	Canadian National Railways— Transcontinental.....														
4	Canadian Northern.....							1							
5	Grand Trunk.....			1											
6	Grand Trunk Pacific.....														
7	Grand Trunk Pacific Branch Lines.....														
8	Kettle Valley.....														
9	Père Marquette.....														
10	Toronto, Hamilton and Buffalo.....														
11	Wabash.....														
	Total.....			2				1							

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

trains, locomotives ou wagons.

## AIGILLEURS, GARDES-BARRIÈRES ET SURVEILLANTS.

Nature de l'accident.												Total.	Number.									
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.				Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains locomotives ou wagons.				Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.						Overhead obstructions. — Obstructions au-dessus de la voie.			Other causes. — Autres causes.					
Killed. — Tués.	Injured. — Blessés.			Killed. — Tués.	Injured. — Blessés.			Killed. — Tués.	Injured. — Blessés.			Killed. — Tués.	Injured. — Blessés.			Killed. — Tués.	Injured. — Blessés.					
1	4				7											1	6			2	18	2
								1												1		3
																				2		4
																				1		8
																				1		6
																				1		7
1																				1		8
																						9
																				1		10
																				1		11
2	7				11			2	2			1	1			1	14			7		37

10 GEORGE V, A. 1920

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the Movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—STATION MEN.

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—														
		Coupling or uncoupling. — Attelant ou dételant les wagons.			Collisions. — Collisions.			Derail- ments. — Déraillem- ments.			Parting of trains. — Rupture de trains.			Locomotives or cars breaking down. — Locomotives ou wagons démolis.		
		Killed. — Tués.	Injured. — Blessés.	Blessés.	Killed. — Tués.	Injured. — Blessés.	Blessés.	Killed. — Tués.	Injured. — Blessés.	Blessés.	Killed. — Tués.	Injured. — Blessés.	Blessés.	Killed. — Tués.	Injured. — Blessés.	Blessés.
1	Canadian Pacific.....															
2	Canadian National Railways—															
3	Intercolonial.....			4												
4	Transcontinental.....															
5	Canadian Northern.....									1						
6	Grand Trunk.....								1							
7	Grand Trunk Pacific.....			1												
8	Temiskaming and Northern Ont- ario.....															
9	Wabash.....															
	Total.....			5					1	1						

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident—Continued.  
of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.  
trains, locomotives ou wagons.

EMPLOYÉS DES GARES.

Nature de l'accident.												Total.	Number— Numéro.					
Falling from trains, locomotives, or cars.			Jumping on or off trains, locomotives, or cars.			Struck by trains, locomotives, or cars.			Overhead obstructions.					Other causes.				
Tombés des trains, locomotives ou wagons.			Sautant à bord ou en bas des trains, locomotives ou wagons.			Frappés par les trains, locomotives ou wagons.			Obstructions au- dessus de la voie.					Autres causes.				
Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		
.....	1		1	3		1	.....		1	.....		2	.....		2	.....		7
1	2		1	2		.....	2	.....	.....	.....		4	.....		1	.....		13
.....	.....		2	.....		.....	.....		.....	.....		1	.....		.....	.....		3
.....	.....		.....	.....		1	1	.....	.....	.....		1	.....		2	.....		4
.....	.....		.....	.....		.....	.....		.....	.....		.....	.....		.....	.....		5
.....	.....		.....	.....		1	1	.....	.....	.....		.....	.....		.....	1	.....	1
.....	.....		.....	.....		.....	1	.....	.....	.....		.....	.....		.....	.....		1
1	3		1	8		3	5	.....	1	.....		9	.....		6	.....		31

10 GEORGE V, A. 1920

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—SHOPMEN.—

Number— Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—														
		Coupling or uncoupling. — Attelant ou dételant les wagons.			Collisions. — Collisions.			Derail- ments. — Dérail- lements.			Parting of trains. — Rupture de trains.			Locomotives or cars breaking down. — Locomotives ou wagons démolis.		
		Kille l.	Tués.	Injured — Blessés.	Kille l.	Tués.	Injured — Blessés.	Kille l.	Tués.	Injured — Blessés.	Kille l.	Tués.	Injured — Blessés.	Kille l.	Tués.	Injured — Blessés.
1	Canadian Pacific .....		1	2			1									3
2	Canadian National Railway—															
3	Intercolonial .....						1									
4	International of N.B. ....															
5	Transcontinental .....							2								
6	Canadian Northern .....							3			2					
7	Grand Trunk .....			1			3									
8	Grand Trunk Pacific .....									1						
9	Montreal and Atlantic .....						1									
10	Quebec, Montreal and Southern ..															
11	Wabash .....															
	Total .....		1	3			11			3						3

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing the Kind of Accident.—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

trains, locomotives ou wagons.

OUVRIERS DES ATELIERS.

Nature de l'accident.												Total.	Number— Numéro.						
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.				Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.				Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.						Overhead obstructions. — Obstructions au-dessus de la voie.				Other causes. — Autres causes.	
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.				
	4		8		2					1	16			2	36	1			
	1				2						2				6	2			
	3		1					1	1		3				1	3			
	3		2					1			6				1	4			
	2		1		3			1	1		3				1	5			
					1						4					6			
					1						2					7			
											1					8			
											2					8			
											1					9			
											2					10			
											1					11			
	13		12		10			2	2	2	37			5	94				

TABLE 15.—Summary of Accidents to Persons for the Year  
A—Accidents resulting from the movement.

TABLEAU 15.—Sommaire des accidents aux personnes pour  
A—Accidents résultant de la marche des  
EMPLOYEES—TRACKMEN.—

Number— Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—																			
		Coupling or uncoupling. — Attelant ou dételant les wagons.			Collisions. — Collisions.			Derail- ments. — Déraille- ments.			Parting of trains. — Rupture de trains.			Locomotives or cars breaking down. — Locomotives ou wagons démolis.							
		Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.
		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1	Algoma Central and Hudson Bay..																				
2	Canada Southern.....																				
3	Canadian Pacific.....					1	3					7							2		1
4	Canadian National Railways—																				
5	Intercolonial.....											7									
6	International of N.B.....																				
7	St. Martin's.....		1																		
8	Transcontinental.....							1				1									
9	Canadian Northern.....							1	1			7									
10	Grand Trunk.....							4				1									
11	Grand Trunk Pacific.....																				1
12	Grand Trunk Pacific Branch Lines											6									
13	Hereford.....																				
14	Kettle Valley.....							1													
15	Massawippi Valley.....																				
16	Quebec Central.....																				
17	Sydney and Louisburg.....																				
18	Temiskaming and Northern Ont- tario.....																				
19	Toronto, Hamilton and Buffalo.....																				
20	Vancouver, Victoria and Eastern.....																				
21	Wabash.....		1																		
	Total.....	2		1		1	10		1		31			2							2

## SESSIONAL PAPER No. 20b

ending June 30, 1919, showing the Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, locomotives ou wagons.

## OUVRIERS DES VOIES.

Nature de l'accident.													Total.	Number— Numéro.		
Falling from trains, locomotives, or cars.			Jumping on or off trains, locomotives, or cars.			Struck by trains, locomotives, or cars.			Overhead obstructions.			Other causes.				
Tombés des trains, locomotives ou wagons.			Sautant à bord ou en bas des trains, locomo- tives ou wagons.			Frappés par les trains, locomo- tives ou wagons.			Obstructions au- dessus de la voie.			Autres causes.				
Killed. Tués.	Injure l. Blessés.		Kille l. Tués.	Injuré l. Blessés.		Kille l. Tués.	Injuré l. Blessés.		Kille l. Tués.	Injuré l. Blessés.		Kille l. Tués.	Injuré l. Blessés.		Kille l. Tués.	Injuré l. Blessés.
1	1														1	1
				1		1	1								1	2
1	21			8		13	12					2	16		17	70
						5	6					4	1		9	15
							1								1	2
							2						1		1	7
						1	2						3		1	8
1	6			1		4	11			2		3	8		11	36
	3			2		3	3						3		3	16
	6					1	5						1		1	15
2	2					1							3		2	11
							1									1
	1															1
				1		1									6	7
				1									2		2	4
							1						2			3
							2									5
						1	2								1	2
	1														1	1
5	43			15		30	47			3		11	47		50	201



SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, locomotives ou wagons.

—TÉLÉGRAPHISTES.

Nature de l'accident.												Total.		Number— Numéro.		
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.		Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.		Overhead obstructions. — Obstructions au-dessus de la voie.		Other causes. — Autres causes.								
Killed. — Tués.	Injure I. — Blessés.	Killed. — Tués.	Injure I. — Blessés.	Killed. — Tués.	Injure I. — Blessés.	Killed. — Tués.	Injure I. — Blessés.	Killed. — Tués.	Injure I. — Blessés.	Killed. — Tués.	Injure I. — Blessés.	Killed. — Tués.	Injure I. — Blessés.			
	1		2								2			1	1	6
														1	2	3
														1	4	5
											1			2	6	6
											1			1	7	7
											3			5	8	8
														1	9	9
			2								1			1	10	10
					1						1		1	3	11	11
	1		4		1						11		1	23	23	23

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—OTHER EMPLOYEES.—

Number—Numéro.	Name of Railway. Nom du chemin de fer.	Kind of Accident.—														
		Coupling or uncoupling. Attelant ou dételant les wagons.			Collisions.			Derailments. Déraillements.			Parting of trains. Rupture de trains.			Locomotives or cars breaking down. Locomotives ou wagons démolis.		
		Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.
		Tués.	—	—	Tués.	—	—	Tués.	—	—	Tués.	—	—	Tués.	—	—
1	Brandon, Saskatchewan and Hudson Bay.....						1									
2	Canada Southern.....												1			
3	Canadian Pacific.....			1			3			3					2	
4	Crow's Nest Southern.....															
5	Canadian Government Railways—															
6	Intercolonial.....						4									
7	Prince Edward Island.....															
8	Transcontinental.....						5			1						
9	Canadian Northern.....						4			3						
10	Dominion Atlantic.....															
11	Grand Trunk.....			1			1									
12	Grand Trunk Pacific.....									1						
13	Toronto, Hamilton and Buffalo.....			1												
	Wabash.....															
	Total.....			3			18			8			1		2	

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident—Continued.

of trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, locomotives ou wagons.

AUTRES EMPLOYÉS.

Nature de l'accident.													Total.	Number	Numéro.	
Jumping on or off trains, locomotives, or cars.		Struck by trains, locomotives, or cars— Frappés par les trains, locomotives ou wagons.						Other causes.		Total.		Number				Numéro.
Sautant à bord ou en bas des trains, locomotives ou wagons.		At Highway Crossings.		At Stations.		At other points along track.		Autres causes.								
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number	Numéro.	
Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.	Tués.	Blessés.			
														1	1	
														1	2	
	10	1	5	1	6					22	2			52	3	
			1											1	4	
				1				1						6	5	
										1				6	6	
	1		1							1				9	7	
	2		1		2					9				22	8	
										1				1	9	
			2	1						3				7	10	
				1						1				2	11	
										1			1	2	12	
										1				1	13	
.....	13	1	10	4	8	.....	2	.....	40	5				105		



SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite

trains, des locomotives ou wagons.

AUTRES PERSONNES—PASSANT INDÛMENT SUR LA VOIE.

Nature de l'accident.																Number—Numéro.	
Jumping on or off trains, locomotives, or cars. Sautant à bord ou en bas des trains, locomotives ou wagons.			Struck by trains, locomotives, or cars— Frappés par les trains, locomotives ou wagons.									Other causes. Autres causes.			Total. Total.		
			At Highway Crossings. Aux passages à niveau.			At Stations. Aux gares.			At other points along track. A d'autres endroits le long de la voie.								
Killed. Tués.	Injured. Blessés.		Killed. Tués.	Injured. Blessés.		Killed. Tués.	Injured. Blessés.		Killed. Tués.	Injured. Blessés.		Killed. Tués.	Injured. Blessés.		Killed. Tués.	Injured. Blessés.	
	2								2	2					2	4	1
	7		2	2	2				20	14		2	3		27	31	2
1			3						8	4					12	5	4
							1		2	2			3		2	5	5
								1	2	2						3	6
5	14		5	6	2	1			21	17		2			35	42	7
			1	3		1			1						2	4	8
										1			1			2	9
										1						1	10
													1			1	11
												1			1		12
	1															1	13
	1																2
						1			1	1					1		15
									1	1					1		16
									1						1		17
									1						1		18
													2				2
									1	1					1		1
				2		2									3		4
					1	3						1			3		2
3	2		8	7	2	1			8	7			2		22	19	23
9	27		19	20	7	12			67	53		6	12		112	133	

10 GEORGE V, A. 1920

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

OTHER PERSONS—NOT TRESPASSING—

Number— Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—															
		Collisions. — Collisions.			Derailments. — Déraillements.			Parting of trains. — Rupture de trains.			Locomotives or cars breaking down. — Locomotives ou wagons démolis.			Falling from trains, locomotives or cars. — Tombés des trains, locomotives ou wagons.			
		Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.
		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1	Canada Southern.....																
2	Canadian Pacific.....																
3	Canadian National—																
4	Intercolonial.....																
5	Transcontinental.....																
6	Canadian Northern.....																
7	Grand Trunk.....																
8	Grand Trunk Pacific.....																
9	Hereford.....																
10	Midland of Manitoba.....																
11	Montreal and Atlantic.....																
12	Pere Marquette.....																
13	Quebec Central.....																
14	Toronto, Hamilton and Buffalo.....																
15	Wabash.....																
	Total.....				1				1							1	

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, des locomotives ou wagons.

AUTRES PERSONNES—PASSANT DÛMENT SUR LA VOIE.

Nature de l'accident.		Struck by trains, locomotives, or cars.— Frappés par les trains, locomotives ou wagons.												Other causes. {Autres causes.			Total. Total.			Number— Numéro.			
Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons		At Highway Crossings. — Aux passages à niveau.			At Stations. — Aux gares.			At other points along track. — A d'autres endroits le long de la voie.			Killed. — Tués.			Injured. — Blessés.			Killed. — Tués.				Injured. — Blessés.		
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.				
		1	2					1								1			3	1			
	3	20	17		2			1						9				23	35	2			
		4	5		1		1	4						3				9	12	4			
		12	12											1				12	3	5			
		3	31				3							1				3	35	6			
		19	67				1											19	69	7			
														1						2			
																				1			
			5																	5			
																				10			
																				2			
		1	5											1						6			
		1																		1			
			4																	4			
		1																		1			
																				1			
																				15			
	3	52	140		3		5	5						16				60	177				

TABLE 15.—Summary of Accidents to Persons for the Year

B—Accidents arising from causes other than those

TABLEAU 15.—Sommaire des accidents aux personnes pour

B—Accidents résultant de la marche des

EMPLOYEES—STATION MEN AND SHOPMEN.—

Number—Numéro.	Name of Railway. Nom du chemin de fer.	STATION MEN—EMPLOYÉS DES GARES															
		Kind of Accident.															
		Handling traffic. — Manutention des marchandises.			Handling tools, machinery, etc. — Maniement des outils, machines, etc.			Handling supplies, etc. — Manutention des fournitures, etc.			Getting on or off locomotives or cars at rest. — Montant à bord ou descend. de loc. ou wa. imm.			Other causes. — Autres causes.			
		Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.
1	Algoma Central and Hudson Bay .....				1												
2	Canada Southern .....				2												
3	Canadian Pacific .....				169			27				21			9	1	
	Canadian National Railways—																
4	Intercolonial .....				4			2									
5	Prince Edward Island .....																
6	Transcontinental .....											1				1	
7	Canadian Northern .....	1			2			2								1	
8	Dominion Atlantic .....				1							3					
9	Edmonton Dunvegan and B.C. ....																
10	Grand Trunk .....				91							13					
11	Grand Trunk Pacific .....				1			3				2				6	
12	Grand Trunk Pacific Branch Lines ..											1					
13	Kettle Valley .....																
14	Manitoba, Great Northern .....				2												
15	Midland of Manitoba .....																
16	Morrissey, Fernie and Michel .....																
17	Nelson and Fort Sheppard .....																
18	Ottawa and New York .....				1												
19	Père Marquette .....														1		
20	Quebec, Montreal and Southern .....																
21	Temiscouata .....																
22	Témiskaming and Northern Ontario ..				9			1								1	
23	Toronto, Hamilton and Buffalo .....				2											2	
24	Vancouver, Victoria and Eastern .....				9			1				1				1	
25	Wabash .....														2	3	
	Total .....	1			294			36				42			12	2	44

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident.—Continued.

resulting from the movement of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

de la marche des trains, locomotives ou wagons.

EMPLOYÉS DES GARES ET DES ATELIERS.

Total.		SHOPMEN—EMPLOYÉS DES ATELIERS.																Number— Numéro.				
		Nature de l'accident.																				
		Handling traffic. — Manutention des marchandises.			Handling, tools, machinery, etc. — Maniement des outils, machines, etc.			Handling Supplies, etc. — Manutention des fournitures, etc.			Getting on or off locomotives or cars at rest. — Montant à bord ou desc. des locom. ou des wagons immobiles.			Other causes. — Autres causes.			Total.					
Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.		Killed. — Tués.	Injured. — Blessés.						
							18												18	1		
1		2												1					1	2		
1		255			3		304			66				49		2	86		2	508	3	
		6					17			5							10			32	4	
																					5	
		2			4		29			9				1			7			50	6	
1		8			3		91		1	17				5			20		1	136	7	
		1					1			2				1			3			7	8	
							4										3			7	9	
		104			3		362		1	71				4		2	14		4	454	10	
		12					76			3				6			7			92	11	
		1					8							1			1			10	12	
							7							1						8	13	
		2																			14	
																	1				15	
																2					16	
																	1				17	
		1																			18	
		1					10			5							5				20	19
					1		17			3				2			2				25	20
							2														2	21
																						22
		11					11			4				1							16	22
		4					12			3				1		1	1		1		17	23
		12					9			2											11	24
		5					9			4				1			17				31	25
3		428			14		1		987	2		194		74		5	180		8	[1,449		



SESSIONAL PAPER No. 20b

ending June 30, 1919, showing Kind of Accident—Continued.

resulting from the movement of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

de la marche des trains, locomotives ou wagons.

EMPLOYÉS DES VOIES ET AUTRES EMPLOYÉS.

Total.		OTHER EMPLOYEES—AUTRES EMPLOYÉS.												Total.		Number— Numéro.				
		Nature de l'accident.																		
		Handling traffic.			Handling, tools, machinery, etc.			Handling Supplies, etc.			Getting on or off locomotives or cars at rest.						Other causes.			
		Manutention des marchandises.			Maniement des outils, machines, etc.			Manutention des fournitures, etc.			Montant à bord ou desc. des locom. ou des wagons immobiles.						Autres causes.			
Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.	Killed.	Injured.	Blessés.			
		4			2									2				4	1	
								1						2					3	2
1	2				2			4						1					9	3
3	372				95			67	1	34				28	1	140	2	364	4	
	4													2				2	5	
																				6
	19				1			1		1				1		6			10	7
	1																			8
1	77				4			5		3				2		13			27	9
1	142				9			27		9				7		57	1		109	10
	9															1				11
	4							1												12
	2															1				13
	225				9			9		7				10		49			84	14
	31							15		2				2	1	22		1	41	15
	4							2		1				1		1			5	16
	2							1												17
	7													1		3				18
	5															3				19
	1																			20
	1																			21
	10													1		7				22
																1				23
	1																			24
	4							1								3				25
										1										26
	11				4			13		3				3	2	6		2		29
	7													1		2				28
	13				1			2								2				5
	12							1						2		1				4
6	970				127			150	1	61				61	5	326		6		725

TABLE 15—Summary of Accidents to Persons for the Year  
B—Accidents arising from causes other than those

TABLEAU 15.—Sommaire des accidents aux personnes pour  
B—Accidents résultant d'autres causes que celles  
PASSENGERS AND OTHER PERSONS—

Number— Numéro.	Name of Railway. Nom du chemin de fer.	PASSENGERS—VOYAGEURS.																	
		Kind of Accident.																	
		Handling traffic.			Handling tools, machinery, etc.			Handling supplies, etc.			Getting on or off locomotives or cars at rest.			Other causes.					
		Manutention des marchandises.			Maniement des outils, machines, etc.			Manutention des fournitures, etc.			Montant à bord ou descend. de loc. ou wa. imm.			Autres causes.					
			Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	
1	Canadian Pacific.....														2				3
2	Canadian National Railways—																		
3	Transcontinental.....																	1	3
4	Canadian Northern.....														1			1	1
5	Grand Trunk.....																		
6	Grand Trunk Pacific.....																		
7	Vancouver Victoria and Eastern.....														1				
7	Témiscouata.....																		
	Total.....														4		2		7

Postal Clerks, etc.—Killed, 0 Injured 5.  
Courriers postaux, etc.—tués 0, blessés 5.

SESSIONAL PAPER No. 20b

ending June 30, 1919, showing kind of Accident.—Concluded.

resulting from the movement of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

de la marche des trains, locomotives ou wagons.

VOYAGEURS ET AUTRES PERSONNES.

												OTHER PERSONS—AUTRES PERSONNES.																	
												Nature de l'accident.																	
Total.				Handling traffic. — Manutention des marchandises.			Handling, tools, machinery, etc. — Maniement des outils, machines, etc.			Handling Supplies, etc. — Manutention des fournitures, etc.			Getting on or off locomotives or cars at rest. — Montant à bord ou desc. des locom. ou des wagons immobiles.			Other causes. — Autres causes.			Total.		Number—Numéro.								
Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.	Killed.	Tués.	Injured.	Blessés.		
.....			5	.....				.....			1	.....				.....				.....				.....				8	1
	1		3	.....				.....				.....				.....				.....				.....				1	2
	1		2	.....				.....				.....				.....				.....				.....				2	3
.....				.....				.....				.....				.....				.....				.....				2	4
.....			1	.....				.....			1	.....				.....				.....				.....				1	5
.....				.....				.....			2	.....				.....				.....				.....				1	6
.....				.....				.....			1	.....				.....				.....				.....				1	7
.....	2		11	.....				.....			4	.....				.....				.....				.....				1	17

ELECTRIC RAILWAYS.—

TABLE 1.—Summary of Road Mileage, Passengers and

TABLEAU 1.—Longueur des voies, milles parcourus et

No. — N <sup>o</sup>	Name of Railway. — Nom du tramway.	Track Mileage. — Voies.				Total Computed as Single Track. — Total calculé comme voie simple.
		Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	
		Longueur de la première voie princi- pale.	Longueur de la seconde voie princi- pale.	Longueur totale de la voie principale.	Longueur des voies de déviation et de garage.	
1	Brandon Municipal.....	10-31		10-31		10-31
2	Brantford and Hamilton.....	23-19		23-19	0-30	23-49
3	Brantford Municipal.....	14-61	1-95	16-56		16-56
4	British Columbia.....	245-25	71-89	317-14	50-68	367-82
5	Calais Street.....	7-00		7-00		7-00
6	Calgary Municipal.....	58-50	15-50	74-00	1-00	75-00
7	Canadian Resources Development Co... 8 Cape Breton.....	1-75		1-75	0-16	1-91
9	Chatham, Wallaceburg and Lake Erie.....	30-59		30-59	1-29	31-88
10	Cornwall.....	38-05		38-05	3-66	41-71
11	Edmonton Radial.....	4-00		4-00	2-50	6-50
12	Fort William.....	31-31	21-27	52-58	1-54	54-12
13	Grand River (formerly Berlin, Waterloo, Wellesley and Lake Huron).....	19-88	9-56	29-44	0-94	30-38
14	Guelph Radial.....	18-55	2-90	21-45	3-91	25-36
15	Hamilton and Dundas.....	8-03		8-03	0-67	8-70
16	Hamilton, Grimsby and Beamsville.....	6-98	0-20	7-18	1-60	8-78
17	Hamilton Radial.....	22-60		22-60	3-60	26-20
18	Hamilton Street.....	22-86	8-69	31-55	0-20	31-75
19	Hull.....	17-40	16-30	33-70		33-70
20	International Transit Co.....	16-23	12-15	28-38	3-90	32-28
21	Kingston, Portsmouth and Cataraqui... 22 Kitchener and Waterloo.....	4-30		4-30	0-22	4-52
23	Lake Erie and Northern.....	7-00	1-00	8-00		8-00
24	Lethbridge Municipal.....	3-28	1-40	4-68	0-38	5-06
25	Lévis County.....	51-00		51-00	4-50	55-50
26	London and Lake Erie.....	7-00	4-13	11-13		11-13
27	London and Port Stanley.....	11-75		11-75		11-75
28	London Street.....	29-75		29-75	1-50	31-25
29	Moncton Tramways.....	24-50		24-50	19-80	44-30
30	Montreal.....	27-48	7-64	35-12	0-98	36-10
31	Montreal and Southern Counties.....	2-72		2-72	0-01	2-73
32	Moose Jaw.....	137-87	90-76	228-63	33-63	262-26
33	New Brunswick Power Co.....	52-20		52-20	6-69	58-89
34	Niagara Falls Park and River.....	9-00	1-50	10-50	1-50	12-00
35	Niagara, St. Catharines and Toronto... 36 Niagara, Welland and Lake Erie.....	14-00	11-00	25-00		25-00
37	Nipissing Central.....	11-91	11-20	23-11	1-37	24-48
38	Nova Scotia Tramways and Power Co... 39 Nelson.....	61-70		61-70	20-03	81-73
39	Oshawa.....	1-87		1-87	0-30	2-17
40	Ottawa.....	15-37		15-37	4-82	20-19
41	Peterborough Radial.....	12-62	8-31	20-93	1-21	22-14
42	Picton.....	2-13	1-25	3-38	0-05	3-43
43	Port Arthur.....	9-00	3-00	12-00	1-00	13-00
44	Quebec Rly., Light and Power (Citadel) 45 Quebec Rly., Light and Power (Mont- morency).....	26-81	26-01	52-82		52-82
46	Regina Municipal.....	6-91		6-91	0-79	7-70
47	Sandwich, Windsor and Amherstburg... 48 Sarnia.....	12-43	6-10	18-53	1-04	19-57
48	Sarnia.....	16-75	5-38	22-13		22-13
49	Sarnia.....	28-60	9-80	38-40	3-00	41-40
49	Sarnia.....	25-34	6-78	32-12	2-15	34-27
49	Sarnia.....	35-13	6-95	42-09	3-22	45-31
49	Sarnia.....	8-25	1-00	9-25		9-25

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## TRAMWAYS ÉLECTRIQUES.

Freight carried for the year ending June 30, 1919.

voyageurs transportés pendant l'exercice terminé le 30 juin 1919.

Length of Track Leased.	Car Mileage.			Passenger Traffic.			Freight Traffic.	No. N°
	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	Marchandises transportées.	
Longueur de voies louées.	Milles parcourus, voitures à voyageurs.	Milles parcourus, marchandises, postes et messageries.	Total du parcours par les voitures.	Voyageurs payants.	Voyageurs avec correspondances.	Total des voyageurs.	Nombre de tonnes de marchandises transportées.	
								1
	337,453	37,102	374,553	755,920		755,920	5,668	2
	403,275		403,275	2,084,099		2,084,099		3
150-67	11,059,111	1,219,194	12,278,305	53,316,288	6,902,915	60,219,203	351,926	4
	183,960		183,960	679,952	41,221	721,173		5
	2,776,029	17,040	2,793,069	14,323,208	3,212,115	17,535,323	4,360	6
	6,388		6,388	1,342		1,342		7
19-03	723,182	19,029	742,211	5,598,904	71,830	5,670,734		8
	160,000	300,000	460,000	239,320		239,320	111,562	9
	194,450	18,183	212,633	499,859		499,859	91,987	10
	2,019,846	18,540	2,038,386	10,151,809		10,151,809	128	11
								12
	264,434	88,595	353,029	1,283,173		1,283,173	143,298	13
								14
	163,517		163,517	1,091,946		1,091,946	33	15
	384,310	35,597	419,907	888,406		888,406	37,415	16
	399,538	12,310	411,848	1,185,989		1,185,989	25,500	17
	2,758,783		2,758,783	19,514,447	4,407,076	23,921,523		18
	824,977	36,867	861,844	3,006,273	47,656	3,053,929	10,487	19
	260,911		260,911	2,094,270		2,094,270		20
	199,680		199,680	1,177,785	158,575	1,336,360		21
	199,334		199,334	1,531,843	14,223	1,546,066		22
	362,567	34,163	396,730	490,297		490,297	52,961	23
	224,756		224,756	1,022,519	30,255	1,052,774		24
	459,961	5,287	465,248	1,852,866	92,386	1,945,252	2,500	25
								26
	523,126	335,016	860,142	958,587		958,587	440,285	27
	1,806,019		1,806,019	12,740,715	1,339,208	14,079,923		28
	81,281		81,281	423,855		423,855		29
23,155,516	160,483		23,315,999	183,350,923	65,711,288	249,062,211	300,640	30
	700,506	192,309	892,875	2,355,236	182,253	2,537,489	16,523	31
	423,957		423,957	2,247,226		2,247,226		32
1,058,812			1,058,812	6,237,767	1,584,202	7,821,969		33
	276,340		276,340	1,296,560		1,296,560		34
1,356,846	105,527		1,462,373	6,460,695	176,577	6,637,272	356,400	35
	89,534		89,534	679,021		679,021		36
	271,956		271,956	1,160,135		1,160,135		37
1,133,490			1,133,490	10,292,966	606,105	10,899,071		38
	591,000		591,000	390,210		390,210		39
	56,692	26,655	83,347	347,884		347,884	173,406	40
5,127,367			5,127,367	31,247,917	10,415,906	41,663,823		41
	438,511		438,511	1,522,218	414,079	1,936,297		42
								43
	653,784		653,784	3,904,935	250,214	4,155,149		44
2,157,888			2,157,888	13,334,247	3,396,488	16,730,735		45
								46
	434,550		434,550	1,834,112		1,834,112		47
	941,910	9,489	951,399	5,227,487	588,803	5,816,290	34,005	48
1,079,194			1,079,194	7,001,984	1,033,307	8,035,291		49
	204,244	4,952	209,196	1,256,714	77,613	1,334,327	189,842	49

TABLE 1.—Summary of Road Mileage, Passengers and Freight  
 TABLEAU 1.—Longueur des voies, milles parcourus et voyageurs

No. — N°	Name of Railway. — Nom du tramway.	Track Mileage. — Voies.				
		Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track.
		Longueur de la première voie princi- pale.	Longueur de la seconde voie princi- pale.	Longueur totale de la voie principale.	Longueur des voies de déviation et de garage.	Total calculé comme voie simple
50	Saskatoon.....	12.63	3.53	16.16	0.17	16.33
51	Schomberg and Aurora.....	14.40		14.40		14.40
52	Shawinigan Falls.....	3.75		3.75		3.75
53	Sherbrooke.....	9.00		9.00	0.53	9.53
54	St. Thomas.....	6.00		6.00	0.50	6.50
55	Sudbury, Copper Cliff Suburban.....	7.90		7.90		7.90
56	Suburban Rapid Transit Co.....	17.25	3.68	20.93	0.32	21.25
57	Three Rivers Traction Co.....	7.10		7.10	0.50	7.60
58	Toronto.....	61.78	59.44	121.22	8.36	129.58
59	Toronto Civic.....	10.26	9.77	20.03	1.60	21.63
60	Toronto Suburban.....	64.62		64.62	4.70	69.32
61	Toronto and York Radial.....	72.17		72.17	9.83	82.00
62	Waterloo, Wellington Rly. Co. (formerly Berlin and Northern.....	3.45		3.45		3.45
63	Windsor, Essex and Lake Shore.....	36.17	1.13	37.30	1.85	39.15
64	Winnipeg.....	64.80	39.64	104.44	7.38	111.82
65	Winnipeg, Selkirk and Lake Winnipeg... Woodstock, Thomas Valley and Inger- soll.....	38.48	1.54	40.02	1.04	41.06
66	Yarmouth.....	10.00		10.00		10.00
67	Yarmouth.....	3.00		3.00		3.00
	Total.....	1,696.52	482.36	2,178.88	220.92	2,399.80

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carried for the year ending June 30, 1919—Concluded.

transportés pendant l'exercice terminé le 30 juin 1919—fin.

Length of Track Leased. — Longueur de voies louées.	Car Mileage. — Milles parcourus.			Passenger Traffic. — Voyageurs transportés.			Freight Traffic. — Marchandises transportées.	No. — N <sup>o</sup>
	Passenger Car Mileage. — Milles parcourus voitures à voyageurs.	Freight, Mail and Express Car Mileage. — Milles parcourus marchandises, postes et messageries.	Total Car Mileage. — Total du parcours par les voitures.	Fare Passengers Carried. — Voyageurs payants.	Transfer Passengers Carried. — Voyageurs avec correspondances.	Total Passengers Carried. — Total des voyageurs.	Number of Tons of Freight Carried. — Nombre de tonnes de marchandises transportées.	
.....	754,129	.....	754,129	4,114,940	653,592	4,768,532	.....	50
.....	36,128	13,355	49,483	35,626	.....	35,626	22,336	51
.....	396,663	.....	396,663	1,342,381	221,241	1,563,622	.....	52
.....	211,275	.....	211,275	477,225	.....	477,225	.....	53
.....	153,465	.....	153,465	556,711	8,350	565,061	.....	54
.....	766,929	.....	766,929	2,329,743	269,857	2,599,600	742	55
.....	402,369	.....	402,369	2,122,630	449,331	2,571,961	.....	56
.....	20,152,325	.....	20,152,325	169,352,523	64,340,705	233,693,228	.....	57
.....	1,699,114	.....	1,699,114	22,296,193	1,640,139	23,936,332	.....	58
.....	700,598	59,178	759,776	4,074,821	313,827	4,388,648	11,477	59
.....	1,504,225	97,945	1,602,170	7,547,949	.....	7,547,949	47,342	60
.....	35,800	.....	35,800	201,794	.....	201,794	.....	61
.....	286,023	115,922	401,945	577,579	4,413	581,992	39,776	62
.....	9,347,196	.....	9,347,196	52,978,858	15,850,854	68,829,712	.....	63
.....	411,761	.....	411,761	711,930	72,918	784,848	4,293	64
.....	103,280	.....	103,280	81,285	.....	81,285	.....	65
.....	104,544	.....	104,544	260,166	.....	260,166	.....	66
169-70	103,998,809	2,962,798	106,961,607	686,124,263	184,579,522	870,703,785	2,474,892	67

10 GEORGE V, A. 1920

TABLE 2.—Summary of Capital at the close of the year ending June 30, 1919.

TABLEAU 2.—Capitalisation à la fin de l'exercice terminé le 30 juin 1919.

Name of Railway. Nom du chemin de fer.	Stocks.	Bonds.	Total
	Actions.	Obligations.	Capital total.
	\$ cts.	\$ cts.	\$ cts.
Brandon Municipal.....		450,000 00	450,000 00
Brantford and Hamilton.....	300,000 00	660,000 00	960,000 00
Brantford Municipal.....		396,500 00	396,500 00
British Columbia.....	9,173,000 00	8,040,202 00	17,213,202 00
Calais Street.....	100,000 00		200,000 00
Calgary Municipal.....		2,365,173 00	2,365,173 00
Canadian Resources Development.....	486,666 00		486,666 00
Cape Breton (a).....	1,359,000 00	1,096,000 00	2,455,000 00
Chatham, Wallaceburg and Lake Erie.....	760,600 00	694,500 00	1,455,100 00
Cornwall.....	200,000 00		200,000 00
Edmonton Interurban.....	600,000 00		600,000 00
Edmonton Radial.....		3,059,171 00	3,059,171 00
Fort William Terminal and Bridge Co.....	125,000 00		125,000 00
Fort William.....		1,112 00 00	1,112,000 00
Grand River (formerly Berlin, Wellesley and Lake Huron).....	125,000 00	426,000 00	551,000 00
Guelph Radial.....	193,000 00		193,000 00
Hamilton and Dundas.....	100,000 00	100,000 00	200,000 00
Hamilton, Grimsby and Beamsville.....	235,000 00	150,000 00	385,000 00
Hamilton Radial.....	111,150 00	160,000 00	271,150 00
Hamilton Street.....	1,205,000 00	380,000 00	1,585,000 00
Hull.....	292,000 00		292,000 00
International Transit Co.....	150,000 00	140,000 00	290,000 00
Kingston, Portsmouth and Cataract.....	83,100 00	100,000 00	183,100 00
Kitchener and Waterloo.....		137,978 00	137,978 00
Lake Erie and Northern.....	1,500,000 00	2,317,500 00	3,817,500 00
Lethbridge Municipal.....		463,439 00	463,439 00
Lévis County.....	422,900 00	500,000 00	922,900 00
London and Lake Erie.....	2,000,000 00	840,000 00	2,840,000 00
London and Port Stanley.....		1,131,000 00	1,131,000 00
London Street.....	637,450 00	560,000 00	1,197,450 00
Moncton Tramways (a).....	1,125,400 00	274,000 00	1,399,400 00
Montreal Tramways.....	21,000,000 00	19,608,996 00	40,608,996 00
Montreal and Southern Counties.....	1,000,000 00		1,000,000 00
Moose Jaw.....	760,372 00	35,000 00	795,372 00
New Brunswick Power Co. (a).....	3,350,000 00	1,750,000 00	5,100,000 00
Niagara Falls Park and River.....		600,000 00	600,000 00
Niagara, St. Catharines and Toronto.....	925,000 00	1,098,000 00	2,023,000 00
Niagara, Welland and Lake Erie.....	250,000 00	33,000 00	283,000 00
Nipissing Central.....	530,000 00		530,000 00
Nova Scotia Tramways and Power Co (a).....	4,588,800 00	2,250,000 00	6,838,800 00
Nelson.....		81,000 00	81,000 00
Oshawa.....	40,000 00	18,452 00	58,452 00
Ottawa.....	1,876,900 00	395,000 00	2,271,900 00
Peterborough Radial.....	100,000 00	360,123 00	460,123 00
Picton.....	300,000 00	300,000 00	600,000 00
Port Arthur.....		837,382 00	837,382 00
Quebec Rly., Light and Power Co. (a).....	3,250,000 00	2,525,670 00	5,775,670 00
Regina Municipal.....		1,586,288 00	1,586,288 00
Sandwich, Windsor and Amherstburg.....	297,000 00	600,000 00	897,000 00
Sarnia.....	90,000 00	90,000 00	180,000 00
Schomberg and Aurora.....	250,000 00	300,000 00	550,000 00
Saskatoon.....		793,036 00	793,036 00
Shawinigan Falls.....	300,000 00	193,800 00	493,800 00
Sherbrooke.....	1,127,000 00	1,095,200 00	2,222,200 00
St. Thomas.....		85,028 00	85,028 00
Sudbury Copper Cliff Suburban.....	173,100 00	92,600 00	265,700 00
Suburban Rapid Transit.....	100,000 00	500,000 00	600,000 00
Sydney and Glace Bay.....	500,000 00	380,000 00	880,000 00
Three Rivers Traction Co.....	250,700 00	450,000 00	700,700 00

(a) Representing all divisions of the Company.

(a) Représentant toutes les entreprises de la Compagnie.

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TABLE 2.—Summary of Capital at the close of the year ending June 30, 1919.—Concluded.

TABLEAU 2.—Capitalisation à la fin de l'exercice terminé le 30 juin 1919—fin.

Name of Railway. Nom du chemin de fer.	Stocks — Actions.	Bonds. — Obligations.	Total Capital. — Capital total.
	\$ cts.	\$ cts.	\$ cts.
Toronto.....	12,000,000 00	3,526,253 00	15,526,253 00
Toronto Civic.....		2,360,237 00	2,360,237 00
Toronto Suburban.....	1,500,000 00	2,628,000 00	4,128,000 00
Toronto and York Radial.....	2,000,000 00	1,640,000 00	3,640,000 00
Waterloo, Wellington Rly. Co. (formerly Berlin and Northern)....	19,200 00	2,400 00	21,600 00
Windsor, Essex and Lake Shore.....	750,000 00	750,000 00	1,500,000 00
Winnipeg (a).....	13,380,000 00	5,000,000 00	18,380,000 00
Winnipeg, Selkirk and Lake Winnipeg.....	500,000 00	653,200 00	1,153,200 00
Woodstock, Thomas Valley and Ingersoll.....	200,000 00	140,000 00	340,000 00
Windsor and Tecumseh.....	100,000 00	189,000 00	289,000 00
Yarmouth Light and Power Co. (a).....	250,000 00	251,060 00	501,060 00
Total.....	93,042,368 00	78,852,188 00	171,894,556 00

10 GEORGE V, A. 1920

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

Revenue from Transportation.—Recettes provenant des transports.			
No. N <sup>o</sup>	Name of Railway. Nom du tramway.	Passenger Revenue. Voyageurs.	Parlour, Chair and Special Car Revenue. Wagons- salons et voitures spéciales.
		\$ cts.	\$ cts.
1	Brandon Municipal.....		
2	Brantford and Hamilton.....	200,850 71	747 28
3	Brantford Municipal.....	124,266 72	
4	British Columbia.....	3,378,372 66	
5	Calais Street.....	40,160 23	
6	Calgary Municipal.....	627,034 79	2,290 65
7	Canadian Resources Development.....	67 10	
8	Cape Breton.....	295,591 68	919 25
9	Chatham, Wallaceburg and Lake Erie.....	62,016 90	4 11
10	Cornwall.....	23,829 50	
11	Edmonton Radial.....	538,302 31	377 99
12	Fort William.....		
13	Grand River (formerly Berlin, Waterloo, Wellesley, and Lake Huron).....	111,660 07	180 59
14	Guelph Radial.....		
15	Hamilton and Dundas.....	76,387 43	787 30
16	Hamilton, Grimsby and Beamsville.....	118,033 31	543 50
17	Hamilton Radial.....	143,882 55	232 80
18	Hamilton Street.....	830,993 83	126 30
19	Hull.....	200,545 25	2,643 94
20	International Transit Co.....	93,896 96	
21	Kingston, Portsmouth and Cataraqui.....	54,175 40	
22	Kitchener and Waterloo.....	60,627 97	209 75
23	Lake Erie and Northern.....	162,019 13	99 15
24	Lethbridge Municipal.....	49,816 65	
25	Levis County.....	123,858 38	258 00
26	London and Port Stanley.....	225,286 12	2,316 36
27	London Street.....	463,007 09	581 90
28	Moncton Tramways.....	19,830 63	
29	Montreal.....	8,483,137 02	
30	Montreal and Southern Counties.....	310,479 86	200 43
31	Moosejaw.....	100,268 00	
32	New Brunswick Power Co.....	343,440 85	
33	Niagara Falls Park and River.....	121,000 65	267,89
34	Niagara, St. Catharines and Toronto.....	559,107 04	223 60
35	Niagara, Welland and Lake Erie.....	31,168 49	
36	Nipissing Central.....	90,266 50	434 50
37	Nova Scotia Tramways and Power Co.....	445,955 06	770 00
38	Nelson.....	15,115 11	
39	Oshawa.....	17,394 21	
40	Ottawa.....	1,481,074 37	
41	Peterborough Radial.....	75,665 16	
42	Pictou.....		
43	Port Arthur.....	167,469 69	409 55
44	Quebec Rly., Light and Power (Citadel).....	633,024 06	406 97
45	Quebec Rly., Light and Power (Montmorency).....	208,967 91	183 53
46	Regina Municipal.....	252,162 10	5,352 78
47	Sandwich, Windsor and Amherstburg.....	339,482 05	2,429 55
48	Sarnia.....	63,327 32	726 75
49	Saskatoon.....	206,486 50	
50	Schomberg and Aurora.....	10,569 77	
51	Shawinigan Falls.....		
52	Sherbrooke.....	69,807 02	144 60
53	St. Thomas.....	21,476 08	
54	Sudbury, Copper Cliff Suburban.....	53,591 78	
55	Suburban Rapid Transit Co.....	93,320 64	153 00
56	Three Rivers Traction Co.....	105,579 20	131 00

## SESSIONAL PAPER No. 20b

Operation for the year ending June 30, 1919—Continued.

d'exploitation pour l'exercice terminé le 30 juin 1919—suite.

Revenue from Transportation.—Recettes provenant des transports.							No. N°
Mail Revenue. Postes.	Express Revenue. Messageries.	Milk Revenue. Lait.	Freight Revenue. Marchandises.	Switching Revenue. Transbordement.	Miscellaneous Transportation Revenue. Recettes diverses.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
							1
	412 06		26,924 93			228,934 98	2
						124,266 72	3
			557,978 59			3,936,351 25	4
						40,160 23	5
			4,277 95			633,603 39	6
						67 10	7
1,669 14	12,004 90					310,190 85	8
624 40	1,557 59	490 35	104,254 71	917 60	5 88	169,865 66	9
623 80			18,783 51			43,236 81	10
			344 00			544,426 06	11
							12
1,793 99	15,315 81		134,523 82	13,929 48	6 94	277,410 70	13
							14
248 00	758 65		117 57			78,298 95	15
750 00	10,094 83		35,648 61			165,070 25	16
197 61			8,842 04			153,155 00	17
						831,120 13	18
1,449 99			22,087 54			227,495 27	19
						93,896 96	20
						54,175 40	21
1,862 50						62,702 87	22
17,523 14		Dr. 1 80	73,580 30	Dr. 1,248 59	31 56	252,002 89	23
						49,816 65	24
87 50			4,380 43			128,584 31	25
2,117 22	8,890 85		163,486 43	24,700 87		426,797 85	26
2,000 00						470,588 99	27
						19,830 63	28
800 00			123,197 53			8,621,019 82	29
225 36	6,075 59	10,375 10	29,966 98		13,885 22	360,630 46	30
						100,268 00	31
						343,440 85	32
556 50	577 40			2,955 06		125,357 50	33
711 22	4,469 75	951 87	254,983 59	32,569 23	489 38	853,505 68	34
						31,168 49	35
	71 26		10,634 73			101,959 49	36
					4,028 48	450,753 54	37
						15,115 11	38
930 45	9,637 00		135,257 39	1,045 83		164,264 88	39
3,874 84						662 33	40
						1,485,611 54	41
						75,665 16	42
							43
						167,879 24	44
198 12						640,226 98	45
1,404 60	5,712 74	707 82				222,329 38	46
			10,896 54			267,730 69	47
735 00			7,994 18		2,242 50	348,937 98	48
2,213 00			6,644 48			75,033 20	49
						206,486 50	50
			11,798 11			22,367 88	51
			58,342 00			69,003 04	52
					10,661 04	63,951 62	53
						21,476 03	54
						53,591 78	55
180 00	537 50	4,344 25				98,535 39	56
525 00						106,235 20	57

10 GEORGE V, A. 1920

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

Revenue from Transportation.—Recettes provenant des transports.				
No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Passenger Revenue. — Voyageurs.	Baggage Revenue. — Bagages.	Parlour, Chair and Special Car Revenue. — Wagons- salons et voitures spéciales.
		\$ cts.	\$ cts.	\$ cts.
57	Toronto.....	6,546,862 05		
58	Toronto Civic.....	373,614 73		
59	Toronto Suburban.....	271,608 26		
60	Toronto and York Radial.....	657,741 98		
61	Waterloo, Wellington Rly. Co. (formerly Berlin and Northern).....	9,399 61		
62	Windsor, Essex and Lake Shore.....	152,332 86		1,057 39
63	Winnipeg.....	2,341,112 13		1,952 04
64	Winnipeg, Selkirk and Lake Winnipeg.....	126,679 06		260 00
65	Woodstock, Thomas Valley and Ingersoll.....	21,420 10		
66	Yarmouth.....	12,989 25		
	Total.....	32,836,609 79	9,344 36	25,557 33

SESSIONAL PAPER No. 20b

Operation for the year ending June 30, 1919—Continued.

d'exploitation pour l'exercice terminé le 30 juin 1919—suite.

Revenue from Transportation.—Recettes provenane des transports.							No. — N°
Mail Revenue. — Postes.	Express Revenue. — Messageries.	Milk Revenue. — Lait.	Freight Revenue. — Marchandises.	Switching Revenue. — Transbordement.	Miscellaneous Transportation Revenue. — Recettes diverses.	Total.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
						6,546,862 05	57
						373,614 73	58
99 99	27,251 58	6,901 28	1,295 57		531 83	307,688 51	59
3,487 00	213 01		97,767 28			759,209 27	60
250 00						9,649 61	61
1,473 19	853 69		43,300 17		1,333 08	200,350 38	62
8,128 65					1,000 00	2,352,192 82	63
	2,129 32		21,690 36			150,758 74	64
			1,434 44			22,854 54	65
400 00						13,389 25	66
.57,140 21	106,563 53	23,768 87	1,970,433 83	74,869 48	46,877 83	35,151,165 23	

10 GEORGE V, A. 1920

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3—Sommaire des recettes brutes

No. N <sup>o</sup>	Name of Railway. Nom du tramway.	Revenue from Operations Recettes d'exploitation			
		Station and Car Privileges. Publicité dans les voitures et stations.	Parcel- room Receipts. Consigne des bagages.	Storage. Emma- gasinage.	Car Service. Voitures affectées à la voirie.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....				
2	Brantford and Hamilton.....		74 44		
3	Brantford Municipal.....				
4	British Columbia.....				
5	Calais Street.....	158 00			
6	Calgary Municipal.....	9,562 61			
7	Canadian Resources Development.....				
8	Cape Breton.....	1,000 00			
9	Chatham, Wallaceburg and Lake Erie.....	309 45	39 45	14 38	3,498 72
10	Cornwall.....	696 00			
11	Edmonton Radial.....	4,349 24			
12	Fort William.....				
13	Grand River (formerly Berlin, Waterloo, Welles- ley and Lake Huron).....	29 39		433 88	4,725 11
14	Guelph Radial.....				
15	Hamilton and Dundas.....	100 00			
16	Hamilton, Grimsby and Beamsville.....	350 00			
17	Hamilton Radial.....	300 00			
18	Hamilton Street.....	725 00			
19	Hull.....	1,075 00			
20	International Transit Co.....	1,495 75			
21	Kingston, Portsmouth and Cataract.....	400 00			
22	Kitchener and Waterloo.....	800 00			
23	Lake Erie and Northern.....	117 83		283 93	176 50
24	Lethbridge Municipal.....	1,134 13			
25	Levis County.....	640 00			
26	London and Port Stanley.....			182 59	5,956 00
27	London Street.....	3,149 91			
28	Moncton Tramways.....	200 00			
29	Montreal Tramways.....	24,528 04			
30	Montreal and Southern Counties.....	1,763 00	160 95	22 14	123 00
31	Moosejaw.....	1,224 50			
32	New Brunswick Power Co.....	2,233 00			
33	Niagara Falls Park and River.....	412 76	45 80		
34	Niagara, St. Catharines and Toronto.....	375 33	1,630 32	421 34	25,936 12
35	Niagara, Welland and Lake Erie.....	184 50			
36	Nipissing Central.....	375 00			1,668 00
37	Nova Scotia Tramways and Power Co.....				
38	Nelson.....				
39	Oshawa.....	278 90		1,022 97	4,249 00
40	Ottawa.....	3,125 00			
41	Peterborough Radial.....	440 00			
42	Pictou.....				
43	Port Arthur.....	1,026 96			
44	Quebec Rly., Light and Power (Citadel).....	3,369 34			
45	Quebec Rly., Light and Power (Montmorency).....	2,564 92	281 47	42 00	4,606 17
46	Regina Municipal.....	5,168 45			
47	Sandwich, Windsor and Amherstburg.....	1,630 00			
48	Sarnia.....				
49	Saskatoon.....	1,369 92			
50	Schomberg and Aurora.....				
51	Shawinigan Falls.....				
52	Sherbrooke.....	1,001 47			
53	St. Thomas.....	408 75			
54	Sudbury, Copper Cliff Suburban.....				
55	Suburban Rapid Transit Co.....				
56	Three Rivers Traction Co.....	616 50			

## SESSIONAL PAPER No. 20b

Operation for the Year ending June 30, 1919

d'exploitation pour l'exercice terminé le 30 juin, 1919.

other than Transportation.

autres que transports.

Telegraph and Telephone Service. — Télé- graphe et téléphone.	Rents of Tracks and Terminals. — Loyers de voies et de terminus.	Rent of Equipment. — Location de matériel.	Rents of Buildings and other Property. — Loyers de bâtiments et autres propriétés.	Power. — Force motrice.	Miscellaneous. — Divers.	Total.	Total Gross Earnings — Total des recettes brutes.	No. — N°	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
								1	
	25 80	130 90	6,066 83			6,297 97	235,232 85	2	
			200 02		7,332 07	7,532 09	131,798 81	3	
		43 86		5,008 50	150 77	5,361 13	3,936,351 25	4	
					10,477 76	20,040 37	45,521 36	5	
							653,643 76	6	
							67 10	7	
			50 00		36 72	1,086 72	311,277 57	8	
			496 05		10,247 00	14,605 05	184,470 71	9	
			720 00		2,004 64	2,700 64	45,937 45	10	
					2,015 60	7,084 84	551,510 90	11	
								12	
22 97	692 91	Dr.13,769 59	286 14		442 32	Dr. 7,136 87	270,273 83	13	
								14	
	10,655 61	250 49	166 00			11,172 10	89,471 05	15	
		7,618 32	3,072 00			11,040 32	176,110 57	16	
		8,353 16	974 00			9,627 16	162,782 16	17	
		1,744 44	2,125 44			4,594 88	835,715 01	18	
	448 45		2,603 25		0 47	4,127 17	231,622 44	19	
							1,495 75	95,392 71	20
			1,954 58			2,354 58	56,529 98	21	
	1,563 42			1,873 50	549 29	4,786 21	67,489 08	22	
59 35	381 50	443 37	422 30		50 66	1,935 44	253,938 33	23	
			720 00		216 80	2,070 93	51,887 58	24	
						640 00	129,224 31	25	
	5,737 42	3,029 23			57,953 10	72,858 34	499,656 19	26	
			288 00		472 99	3,910 90	474,499 89	27	
						200 00	20,030 63	28	
			515 00	917 40	19 33	24,528 04	645,547 86	29	
					1,836 61	3,520 82	8,364,151 28	30	
						3,061 11	103,329 11	31	
		4,031 50	897 92	690 51		2,233 00	345,673 85	32	
						6,078 49	131,435 99	33	
	211 60	0 39	1,221 66		9,429 72	39,226 48	892,732 16	34	
						184 50	31,352 99	35	
	207 00		185 00			2,435 00	104,394 49	36	
			4,238 31			4,238 31	454,991 85	37	
					65 25	65 25	15,180 36	38	
			1,250 56		1,249 77	8,051 20	172,316 08	39	
			789 95			3,914 95	1,459,526 49	40	
					292 95	752 95	76,398 11	41	
								42	
		178 71		300 00	354 96	1,860 63	169,739 87	43	
					361 69	3,731 03	643,958 01	44	
			1,689 22		3,902 83	13,086 61	235,415 99	45	
		22 50			19 44	5,210 39	272,941 08	46	
			15 00		499 91	2,144 91	351,082 89	47	
					3,798 10	3,798 10	78,831 30	48	
					1,700 36	3,070 28	209,556 78	49	
							22,367 88	50	
							69,003 04	51	
					321 71	1,323 18	65,274 80	52	
				467 50	8,572 02	9,448 27	30,924 30	53	
							53,591 78	54	
		590 55	37 50			628 05	99,163 44	55	
					1,424 31	2,040 81	108,276 01	56	

TABLE 3.—Summary of Gross Earnings from Operations  
 TABLEAU 3.—Sommaires des recettes brutes d'exploitation

No. N <sup>o</sup>	Name of Railway. Nom du tramway.	Revenue from Operations Recettes d'exploitation			
		Station and Car Privileges. Publicité dans les voitures et stations.	Parcel- room Receipts. Consigne des bagages.	Storage. Emma- gasinage.	Car Service. Voitures. affectées à la voirie.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
57	Toronto.....	38,307 51			
58	Toronto Civic.....	1,620 00			
59	Toronto Suburban.....	600 42			
60	Toronto and York Radial.....	1,300 00			
61	Waterloo, Wellington (formerly Berlin and North- ern).....	150 00	47 55		
62	Windsor, Essex and Lake Shore.....	560 00	155 20		Dr. 2,500 49
63	Winnipeg.....	9,479 90			
64	Winnipeg, Selkirk and Lake Winnipeg.....	600 00			
65	Woodstock, Thomas Valley and Ingersoll.....	200 00			
66	Yarmouth.....	258 00			
	Total.....	131,764 48	2,435 18	2,423 23	48,438 13

## SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

other than Transportation. — autres que par les voitures.							Total Gross Earnings. — Total des recettes. brutes.	No. — N <sup>o</sup>
Telegraph and Telephone Service. — Télé- graphe et téléphone.	Rents of Tracks and Terminals. — Loyers de voies et de terminus.	Rent of Equipment. — Location de matériel.	Rents of Buildings and other Property. — Loyers de bâtiments et autres propriétés.	Power. — Force motrice.	Miscel- laneous. — Divers.	Total.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
		3,459 73	2,209 84		56,713 65	100,690 73	6,647,552 78	57
						1,620 00	375,234 73	58
	232 84		975 68	21,325 36	86 22	23,220 52	330,909 03	59
			987 00	31,175 94	3,495 94	36,958 88	796,168 15	60
			109 50		85 32	392 37	10,041 98	61
			436 00			Dr. 1,349 29	199,001 09	62
	500 00	1,845 00			12 41	11,837 31	2,364,030 13	63
	1,000 00					1,600 00	152,358 74	64
					366 50	566 50	23,421 04	65
				27,225 70	9,348 31	36,832 01	50,221 26	66
82 32	21,656 55	17,972 56	35,702 75	88,984 41	195,907 50	545,367 11	35,696,532 34	

TABLE 4.—Summary of Operating Expenses  
TABLEAU 4.—Sommaire des frais d'exploitation

No. N°	Name of Railway. Nom du tramway.	Maintenance—Way and Structures.			
		Superin- tendence. — Administra- tion.	Ballast.	Ties. — Traverses.	Rails.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....				
2	Brantford and Hamilton.....				
3	Brantford Municipal.....	6,021 31			
4	British Columbia.....	6,283 16	1,325 11	51,122 18	184 26
5	Calais Street.....				
6	Calgary Municipal.....	1,572 00			
7	Canadian Resources Development.....				
8	Cape Breton.....	1,946 61	1,993 72	3,516 99	26 92
9	Chatham, Wallaceburg and Lake Erie.....	0 67	62 35		384 60
10	Cornwall.....		50 00	180 00	
11	Edmonton Radial.....	1,685 35	313 50	243 35	66 22
12	Fort William.....				
13	Grand River.....	1,925 64	133 00	8,633 79	5,510 12
14	Guelph Radial.....				
15	Hamilton and Dundas.....				
16	Hamilton, Grimsby and Beamsville.....				
17	Hamilton Radial.....				
18	Hamilton Street.....				
19	Hull.....	1,745 00			
20	International Transit Co.....	608 33			
21	Kingston, Portsmouth and Cataraqui.....				
22	Kitchener and Waterloo.....	1,200 00			
23	Lake Erie and Northern.....	2,051 31	1,267 77	12 85	
24	Lethbridge Municipal.....		2,310 58	1,635 00	
25	Levis County.....				8,866 98
26	London and Port Stanley.....	2,913 73	16 80	739 42	Cr. 399 84
27	London Street.....	220 00	272 40	1,280 50	1,460 80
28	Moncton Tramways.....			17 22	
29	Montreal Tramways.....				
30	Montreal and Southern Counties.....	2,653 60			
31	Moosejaw.....	564 00			
32	New Brunswick Power Co.....	1,330 48			
33	Niagara Falls Park and River.....	215 69	89 18	3,468 50	121 31
34	Niagara, St. Catharines and Toronto.....	4,325 96	943 82	7,006 60	1,154 66
35	Niagara, Welland and Lake Erie.....				
36	Nipissing Central.....	208 50	162 00	989 66	672 33
37	Nova Scotia Tramways and Power Co.....		2,814 99	0 26	404 83
38	Nelson.....	1,510 00			
39	Oshawa.....	1,554 08	1,111 67	1,425 75	11 20
40	Ottawa.....	4,440 00	217 65	103 24	
41	Peterborough Radial.....				10 24
42	Picton.....				
43	Port Arthur.....				
44	Quebec Rly., Light and Power (Citadel).....	618 36	204 05	276 16	16,339 78
45	Quebec Rly., Light and Power (Montmorency).....	805 32	680 29	3,512 59	
46	Regina Municipal.....	383 33			
47	Sandwich, Windsor and Amherstburg.....	1,560 00			
48	Sarnia.....	1,321 25	1,073 43		
49	Saskatoon.....	964 44		140 00	
50	Schomberg and Aurora.....		235 00	2,434 69	127 88
51	Shawinigan Falls.....			6,622 11	332 22
52	Sherbrooke.....				
53	St. Thomas.....				
54	Sudbury, Copper Cliff Suburban.....	2,390 22			
55	Suburban Rapid Transit Co.....	192 04			
56	Three Rivers Traction Co.....				

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for the year ending June 30, 1919.

pour l'exercice terminé le 30 juin 1919.

Entretien des voies et ouvrages.

Rail Fastenings and Joints. Plaques d'accouplement et tire-fonds.	Special Work. Travaux spéciaux.	Under-ground Construction. Constructions souterraines.	Roadway and Track Labour. Main-d'œuvre pour chemin et voie.	Paving. Pavage.	Miscellaneous Roadway and Track Expenses. Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. Nettoyage et ensablement de la voie.	Removal of Snow, Ice and Sand. Enlèvement de la neige, glace et sable.	No. — N°
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
					23,314 83		575 62	1
							32 20	2
2,118 47	1,783 10	4,023 27	110,997 47	9,726 29	4,141 45	12,709 45	2,648 45	3
330 92			1,785 82		31 15		659 56	4
			9,152 07		1,782 57	4,180 02	2,140 85	5
								6
			16,927 58	2,718 10	937 77	921 00	3,081 65	7
1,941 80	710 38		9,158 65	27 67	211 50		28 25	8
9 13	3,342 18		2,044 22			100 00	483 13	9
	1,400 00		6,559 46	738 45	577 82	5,379 99	1,379 04	10
280 37	16 47							11
			18,191 91	799 40	198 51	246 82	695 61	12
770 89	114 99							13
					16,516 21		1,232 85	14
					20,705 13		378 23	15
					17,907 99		937 29	16
					31,645 22		4,050 55	17
					14,398 32			18
			1,871 77		1,800 00		137 16	19
			10,988 93				1,257 52	20
			1,720 41				13 69	21
466 09	48 50		38,499 67		Cr. 258 42		44 18	22
452 60			5,188 09		213 40		1,706 28	23
			1,551 73			1,181 73	7,863 86	24
787 77	437 93	12 09	21,963 86		2,359 93	257 61	420 78	25
1,220 20	740 40		31,590 57	2,357 19			55 56	26
48 94			1,433 56	103 60	22 55			27
48,393 12	34,689 50		184,451 97	18,979 40		74,597 86	245,183 10	28
					19,892 13			29
			7,776 28				875 48	30
			23,136 30		13,145 13			31
811 14	Cr. 2 27		11,853 27	Cr. 7 13	204 20	1,059 11	448 41	32
4,391 61	3,360 14		66,992 55	4,208 76	3,159 35	248 96	181 80	33
			194 75				28 17	34
141 57	821 84		8,188 44	239 23		31 95	3,019 36	35
556 02	218 24		9,631 43	2,115 36	1,344 90	6,586 07	11,992 73	36
			924 79					37
347 64	1,008 59		4,349 62	1,720 77	119 37	57 30	752 08	38
19 75	3,551 06		14,468 80		2,912 48	1,884 45	18,464 05	39
107 71			2,259 56		317 81	775 08	464 90	40
								41
				6,091 84	7,095 44	2 00	997 85	42
1,345 20	1,681 70		1,085 94	6,770 23	1,899 23	6,213 10	24,875 83	43
780 83			17,283 51				5,110 89	44
			10,043 27					45
								46
								47
	240 40		5,764 44	8 25	1,308 16			48
30 00			5,543 32			1,275 10	58 00	49
			5,477 34			2,183 65	334 30	50
								51
					6,907 67	780 00	1,036 73	52
					1,764 08		13 77	53
113 43			1,959 29		10 00		400 77	54
			2,508 94			579 30	551 32	55
			3,998 91		1,077 01	2,885 96	3,790 39	56

10 GEORGE V, A. 1920

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N <sup>o</sup>	Name of Railway. — Nom du tramway.	Maintenance—Way and Structures.			
		Superin- — tendence. — Administra- — tion.	Ballast.	Ties. — Traverses.	Rails.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
57	Toronto.....	10,190 34		3,441 11	2,107 21
58	Toronto Civic.....			1 70	
59	Toronto Suburban.....	5,470 34	358 51	672 87	1,189 30
60	Toronto and York Radial.....	3,558 15	978 45	3,646 09	Cr. 1,017 59
61	Waterloo Wellington.....				
62	Windsor, Essex and Lake Shore.....	673 70			
63	Winnipeg.....	5,969 46	1,006 30	3,914 19	9,216 66
64	Winnipeg, Selkirk and Lake Winnipeg.....	2,008 75			
65	Woodstock, Thomas Valley and Ingersoll.....			297 50	
66	Yarmouth.....				
	Total.....	81,081 12	17,620 57	105,384 32	46,770 19

## SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Entretien des voies et ouvrages.								No. — N°
Rail Fastenings and Joints. — Plaques d'accouplement et tire-fonds.	Special Work. — Travaux spéciaux.	Under-ground Construction. — Constructions souterraines.	Roadway and Track Labour. — Main-d'oeuvre pour chemin et voie.	Paving. — Pavage.	Miscellaneous Roadway and Track Expenses. — Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. — Nettoyage et ensablement de la voie.	Removal of Snow, Ice and Sand. — Enlèvement de la neige, glace et sable.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
4,732 67	10,770 15		72,461 29	1,006 80	3,735 97	6,403 01	7,668 13	57
64 79	276 80		2,531 38	356 04	271 70	1,122 99	235 73	58
316 65	631 41		22,896 94		932 50	7,818 47	1,691 70	59
2,383 55			38,331 80		1,208 52	10,612 38	4,039 50	60
					843 39		64 27	61
			28,401 68					62
4,299 76	12,221 56		13,447 78	16,719 37	2,113 16	14,148 91	2,514 56	63
					13,922 08			64
			1,348 01	549 33	258 98			65
			127 06					66
77,267 62	78,063 07	4,035 36	857,064 43	75,228 95	220,949 19	164,242 27	362,621 13	

10 GEORGE V, A. 1920

TABLE 4.—Summary of Operating Expenses  
 TABLEAU 4.—Sommaire des frais d'exploitation

No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Maintenance— Entretien des			
		Tunnels.	Elevated structures and Founda- tions. — Construc- tions aériennes et supports.	Bridges, Trestles and Culverts. — Ponts, croisillons et ponceaux.	Crossings, Fences, Cattle Guards and Signs. — Traverses, clôtures, cours à bestiaux et enseignes.
		\$	\$	\$	\$
1	Brandon Municipal.....				
2	Brantford and Hamilton.....				
3	Brantford Municipal.....				
4	British Columbia.....			6,476 95	4,830 62
5	Calais Street.....			1,057 69	
6	Calgary Municipal.....				
7	Canadian Resources Development.....				
8	Cape Breton.....			525 91	182 85
9	Chatham, Wallaceburg and Lake Erie.....	38	22	497 34	109 03
10	Cornwall.....				
11	Edmonton Radial.....				687 67
12	Fort William.....				
13	Grand River.....			499 08	640 94
14	Guelph Radial.....				
15	Hamilton and Dundas.....				
16	Hamilton, Grimsby and Beamsville.....				
17	Hamilton Radial.....				
18	Hamilton Street.....				
19	Hull.....				
20	International Transit Co.....				
21	Kingston, Portsmouth and Cataraqui.....				
22	Kitchener & Waterloo.....				
23	Lake Erie and Northern.....			1,671 29	2,435 3
24	Lethbridge Municipal.....				
25	Lévis County.....				
26	London and Port Stanley.....			6,712 43	2,042 57
27	London Street.....				
28	Moncton Tramways.....				
29	Montreal Tramways.....				
30	Montreal and Southern Counties.....				
31	Moose Jaw.....				
32	New Brunswick Power Co.....			1 96	
33	Niagara Falls Park and River.....			1,914 56	527 05
34	Niagara St. Catharines and Toronto.....			4,651 88	3,791 82
35	Niagara, Welland and Lake Erie.....			1,675 65	
36	Nipissing Central.....			22 37	91 09
37	Nova Scotia Tramways and Power Co.....				
38	Nelson.....				
39	Oshawa.....				112 11
40	Ottawa.....			1,809 90	49 68
41	Peterborough Radial.....				
42	Pictou.....				
43	Port Arthur.....			100 00	
44	Quebec Railway, Light and Power Co. (Citadel)			3,251 31	765 14
45	Quebec Rly., Light & Power Co. (Montmorency)			861 46	1,561 52
46	Regina Municipal.....				
47	Sandwich, Windsor and Amherstburg.....				
48	Sarnia.....				170 50
49	Saskatoon.....				
50	Schomberg and Aurora.....			1,160 93	302 52
51	Shawinigan Falls.....				
52	Sherbrooke.....				
53	St. Thomas.....				
54	Sudbury Copper-Cliff Suburban.....				492 03



10 GEORGE V, A. 1920

TABLE 4.—Summary of Operating Expenses  
 TABLEAU 4.—Sommaire des frais d'exploitation

No. N°	Name of Railway. Nom du tramway.	Maintenance— Entretien de			
		Tunnels.	Elevated structures and Foundations. Constructions aériennes et supports.	Bridges, Trestles and Culverts. Ponts, croisillons et ponceaux.	Crossings, Fences, Cattle Guards and Signs. Traverses, clôtures, cours à bestiaux et enseignes.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
55	Suburban Rapid Transit Co.....				
56	Three Rivers Traction Co.....				
57	Toronto.....				
58	Toronto Civic.....				
59	Toronto Suburban.....			739 97	1,549 88
60	Toronto and York Radial.....			3,734 65	232 92
61	Waterloo Wellington.....				
62	Windsor, Essex and Lake Shore.....				
63	Winnipeg.....			1,482 38	1,190 89
64	Winnipeg, Selkirk and Lake Winnipeg.....				
65	Woodstock, Thames Valley and Ingersoll.....			89 55	
66	Yarmouth.....				
	Total.....	38 22		38,987 26	21,766 18

## SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

## Way and Structures.

voies et ouvrages.

Signal and Interlocking Systems.	Telephone and Telegraph Systems.	Other Miscellaneous Way Expenses.	Poles and Fixtures.	Underground Conduits.	Transmission System.	Distribution System.	Miscellaneous Electric Line Expenses.	No. N°
Signaux et aiguillage à enclanchement.	Signaux de téléphone et de télégraphe.	Diverses autres dépenses de la ligne.	Poteaux et accessoires.	Conduits souterrains.	Réseau de transmission.	Réseau de distribution.	Dépenses diverses de ligne électrique.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
			604 53			1,550 73		55
		159 38			552 64			56
	26 19		959 50		49,310 15			57
408 00	167 34	395 77	552 30		25 48	1,892 11	116 44	58
629 35	1,555 66		1,353 60		283 51	4,989 72		59
								60
							7,384 58	61
686 45	432 48	1,675 52			7,082 74	20,254 77	214 48	62
		2 94	30 41		278 25	345 26	8 00	63
			77 02					64
					75 77	213 16		65
								66
9,479 77	8,232 72	33,817 80	16,804 33	29 40	63,215 13	203,302 13	158,215 57	

10 GEORGE V, A. 1920

TABLE 4.—Summary of Operating Expenses  
TABLEAU 4.—Sommaire des frais d'exploitation

No. N <sup>o</sup>	Name of Railway. Nom du tramway.	Maintenance of Way and Structures. Entretien des voies et ouvrages.			
		Buildings and Structures. Bâtiments et cons- tructions.	Other Opera- tions. Dr. Autres exploit- ations. Dt.	Other Opera- tions. Cr. Autres exploit- ations. Av.	Total Way and Structures. Total des voies et ouvrages.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....				
2	Brantford and Hamilton.....	544 74			28,249 05
3	Brantford Municipal.....	1,046 35			8,359 22
4	British Columbia.....	1,470 02	1,049 34		257,359 35
5	Calais Street.....	177 46			4,281 15
6	Calgary Municipal.....	448 83			23,833 14
7	Canadian Resources Development.....				
8	Cape Breton.....	1,669 82			46,228 73
9	Chatham, Wallaceburg and Lake Erie.....	1,191 86			17,396 57
10	Cornwall.....				5,171 16
11	Edmonton Radial.....	759 77			22,128 15
12	Fort William.....				
13	Grand River.....	988 29			43,190 58
14	Guelph Radial.....				
15	Hamilton and Dundas.....	130 21			19,043 36
16	Hamilton, Grimsby and Beamsville.....	772 18			26,623 64
17	Hamilton Radial.....	63 98			22,319 98
18	Hamilton Street.....	516 56			49,098 47
19	Hull.....	492 86			22,432 92
20	International Transit Co.....	1 50			4,616 16
21	Kingston, Portsmouth and Cataraqui.....	364 29			13,085 30
22	Kitchener and Waterloo.....	24 30			3,745 66
23	Lake Erie and Northern.....	1,524 00			50,870 19
24	Lethbridge Municipal.....	176 58			12,321 85
25	Lévis County.....	336 82			24,238 74
26	London and Port Stanley.....	5,442 95			49,759 12
27	London Street.....	2,764 13			47,283 38
28	Moncton Tramways.....	56 88			1,928 43
29	Montreal Tramways.....	66,576 87			766,658 87
30	Montreal and Southern Counties.....	2,300 32			36,481 50
31	Moose Jaw.....	20 23	60 00		9,773 31
32	New Brunswick Power Co.....	566 25			65,022 89.
33	Niagara Falls Park and River.....	1,094 16			24,624 23
34	Niagara, St. Catharines and Toronto.....	4,266 05			127,033 44
35	Niagara, Welland and Lake Erie.....	56 95			2,082 51
36	Nipissing Central.....	4,703 89			21,274 90
37	Nova Scotia Tramways and Power Co.....	2,413 58	213 55		41,324 61
38	Nelson.....	39 90			3,007 26
39	Oshawa.....	1,365 55			17,349 06
40	Ottawa.....	3,672 37			81,705 16
41	Peterborough Radial.....	173 49			6,242 80
42	Pictou.....				
43	Port Arthur.....	149 13			17,218 51
44	Quebec Rly., Light and Power (Citadel).....	1,752 78			75,556 90
45	Quebec Rly., Light and Power (Montmorency).....	2,323 10	443 73		38,284 60
46	Regina Municipal.....	134 02			13,129 10
47	Sandwich, Windsor and Amherstburg.....	1,006 71			37,705 37
48	Sarnia.....	162 86			10,085 45
49	Saskatoon.....	560 89			9,872 59
50	Schomberg and Aurora.....	30 35			12,566 59
51	Shawinigan Falls.....	325 44			12,431 85
52	Sherbrooke.....	21 01			10,313 60
53	St. Thomas.....				1,840 14
54	Sudbury, Copper Cliff Suburban.....	50 26			5,738 29

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Maintenance of Equipment.								No. — N°
Entretien du matériel.								
Super- intend- ence. — Adminis- tration.	Power Plant Equip- ment. — Machinerie de l'usine de force motrice	Sub station Equip- ment. — Machinerie des sous-sta- tions.	Passengers and Com- bination Cars. — Voitures à voyageurs et mixtes.	Freight, Express and Mail Cars. — Voitures à mar- chandises, messagerie et poste.	Locomo- tives.	Service Cars. — Voiture s de réparations.	Electric Equip- ment of Cars. — Moteurs des voitures.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
		4,354 21	8,738 77				7,731 79	1
						4,193 17		2
7,853 18	0 92	47 84	94,081 36	22,779 20	3,896 64	661 67	60,528 89	3
	703 24		1,840 69				416 05	4
			64,842 72					5
								6
482 92		153 20	13,007 48	639 52		2,197 86	11,908 67	7
7 78	1,852 98	58 27	2,641 19	991 82	810 31	10 39	1,431 88	8
	119 25		7,985 73		700 00	100 00	3,723 11	9
5,414 11			32,204 99			1,341 16	26,907 88	10
								11
140 40			9,775 27	113 75	4,392 22	330 56	4,601 92	12
								13
			993 34				580 63	14
		3,502 66	9,756 54	5,333 49				15
			7,964 72	3,157 60			5,622 23	16
			71,497 59				57,594 57	17
1,740 00			17,984 40				14,561 50	18
683 33		4,995 39					4,534 41	19
								20
			1,612 88				1,859 63	21
118 80	50 95	714 06	9,698 90	58 56	2,192 78	490 54	3,642 36	22
			6,786 14				2,770 58	23
			11,414 45			3,594 57	8,003 06	24
2,081 43			18,040 89	3,736 73		700 52	1,429 43	25
1,620 00			36,440 35				15,642 63	26
			1,352 19				811 53	27
	67,287 07		409,798 35	26,840 91			365,810 02	28
3,965 55		619 97	13,767 11				11,202 38	29
564 00	0 50		3,367 75				656 35	30
455 62			28,060 60				9,399 91	31
304 04	540 60		1,379 24			Cr. 12 67	652 53	32
272 00		377 27	27,789 33	6,241 18	7,910 90	2,074 49	60,265 14	33
	2,731 88		1,714 21				534 86	34
204 00			9,250 51	50 80		42 04	4,358 23	35
			26,879 41			3,545 23	22,632 38	36
		18 37						37
		307 07	556 79	258 49	947 94	224 60	741 57	38
9,051 90	1,725 95	17,306 94	44,402 22				35,734 21	39
			6,367 42			15 29	3,022 05	40
								41
		310 15	9,518 05				6,549 90	42
313 45			29,610 67				19,245 07	43
395 44			9,579 34		109 59		8,793 00	44
483 20			13,590 42				5,854 88	45
2,156 62	1,046 05		15,782 61				11,246 55	46
							5,111 56	47
3,178 35			13,028 21			87 00	4,470 41	48
2,040 00		170 80						49
					1,863 12			50
								51
			4,144 97				951 30	52
			5,530 27					53
			6,118 34					54

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TABLE 4.—Summary of Operating Expenses  
TABLEAU 4.—Sommaire des frais d'exploitation

No. N°	Name of Railway. Nom du tramway.	Maintenance of Way and Structures. Entretien des voies et ouvrages.			
		Buildings and Structures. Bâtiments et cons- tructions.	Other Opera- tions Dr. Autres exploit- ations. Dt.	Other Opera- tions Cr. Autres exploit- ations. Av.	Total Way and Structures. Total des voies et ouvrages.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
55	Suburban Rapid Transit Co.....	475 55			6,462 41
56	Three Rivers Traction Co.....	16 78			12,481 07
57	Toronto.....	16,026 60			187,853 43
58	Toronto Civic.....	2,227 17			10,082 54
59	Toronto Suburban.....	1,954 71			61,400 05
60	Toronto and York Radial.....	5,092 62			81,667 88
61	Waterloo Wellington.....				907 66
62	Windsor, Essex and Lake Shore.....	700 72			37,160 68
63	Winnipeg.....	4,548 75			123,140 17
64	Winnipeg, Selkirk and Lake Winnipeg.....	490 49			17,086 18
65	Woodstock, Thomas Valley and Ingersoll.....				2,620 39
66	Yarmouth.....	10 85			426 84
	Totals.....	146,274 78	1,766 62		2,792,258 13

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Maintenance of Equipment.								No. — N°
Entretien du matériel.								
Super- intend- ence. — Adminis- tration.	Power Plant Equip- ment. — Machinerie de l'usine de force motrice.	Sub station Equip- ment. — Machinerie des sous-sta- tions.	Passengers and Com- bination Cars. — Voitures à voyageurs et mixtes.	Freight, Express and Mail Cars. — Voitures à mar- chandises, messagerie et poste.	Locomo- tives.	Service Cars. — Voitures de réparations.	Electric Equip- ment of Cars. — Moteurs des voitures.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
		80 57						55
			6,810 24			222 91	1,678 64	56
35,420 27	4,426 34	16,612 60	277,655 25				244,540 30	57
2,070 39			19,511 53			538 08	4,404 80	58
2,690 84		23 34	19,186 75	791 44	505 18	950 21	10,385 03	59
	5,424 90		48,789 25	26,094 12			42,835 34	60
			1,140 93					61
1,300 53	2,447 22		8,564 64				4,830 75	62
5,563 72	13,143 22	5,117 17	119,086 98			1,967 58	66,020 79	63
1,552 15		640 66	6,753 56				3,789 32	64
	197 44		2,216 16					65
	379 18		992 11				1,498 10	66
92,124 02	102,077 69	55,410 54	1,619,653 81	97,087 61	23,328 18	23,275 20	1,191,518 12	

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TABLE 4.—Summary of Operating Expenses  
TABLEAU 4.—Sommaire des frais d'exploitation

No. N <sup>o</sup>	Name of Railway. Nom du tramway.	Maintenance Entretien			
		Electric Equip- ment of Locomo- tives. Matériel électrique des locomotives.	Shop Machinery and Tools. Machinerie et outillage des ateliers.	Shop Expenses. Dépenses des ateliers.	Horses and Vehicles. Chevaux et véhicules.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....				
2	Brantford and Hamilton.....				
3	Brantford Municipal.....				
4	British Columbia.....	8,064 85	2,622 41	11,228 01	991 04
5	Calais Street.....			331 62	
6	Calgary Municipal.....	21,590 16		2,743 56	
7	Canadian Resources Development.....				
8	Cape Breton.....		298 84	489 24	21 76
9	Chatham, Wallaceburg and Lake Erie.....	1,229 09	289 19	51 00	
10	Cornwall.....	650 00		150 00	
11	Edmonton Radial.....		429 24	3,815 49	
12	Fort William.....				
13	Grand River.....		689 80	1,182 92	
14	Guelph Radial.....				
15	Hamilton and Dundas.....				
16	Hamilton, Grimsby and Beamsville.....	9,339 47			
17	Hamilton Radial.....				
18	Hamilton Street.....				
19	Hull.....			4,346 36	
20	International Transit Co.....			1,116 94	
21	Kingston, Portsmouth and Cataract.....			558 64	
22	Kitchener and Waterloo.....		162 73	436 27	370 92
23	Lake Erie and Northern.....		0 54	245 92	
24	Lethbridge Municipal.....		529 82		
25	Lévis County.....		3,101 19		
26	London and Port Stanley.....	2,856 11	195 79	4,739 90	
27	London Street.....				
28	Moncton Tramways.....			301 54	
29	Montreal Tramways.....			72,094 08	
30	Montreal and Southern Counties.....				
31	Moose Jaw.....			342 95	
32	New Brunswick Power Co.....			1,083 39	
33	Niagara Falls Park and River.....	3 22		12 51	37 36
34	Niagara, St. Catharines and Toronto.....	13,909 97	413 01	3,719 10	501 39
35	Niagara Welland and Lake Erie.....				
36	Nipissing Central.....		10 38	313 80	
37	Nova Scotia Tramways and Power Co.....				
38	Nelson.....				
39	Oshawa.....	688 85	197 72	133 88	277 98
40	Ottawa.....		194 28		8,361 63
41	Peterborough Radial.....		7 73		
42	Pictou.....				
43	Port Arthur.....				
44	Quebec Rly., Light and Power (Citadel).....				
45	Quebec Rly., Light and Power (Montmorency).....		677 27		
46	Regina Municipal.....			3,263 16	
47	Sandwich, Windsor and Amherstburg.....			504 57	
48	Sarnia.....			196 69	444 97
49	Saskatoon.....		125 00	3,403 97	
50	Schomberg and Aurora.....		9 81		
51	Shawinigan Falls.....	18 16			
52	Sherbrooke.....			101 23	
53	St. Thomas.....				
54	Sudbury, Copper Cliff Suburban.....				

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

of Equipment. — du matériel.				Traffic Expenses. — Dépenses du trafic.				No. N°.
Other Mis- cellaneous Equip- ment expenses. — Autres dépenses pour le matériel.	Other Opera- tions. Dr. — Autres exploita- tions. Dt.	Other Opera- tions. Cr. — Autres exploita- tions. Av.	Total Mainte- nance of Equipment. — Total, entretien du matériel.	Superin- tendence and Solic- itation. — Administra- tion et sollicita- tion.	Adver- tising. — Publicité.	Miscel- laneous Traffic Expenses. — Dépenses diverses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
			20,824 77					1
			4,279 63			102 36	102 36	2
86 46			221,310 50			283 35	283 35	3
1,526 95	7,027 54		3,291 60			6,410 80	6,573 10	4
			89,367 45					5
191 01						1,755 64	1,755 64	6
								7
	8,716 44		37,915 93	446 94		454 64	901 58	8
			9,373 90			58 15	537 45	9
			13,428 09			99 05	99 05	10
			70,112 87	2,871 53		694 18	3,565 71	11
								12
			21,226 84	3,214 74		163 33	743 92	13
								14
			1,573 97			30 75	30 75	15
			27,932 16			59 51	59 51	16
			16,744 55			297 17	297 17	17
			129,092 16			1,010 00	1,010 00	18
			38,632 26			128 31	128 31	19
			11,330 07			42 40	42 40	20
			558 64			160 75	160 75	21
1,295 23			5,737 66			158 17	158 17	22
			17,213 41	2,494 28		87 27	166 45	23
106 64			10,193 18			380 12	380 12	24
25 35			26,138 62			382 20	382 20	25
3 75			33,784 55	3,865 05		2,672 36	941 69	26
5,027 50			58,730 48					27
1,798 00			4,263 26					28
290,771 62			1,232,602 05					29
3,360 92			32,915 93				1,539 70	30
			4,931 55			15 50	15 50	31
			38,999 52			747 20	747 20	32
			2,916 83	840 42		1,585 72	2,426 14	33
253 58			123,727 36	5,982 28		4,140 47	884 18	34
78 04			5,058 99					35
			14,229 76			60 86	60 86	36
	2,300 45		55,357 47			1,039 46	255 19	37
			18 37					38
			4,334 89					39
852 57			117,629 70				1,086 06	40
			9,412 49					41
								42
133 83			16,825 38	16 00			16 00	43
9,439 81			58,690 99			149 20	7,688 61	44
46 91			19,688 81			1,623 06	2,038 23	45
			24,865 08	380 28		1,982 71	2,362 99	46
			28,579 78			58 48	58 48	47
			8,931 57					48
400 00			23,554 59					49
			180 61					50
			1,881 28					51
2,415 82			7,613 32					52
			5,580 27					53
			6,118 34			23 56	23 56	54

10 GEORGE V, A. 1920

TABLE 4.—Summary of Operating Expenses  
 TABLEAU 4.—Sommaire des frais d'exploitation

No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Maintenance — Entretien			
		Electric Equip- ment of Locomo- tives. — Matériel électrique des locomo- tives.	Shop Machinery and Tools. — Machinerie et outillage des ateliers.	Shop Expenses. — Dépenses des ateliers.	Horses and Vehicles. — Chevaux- et véhicules.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
55	Suburban Rapid Transit Co.....				
56	Three Rivers Traction Co.....			369 85	
57	Toronto.....		10,945 36	25,811 57	39,049 19
58	Toronto Civic.....		215 99	587 56	503 75
59	Toronto Suburban.....		154 06	4,181 90	
60	Toronto York Radial.....		2,578 25	371 89	
61	Waterloo-Wellington.....				
62	Windsor, Essex and Lake Shore.....				
63	Winnipeg.....		1,535 68	16,048 60	106 61
64	Winnipeg, Selkirk and Lake Winnipeg.....				
65	Woodstock, Thomas Valley and Ingersoll.....				
66	Yarmouth.....				
	Total.....	58,349 88	25,834 09	164,278 11	50,666 60

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

of Equipment. du matériel.				Traffic Expenses. Dépenses du trafic.				No. — N°
Other Mis- cellaneous Equip- ment expenses. — Autres dépenses pour le matériel.	Other Opera- tions. Dr. — Autres exploita- tions. Dt.	Other Opera- tions. Cr. — Autres exploita- tions. Av.	Total Mainte- nance of Equipment. — Total, entretien du matériel.	Superin- tendence and Solici- tation. — Adminis- tration. et sollicita- tion.	Adver- tising. — Annonces.	Miscel- laneous Traffic Expenses. — Dépenses diverses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
			80 57					55
79 68			9,161 32					56
20,266 22			674,727 10		12,674 53		12,674 53	57
			27,832 10	4,586 79	85 54		4,672 33	58
6,361 16			45,229 91	208 50	210 51	0 40	419 41	59
2,136 92			128,230 67		757 25		757 25	60
			1,140 93					61
521 76			17,664 90		1,881 07		1,881 07	62
			228,590 35		6,245 05	3,757 83	10,002 88	63
0 70			12,736 39					64
			2,413 60					65
			2,869 39					66
347,180 43	18,044 43		3,868,378 71	24,906 81	48,710 68	19,594 66	93,212 15	

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TABLE 4.—Summary of Operating Expense  
TABLEAU 4—Sommaire des frais d'exploitations

No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Conducting Transportation—Power.—			
		Superintendence of Transportation. — Gérance des transports.	Power-plant Employees. — Employés, de l'usine de force motrice.	Sub-station Employees. — Employés, des stations intermédiaires.	Fuel for Power. — Combustible pour force motrice.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....				
2	Brantford and Hamilton.....	1,518 81		5,503 33	
3	Brantford Municipal.....				
4	British Columbia.....	72,551 71			
5	Calais Street.....		2,768 57		
6	Calgary Municipal.....	6,443 47			
7	Canadian Resources Development.....				
8	Cape Breton.....	6,074 21		3,037 68	
9	Chatham, Wallaceburg and Lake Erie.....		6,496 35		53,049 15
10	Cornwall.....		966 67		175 00
11	Edmonton Radial.....	8,408 29			
12	Fort William.....				
13	Grand River.....	2,560 96	2,801 57	2,020 17	247 50
14	Guelph Radial.....				
15	Hamilton and Dundas.....	654 95			
16	Hamilton, Grimsby and Beamsville.....	1,231 22		5,404 32	
17	Hamilton Radial.....	2,607 35			
18	Hamilton Street.....	22,956 97			
19	Hull.....	2,050 00			
20	International Transit Co.....	688 34			
21	Kingston, Portsmouth and Cataraqui.....				
22	Kitchener and Waterloo.....	1,819 27			
23	Lake Erie and Northern.....	3,398 59	651 28	4,160 68	
24	Lethbridge Municipal.....	444 00			
25	Levis County.....	3,080 92		1,186 50	
26	London and Port Stanley.....	9,332 13			
27	London Street.....	8,225 04			
28	Moncton Tramways.....	450 00			
29	Montreal Tramways.....	129,416 09	117,571 81		223,678 95
30	Montreal and Southern Counties.....	14,312 49		9,448 35	
31	Moose Jaw.....	539 00	5,866 33		11,025 91
32	New Brunswick Power Co.....	1,630 39			
33	Niagara Falls Park and River.....	2,348 39	9,218 63		
34	Niagara, St. Catharines and Toronto.....	22,475 62		12,291 62	
35	Niagara, Welland and Lake Erie.....				
36	Nipissing Central.....	1,632 00		2,586 72	
37	Nova Scotia Tramways and Power Co.....	7,653 73	6,808 36		33,163 50
38	Nelson.....			1,027 30	
39	Oshawa.....	2,469 63	2,317 20		
40	Ottawa.....	23,754 97	8,893 56	9,365 74	8,573 52
41	Peterborough Radial.....	19 50			
42	Pictou.....				
43	Port Arthur.....	3,824 25			
44	Quebec Rly., Light and Power (Citadel).....	6,296 51			
45	Quebec Rly., Light and Power (Montmorency).....	66 60		1,828 02	
46	Regina Municipal.....	3,285 80			
47	Sardwich, Windsor and Amherstburg.....	2,425 00	11,895 35		5,804 35
48	Sarnia.....				
49	Saskatoon.....	5,504 35			
50	Schomberg and Aurora.....	120 00		1,079 14	
51	Shawinigan Falls.....				
52	Sherbrooke.....	794 50			
53	St. Thomas.....				
54	Sudbury, Copper Cliff Suburban.....	1,859 54			
55	Suburban Rapid Transit Co.....	2,690 03		3,457 35	
56	Three Rivers Traction Co.....				



10 GEORGE V, A. 1920

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. N <sup>o</sup>	Name of Railway. Nom du tramway.	Conducting Transportation—Power.—			
		Superintendence of Transportation.	Power-plant Employees.	Sub-station Employees.	Fuel for Power.
		Gérance des transports.	Employés, de l'usine de force motrice.	Employés, des stations intermédiaires.	Combustible pour force motrice.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
57	Toronto.....	239,047 55	6,388 76	30,553 28	5,915 35
58	Toronto Civic.....	10,977 70			
59	Toronto Suburban.....	2,557 50		6,660 97	
60	Toronto and York Radial.....	17,710 06	17,306 47		2,510 00
61	Waterloo, Wellington.....				
62	Windsor, Essex and Lake Shore.....	1,303 69	6,415 95		31,804 43
63	Winnipeg.....	40,125 01	32,375 80	17,162 52	37,188 89
64	Winnipeg, Selkirk and Lake Winnipeg.....			4,414 60	
65	Woodstock, Thomas Valley and Ingersoll.....		1,446 88		
66	Yarmouth.....		1,885 02	1,551 91	
	Total.....	699,336 13	242,074 56	122,740 20	413,136 58

## SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Force motrice des transports.								No. — N <sup>o</sup>
Water for Power.	Lubri- cants for Power.	Miscel- laneous Power-plant Supplies and Expenses.	Substation Supplies and Expenses.	Power Purchased.	Other Opera- tions. Dr.	Other Opera- tions. Cr.	Total, Power.	
Eau pour force motrice.	Lubrifiants pour l'usine.	Fournitures et dépenses diverses de l'usine.	Fournitures et dépenses des stations inter- médiaires.	Achat de force motrice.	Autres frais d'exploit- ation. Dt.	Autres frais d'exploit- ation. Av.	Total, force motrice.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
16 81	203 10	5,647 53	1,775 72	822,418 41			872,918 96	57
				73,735 69			73,735 69	58
			603 62	49,162 87			56,427 46	59
	331 25	33 24		66,000 00			86,180 96	60
				1,786 92			1,786 92	61
		1,529 86					39,750 24	62
465 01	115 17	3,257 98	2,892 05				93,457 42	63
			459 11	22,918 40			27,792 11	64
				2,572 92			4,019 80	65
	335 90	222 74					3,995 57	66
8,453 25	9,326 88	44,693 93	108,878 96	3,497,754 84	41,782 91	53,778 15	4,435,063 96	

10 GEORGE V, A. 1920

TABLE 4—Summary of Operating Expenses  
TABLEAU 4—Sommaire des frais d'exploitations

No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Conducting Transportation—Operation of Cars.—			
		Passenger Conductors Motormen and Trainmen. — Conducteurs wotmen, etc., des voitures à voyageurs.	Freight and Express Conductors Motormen and Trainmen. — Conducteurs wotmen, etc., du service des marchandises et des colis.	Miscel- laneous Car Service Employees. — Personnel des voitures de réparations.	Miscel- laneous Car Service Expenses. — Dépenses des voitures de réparations.
		\$cts.	\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....				
2	Brantford and Hamilton.....	18,047 00	6,644 69	5,151 11	5,545 38
3	Brantford Municipal.....	40,332 19		6,583 40	2,852 47
4	British Columbia.....	1,272,129 75	110,843 43	8,905 45	58,594 53
5	Calais Street.....	10,978 48			38 50
6	Calgary Municipal.....	180,989 60	3,853 46	632 01	13,836 44
7	Canadian Resources Development.....	300 00			
8	Cape Breton.....	60,230 23	2,650 54	67 32	5,041 78
9	Chatham, Wallaceburg and Lake Erie.....	8,298 72	9,764 98		752 35
10	Cornwall.....	7,857 56	2,500 00		642 29
11	Edmonton Radial.....	133,912 12	423 99	13,060 13	17,058 24
12	Fort William.....				
13	Grand River.....	17,384 10	24,073 41		1,489 68
14	Guelph Radial.....				
15	Hamilton and Dundas.....	18,143 42		552 88	1,723 86
16	Hamilton, Grimsby and Beamsville.....	25,476 13	10,662 64	2,254 58	4,059 12
17	Hamilton Radial.....	32,486 58	3,095 69	2,208 78	4,679 29
18	Hamilton Street.....	234,329 33		12,230 24	36,798 65
19	Hull.....	66,342 16			3,202 60
20	International Transit Co.....	25,939 36			1,046 13
21	Kingston, Portsmouth and Cataraqui.....	17,247 20		6,993 73	3,330 54
22	Kitchener and Waterloo.....	17,411 56		3,140 30	
23	Lake Erie and Northern.....	9,766 30	9,884 77		1,318 39
24	Lethbridge Municipal.....	13,646 21		363 65	179 15
25	Lévis County.....		33,301 50	2,833 14	1,321 97
26	London and Port Stanley.....	15,375 72	19,696 98		1,433 34
27	London Street.....	166,043 64		2,328 12	12,991 91
28	Moncton Tramways.....	5,300 19			1,536 45
29	Montreal Tramways.....	2,091,692 07		22,423 53	159,234 02
30	Montreal and Southern Counties.....	47,113 77	6,190 01	7,451 53	
31	Moose Jaw.....	40,944 21		1,238 76	2,001 30
32	New Brunswick Power Co.....	111,091 47			10,555 79
33	Niagara Falls Park and River.....	29,822 32	618 59	296 52	1,083 56
34	Niagara, St. Catharines and Toronto.....	112,292 93	45,503 73	5,084 29	8,550 56
35	Niagara, Welland and Lake Erie.....	7,286 14			249 46
36	Nipissing Central.....	24,404 21	4,043 43	112 23	2,416 51
37	Nova Scotia Tramways and Power Co.....	96,997 35		4,649 15	9,165 64
38	Nelson.....	8,351 81		1,409 35	
39	Oshawa.....	7,728 01	11,136 92		1,136 24
40	Ottawa.....	450,190 65		5,813 45	47,842 02
41	Peterborough Radial.....	28,614 47		1,669 82	1,265 05
42	Pictou.....				
43	Port Arthur.....	42,988 09	8 76	4,891 42	14 87
44	Quebec Rly., Light and Power (Citadel).....	163,878 70	1,900 51	95 14	12,753 12
45	Quebec Rly., Light and Power (Montmorency).....	39,249 42		7,600 68	3,656 41
46	Regina Municipal.....	96,832 77	2,888 62		7,597 38
47	Sandwich, Windsor and Amherstburg.....	96,090 07			6,564 93
48	Sarnia.....	18,783 08			
49	Saskatoon.....	78,868 01		2,920 00	520 00
50	Schomberg and Aurora.....	1,777 56			
51	Shawinigan Falls.....	45,005 33			
52	Sherbrooke.....	16,846 80		115 25	756 27

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—*suite*.

Transports.—Circulation des voitures.

Station Em- ployees. — Employés des stations.	Station Expenses. — Dépenses des stations.	Carhouse Employees. — Employés des garages.	Carhouse Expenses. — Dépenses des garages.	Operation of Signal and Inter- locking Systems. — Signaux et appareils d'enclan- chement.	Operation of Telephone and Telegraph Systems. — Lignes télégra- phiques et télépho- niques.	Express and Freight Collections and Delivery. — Chargement et livraison des mar- chandises et colis.	Loss and Damage. — Pertes et dommages.	No. — N <sup>o</sup>
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
						6,936 17		1
		2,726 08	1,420 46					2
80,178 98	31,078 84	106,038 36	16,798 87	14,433 74				3
		2,836 15						4
		18,351 00						5
								6
								7
1,168 08	294 39	7,589 66	1,126 55	2 03	29 18		23 75	8
4,924 16	419 41	1,175 41	4 14	2,106 86		293 86	99 07	9
		850 00	309 36					10
458 65	1,841 02	10,672 57	3,560 39					11
								12
21,246 63	3,486 08	661 71	293 97	208 92	6 00		24 55	13
								14
						16 17		15
						1,532 10		16
						787 17		17
								18
	7,036 92							19
432 00	66 96	3,809 94						20
								21
								22
20,421 49	3,907 23	912 20	323 60	7,750 63	6 58		38 79	23
		162 99	830 88					24
		4,318 69						25
29,674 35	5,173 13	12,971 03	55 36	4,413 68		1,175 03	799 52	26
		7,224 81		4,502 28				27
								28
		125,753 76	68,862 16			44,864 94		29
17,390 92		10,075 65			9,652 58		347 63	30
		3,219 07	1,413 18					31
			13,833 82	2,796 44				32
			8 77					33
2,730 89	22 13	4,389 28	20 00	12,169 33		8,047 30	2,814 38	34
46,665 32	8,617 51	11,478 34						35
			358 23					36
589 53	959 71	2,227 60	426 65					37
		6,256 17	4,210 17				17,359 15	38
		488 97	84 95					39
17,304 46	1,189 83	2,381 54	138 00	3,260 32		5,361 40		40
		27,142 99	4,829 87					41
		729 90	561 38	444 35				42
								43
		5,285 03						44
	233 95	17,789 09	1,909 40	3,678 27				45
18,511 98	2,221 17		985 64	0 96	146 60	464 75	30 48	46
			364 87	1,538 05			285 55	47
		8,583 41						48
870 00		7,740 64						49
		747 25					6,092 17	50
				1,860 00				51
1,109 85	340 48			2,135 10				52
							6,249 88	
		5,213 74						

10 GEORGE V, A. 1920

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Conducting Transportation—Operation of Cars.—			
		Passenger Conductors Motormen and Trainmen.	Freight and Express Conductors Motormen and Trainmen.	Miscel- laneous Car Service Employees.	Miscel- laneous Car Service Expenses.
		Conducteurs watmen etc., des voitures à voyageurs.	Conducteurs watmen, etc., du service des marchandi- ses et des colis.	Personnel des voitures de réparations.	Dépenses des voitures de réparations.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
53	St. Thomas.....	16,581 41			
54	Sudbury—Copper Cliff Suburban.....	6,161 72	6,318 62		
55	Suburban Rapid Transit Co.....	69,307 93			2,079 90
56	Three Rivers Traction Co.....	16,482 53		1,346 00	329 34
57	Toronto.....	1,632,630 59		46,699 39	91,065 54
58	Toronto Civic.....	152,788 48			11,674 07
59	Toronto Suburban.....	57,526 97	12,055 62		6,168 53
60	Toronto and York Radial.....	101,993 72	10,583 06	742 41	19,783 92
61	Waterloo Wellington.....	2,330 60			
62	Windsor, Essex and Lake Shore.....	16,899 49		18,768 50	
63	Winnipeg.....	923,262 99		7,180 40	85,801 74
64	Winnipeg, Selkirk and Lake Winnipeg.....	23,508 61		2,358 70	
65	Woodstock, Thomas Valley and Ingersoll.....	4,169 40			362 60
66	Yarmouth.....	4,325 04			328 97
	Total.....	9,082,786 27	338,643 95	210,171 36	672,430 80

## SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

## Transports.—Circulation des voitures.

Station Em- ployees. — Employés des stations.	Station Expenses. — Dépenses des stations.	Carhouse Employees. — Employés des garages.	Carhouse Expenses. — Dépenses des garages.	Operation of Signal and Inter- locking Systems. — Signaux et appareils d'enlan- chement.	Operation of Telephone and Telegraph Systems. — Lignes télégra- phiques et télépho- niques.	Express and Freight Collections and Delivery. — Chargement et livraison des mar- chandises et colis.	Loss and Damage. — Pertes et dommages.	No. — N°
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
		4,047 33	44 03					53
		3,885 03						54
	430 88			1,000 60				55
		1,426 35						56
		151,280 76	60,196 13					57
		14,191 02	3,349 14	526 54	196 52			58
5,765 00	2,150 70	4,580 61		4,149 51		1,537 93	119 17	59
23,574 69	2,241 00	21,314 82	1,580 55			8,339 65	314 81	60
								61
187 27	2,795 35	46,530 31	13,376 65	7,278 31	4 59			62
11,147 79		566 01					23 19	63
	264 00						108 50	64
								65
								66
304,352 04	74,770 69	667,625 27	201,277 17	74,255 92	10,042 05	79,356 47	34,730 59	

10 GEORGE V, A. 1920

TABLE 4—Summary of Operating Expenses  
TABLEAU 4—Sommaire des frais d'exploitations

No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Conducting Transportation— <i>Con.</i>			
		— — Transports— <i>fin.</i>			
		Other Transportation Expenses. — Autres frais de transport.	Total Operation of Cars. — Total, circulation des voitures.	Total Transportation Expenses. — Total, frais de transport.	Salaries and Expenses of General Officers. — Traite- ments et dépenses des hauts fonction- naires.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Brandon Municipal.....				
2	Brantford and Hamilton.....		42,324 35	62,840 80	2,556 00
3	Brantford Municipal.....		53,914 60	69,896 06	1,165 50
4	British Columbia.....	7,318 80	1,706,320 7	52,498,038 3	24,399 9
5	Calais Street.....		13,853 13	24,742 47	2,400 00
6	Calgary Municipal.....		217,662 51	317,810 84	12,046 27
7	Canadian Resources Development.....		300 00	600 00	
8	Cape Breton.....	103 11	78,326 62	129,400 92	9,124 93
9	Chatham, Wallaceburg and Lake Erie.....	82 55	27,921 51	90,362 30	6,455 25
10	Cornwall.....		12,159 21	13,398 89	750 00
11	Edmonton Radial.....	418 53	181,405 64	299,598 93	4,631 60
12	Fort William.....				
13	Grand River.....	450 48	69,325 53	98,038 21	7,560 87
14	Guelph Radial.....				
15	Hamilton and Dundas.....		20,436 33	28,716 96	1,044 00
16	Hamilton, Grimsby and Beamsville.....		43,984 57	63,578 89	1,908 00
17	Hamilton Radial.....		43,257 51	64,705 77	2,170 00
18	Hamilton Street.....		283,358 22	375,179 35	9,774 00
19	Hull.....	1,520 00	78,101 68	98,765 20	7,309 48
20	International Transit Co.....		31,294 39	43,982 73	1,547 33
21	Kingston, Portsmouth and Catarauqui.....		27,571 47	32,143 46	3,745 00
22	Kitchener and Waterloo.....		20,551 86	30,379 60	1,565 00
23	Lake Erie and Northern.....	115 22	54,445 20	91,116 27	6,748 86
24	Lethbridge Municipal.....		15,182 88	28,892 58	1,483 91
25	Lévis County.....		41,775 30	59,646 43	2,250 00
26	London and Port Stanley.....	79 87	90,848 01	131,514 29	4,678 92
27	London Street.....	84 10	193,174 86	236,882 15	7,899 96
28	Moncton Tramways.....		6,836 64	10,749 14	
29	Montreal Tramways.....		2,512,830 48	3,814,622 60	60,899 88
30	Montreal and Southern Counties.....	130 08	98,352 17	160,481 27	
31	Moose Jaw.....		48,816 52	69,166 56	3,300 00
32	New Brunswick Power Co.....	12 89	138,290 41	199,286 44	4,042 01
33	Niagara Falls Park and River.....	581 91	39,553 97	51,494 92	721 64
34	Niagara, St. Catharines and Toronto.....	755 02	261,998 71	334,744 54	5,062 73
35	Niagara, Welland and Lake Erie.....		7,893 83	9,744 24	
36	Nipissing Central.....	141 20	35,321 07	55,931 91	
37	Nova Scotia Tramways and Power Co.....	1,099 76	139,737 39	192,969 30	8,887 27
38	Nelson.....		10,335 08	11,362 38	
39	Oshawa.....		49,636 72	62,714 77	4,020 70
40	Ottawa.....	7,953 36	543,772 34	630,275 94	28,087 01
41	Peterborough Radial.....	71 07	33,356 04	39,375 54	4,721 67
42	Pictou.....				
43	Port Arthur.....		53,188 17	77,248 40	6,371 09
44	Quebec Rly., Light and Power (Citadel).....	2,382 33	204,620 51	244,975 76	3,705 00
45	Quebec Rly., Light and Power (Montmorency).....	3,515 45	76,383 54	119,528 16	4,676 35
46	Regina Municipal.....		118,090 65	175,691 78	2,545 82
47	Sandwich, Windsor and Amherstburg.....		111,265 64	137,489 13	4,825 00
48	Sarnia.....		25,622 50	35,270 87	1,965 00
49	Saskatoon.....	8,584 38	92,752 39	125,969 04	
50	Schomberg and Aurora.....	403 09	5,766 08	8,765 22	
51	Shawinigan Falls.....		51,255 21	56,370 31	3,989 22
52	Sherbrooke.....		22,932 06	35,926 16	1,592 50

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

General and Miscellaneous Expenses.								No. N°
Frais généraux et dépenses diverses.								
Salaries and Expenses of General Office Clerks.	General Office Supplies and Expenses.	Law Expenses.	Relief Department Expenses.	Miscellaneous General Expenses.	Other Operations Dr.	Other Operations Cr.	Total General and Miscellaneous.	
Appointements des commis du bureau-chef.	Papeterie et autres dépenses du bureau-chef.	Frais judiciaires.	Secours et bien-faisance.	Frais généraux divers.	Autres services. Dt.	Autres services. Av.	Total, frais généraux et dépenses diverses.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
8,374 15	1,275 93	287 30		3,164 98			15,658 36	1
5,023 56	1,884 04			273 22	596 63		8,942 95	2
84,841 70	15,346 36	8,553 71		37,287 79	10 00		170,439 46	3
780 00	57 24			179 31			3,416 55	4
3,848 75	683 12			4,426 87	2,663 93		23,668 94	5
				15 77			15 77	6
10,321 32	1,585 17	1,522 46		8,012 51			30,566 39	7
4,817 52	578 37	392 21		323 35			12,566 70	8
939 98	534 21			1,592 53			3,816 72	9
5,803 65	162 81			932 35			11,530 41	10
								11
3,204 77	1,510 40	36 70		1,609 58			13,922 32	12
								13
3,608 37	305 12	1,628 17		1,108 55			7,694 21	14
7,326 46	1,212 04	207 80		2,804 53			13,458 83	15
7,421 83	959 29	2,059 14		3,809 45			16,419 71	16
19,847 30	1,798 07	1,166 10		9,127 33			41,712 80	17
	1,263 99			1,831 97			10,405 44	18
909 82	172 23	412 65		606 89			3,648 92	19
	430 37	6 00		430 61			4,611 98	20
964 18	283 24			591 67			3,404 09	21
4,096 76	427 74	4 01		3,243 68			14,521 05	22
	217 07			432 64	374 67		2,508 29	23
2,202 86	355 94	586 36		1,421 47			6,816 63	24
14,063 60	2,185 61	657 58		6,192 79	48,168 76		75,947 26	25
4,007 75	1,091 02	1,879 40		7,546 66			22,424 79	26
535 00				120 00			655 00	27
103,187 24		17,052 96	18,081 56	132,179 41			331,401 05	28
24,323 41	1,900 00	70 94		431 30			26,725 65	29
3,083 84	230 48	1,458 61		496 85			8,569 78	30
2,615 85	592 26	598 85 (2)	220 00	1,501 50			9,570 47	31
885 41	202 36	1,499 76		1,349 34			4,658 51	32
25,446 74	3,489 07	1,670 06		3,954 59	265 50		39,888 69	33
1,210 50	250 50	36 00		10 00			1,507 00	34
2,526 00	187 37	16 15		100 83			2,830 35	35
3,273 65	1,869 19	1,563 35	22 08	10,077 08			25,692 62	36
				71 00			71 00	37
1,393 50	1,334 83	58 33		135 57			6,942 93	38
5,456 58	560 44	1,701 19		23,423 34			59,228 56	39
5,895 84	2,504 17			1,009 63			14,131 31	40
								41
	920 60	198 94		356 32			7,846 95	42
14,046 18	275 38	3,529 03 (2)	2,301 97	4,517 12			28,374 69	43
8,286 53	712 79	890 98		2,473 68	1,005 25		18,045 58	44
5,767 76	62 95			154 62			8,551 15	45
6,736 50	1,654 35	1,000 00		5,566 57			19,782 42	46
1,957 00	192 98			2,389 55			6,504 53	47
				6,491 95			6,491 95	48
200 00	25 84	20 00		104 01			349 85	49
		75 00		3,041 56			7,105 78	50
1,539 64	371 13	133 75		13,469 90			17,106 92	51
								52

(2) Pensions.

10 GEORGE V, A. 1920

TABLE 4.—Summary of Operating Expenses  
TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Conducting Transportation— <i>Con.</i> — Transports— <i>fin.</i>			
		Other Transportation Expenses. — Autres frais de transport.	Total Operation of Cars. — Total circulation des voitures.	Total Trans- portation Expenses. — Total, frais de transport.	Salaries and Expenses of General Officers. — Traite- ments et dépenses des hauts fonction- naires.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
53	St. Thomas.....		20,672 77	26,725 98	1,090 00
54	Sudbury—Copper Cliff Suburban.....	1,180 57	17,545 94	25,197 34	1,589 90
55	Suburban Rapid Transit Co.....	26 50	72,845 81	98,242 98	387 50
56	Three Rivers Traction Co.....	1,826 81	21,411 03	30,641 14	2,549 78
57	Toronto.....	8,806 66	1,990,679 07	3,102,645 58	48,923 44
58	Toronto Civic.....	133 65	182,859 42	267,572 81	1,797 73
59	Toronto Suburban.....	58 90	94,112 94	153,097 90	8,056 75
60	Toronto and York Radial.....	2,468 75	192,937 38	296,828 40	9,277 20
61	Waterloo Wellington.....		2,330 60	4,117 52	115 00
62	Windsor, Essex and Lake Shore.....		35,667 99	76,721 92	3,551 54
63	Winnipeg.....	207 71	1,086,625 32	1,220,207 75	29,340 97
64	Winnipeg, Selkirk and Lake Winnipeg.....	116 17	37,720 47	65,512 58	5,561 70
65	Woodstock, Thomas Valley and Ingersoll.....		4,904 50	8,924 30	2,438 24
66	Yarmouth.....		4,654 01	8,649 58	679 04
	Total.....	50,628 92	11,801,071 50	16,935,471 59	387,986 46

SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

General and Miscellaneous Expenses.								No. — N°
Frais généraux et dépenses diverses.								
Salaries and Expenses of General Office Clerks.	General Office Supplies and Expenses.	Law Expenses.	Relief Department Expenses.	Miscellaneous General Expenses.	Other Operations Dr.	Other Operations Cr.	Total General and Miscellaneous.	
Appointements des commis du bureau-chef.	Papeterie et autres dépenses du bureau-chef.	Frais judiciaires.	Secours et bien-faisance.	Frais généraux divers.	Autres services. Dt.	Autres services. Av.	Total, frais généraux et dépenses diverses.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
246 81				2,192 22			3,529 03	53
	1,063 91	670 91	68 80				3,393 52	54
242 50		750 00		237 87			1,617 87	55
3,237 07	1,865 76	429 30		1,322 40			9,404 31	56
88,981 39		11,166 78		77,525 88	35 10		226,632 59	57
14,296 44				57 76			16,151 93	58
4,052 54	866 94	68 95		747 29	7,389 23		21,181 70	59
11,341 30	2,670 57	188 27		11,847 26	6,529 93		41,854 53	60
1,213 12	70 49			256 76			1,655 37	61
3,452 05	459 94			900 00			8,363 53	62
35,739 95	25,236 50	8,279 51		41,062 12			139,659 05	63
960 00				491 61			7,013 31	64
954 78	241 44						3,634 46	65
758 57	356 51	13 78		1,154 52			2,962 42	66
576,248 03	84,488 13	72,540 99	20,694 41	448,187 91	67,039 00		1,657,184 93	

TABLE 4—Summary of Operating Expenses  
TABLEAU 4—Sommaire des frais d'exploitations

No. N <sup>o</sup>	Name of Railway. Nom du tramway.	Undistributed Accounts. Comptes non répartis.		
		Injuries and Damages. Blessures et dommages.	Insurance. Assurance.	Stationery and Printing Papeterie et impressions.
		\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....			
2	Brantford and Hamilton.....	4,584 11	930 15	
3	Brantford Municipal.....	167 37	1,805 73	89 35
4	British Columbia.....	37,171 04	9,718 21	8,006 01
5	Calais Street.....		794 76	33 25
6	Calgary Municipal.....	6,543 80	2,049 72	1,236 17
7	Canadian Resources Development.....		99 47	
8	Cape Breton.....	12,417 78	2,409 93	909 11
9	Chatham, Wallaceburg and Lake Erie.....	110 20	2,805 20	784 82
10	Cornwall.....	367 75	1,116 46	228 90
11	Edmonton Radial.....	7,484 40	4,023 63	364 65
12	Fort William.....			
13	Grand River.....	696 39	6,035 28	1,551 18
14	Guelph Radial.....			
15	Hamilton and Dundas.....	1,795 77	127 36	
16	Hamilton, Grimsby and Beamsville.....	13,315 16	883 90	
17	Hamilton Radial.....	3,664 49	582 64	
18	Hamilton Street.....	41,614 81	3,056 53	
19	Hull.....	3,000 00	1,674 88	847 55
20	International Tranist Co.....	323 85	3,203 78	71 99
21	Kingston, Portsmouth and Cataraqui.....	200 54	610 89	84 40
22	Kitchner and Waterloo.....		2,222 62	82 85
23	Lake Erie and Northern.....	335 24	2,497 20	1,126 22
24	Lethbridge Municipal.....	348 70	535 64	177 48
25	Lévis County.....	2,913 24	5,637 71	556 42
26	London and Port Stanley.....	76 00	24,769 87	4,872 73
27	London Street.....	22,239 62	2,613 96	100 00
28	Moncton Tramways.....		398 40	
29	Montreal Tramways.....	155,273 14	70,465 40	23,894 47
30	Montreal and Southern Counties.....	136 79	4,851 25	4,049 34
31	Moose Jaw.....	3,953 57	1,564 57	1,157 26
32	New Brunswick Power Co.....	6,750 00	1,834 47	84 25
33	Niagara Falls, Park and River.....	692 43	2,989 21	577 11
34	Niagara, St. Catharines and Toronto.....	10,096 21	9,762 56	6,535 53
35	Niagara, Welland and Lake Erie.....	382 39	1,048 20	145 60
36	Nipissing Central.....	688 10	708 33	469 61
37	Nova Scotia Tramways and Power Co.....		1,135 85	
38	Nelson.....		198 15	110 10
39	Oshawa.....	214 37	2,605 80	120 64
40	Ottawa.....	25,168 14	11,709 95	1,348 38
41	Peterborough Radial.....	4 00	5,323 95	91 99
42	Picton.....			
43	Port Arthur.....		1,655 55	1,087 32
44	Quebec Rly., Light and Power (Citadel).....	2,242 25	5,363 40	2,171 59
45	Quebec Rly., Light and Power (Montmorency).....		2,107 29	3,416 24
46	Regina Municipal.....	5,816 84	1,840 71	235 84
47	Sandwich, Windsor and Amherstburg.....	6,661 40	1,701 70	4,154 47
48	Sarnia.....	463 45	786 20	703 63
49	Saskatoon.....	2,031 88	2,268 32	833 08
50	Schomberg and Aurora.....	514 25	298 30	
51	Shawinigan Falls.....		130 15	428 53
52	Sherbrooke.....		2,836 61	144 89
53	St. Thomas.....		850 21	
54	Sudbury-Copper Cliff Suburban.....	100 25	878 64	
55	Suburban Rapid Transit Co.....	933 22	369 22	149 28
56	Three Rivers Traction Co.....	1,016 00	2,779 88	286 31
57	Toronto.....	114,005 31	72,418 30	6,613 53

## SESSIONAL PAPER No. 20b

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Undistributed Accounts.						No. N <sup>o</sup>
Comptes non répartis.						
Store Expenses. — Dépenses des magasins.	Stable Expenses. — Dépenses des écuries.	Rent of Tracks and Terminals. — Loyer de voies et terminus.	Rent of Equipment. — Loyer de matériel.	Total Undistributed Accounts. — Total, comptes non répartis.	Grand Total. Operating Expenses. — Grand total, frais d'exploitation.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
		8,741 59	2,175 36	16,431 21	144,106 55	1
606 53		452 44		3,121 42	94,882 63	2
13,475 73	2,731 10	16,122 30	24,418 82	111,643 31	3,265,394 05	4
				828 01	36,559 78	5
2,182 26		1,243 10		13,225 05	469,691 06	6
		178 71		278 18	893 95	7
1,071 52				16,808 34	261,821 89	8
		87 95	18,945 66	22,733 83	152,971 75	9
				1,713 11	37,627 02	10
1,710 77		996 30		14,579 75	421,515 82	11
						12
592 58		1,577 10	2 03	10,454 56	190,954 50	13
						14
	48 00	5,499 84	7,642 26	15,113 23	72,172 48	15
		9,137 79	13,485 34	36,822 19	168,475 22	16
		8,375 39	17,333 42	29,955 94	150,443 12	17
		10,955 00	5,981 51	61,607 85	657,700 63	18
				5,522 43	175,886 56	19
264 55				3,864 17	67,484 45	20
				895 83	51,455 96	21
				2,305 47	45,730 65	22
161 88		1,790 46		5,911 00	182,379 92	23
376 82				1,438 64	55,734 66	24
	1,348 66	681 11		11,137 14	128,409 76	25
1,895 69			20,642 00	52,256 29	350,740 61	26
2,080 37	322 76	620 47		27,977 18	393,297 98	27
	10 49	1 00		409 89	18,005 72	28
51,999 96	13,962 26			315,595 23	6,460,879 80	29
2,216 94		69,011 64	1,542 00	81,807 96	339,952 01	30
	197 49			6,872 89	99,329 59	31
	947 19	3,000 00		12,615 91	326,242 43	32
338 95	318 42	10,000 00		14,916 12	101,036 75	33
2,654 90		2,410 00	75,140 25	106,599 45	743,000 41	34
		220 00		1,796 19	20,188 93	35
		600 00	3,371 50	5,837 54	100,165 32	36
1,670 71	1,339 55			4,146 11	320,784 76	37
				308 25	14,767 26	38
35 00	872 64		6,555 12	10,403 57	101,745 22	39
1,325 87	2,170 59			41,722 96	931,648 38	40
647 78	0 86			6,068 58	75,280 72	41
						42
723 09				3,465 96	122,621 20	43
3,414 16	1,080 80			14,272 20	429,559 15	44
				5,523 53	204,731 97	45
1,359 91	558 25			9,911 55	234,491 65	46
				12,517 57	236,132 75	47
	1,912 47			3,865 57	64,658 17	48
				5,133 28	171,021 45	49
			681 00	1,493 55	23,355 82	50
				558 68	78,347 90	51
100 60	1,226 01			4,308 11	75,268 11	52
				850 21	38,525 63	53
482 31				2,461 20	42,932 25	54
		50 00	1,800 00	3,301 72	109,705 55	55
2 05	762 67	37 50		4,883 91	66,571 75	56
14,062 46	885 55			207,985 15	4,412,518 38	57

10 GEORGE V, A. 1920

TABLE 4—Summary of Operating Expenses  
TABLEAU 4—Sommaire des frais d'exploitation.

No. N°	Name of Railway. Nom du tramway.	Undistributed Accounts. Comptes non répartis.		
		Injuries and Damages. Blessures et dommages.	Insurance. Assurance.	Stationery and Printing. Papeterie et impressions.
		\$ cts.	\$ cts.	\$ cts.
58	Toronto Civic.....	2,051 16	8,989 02	4,986 20
59	Toronto Suburban.....	288 20	9,792 40	554 35
60	Toronto and York Radial.....	9,000 00	8,756 83	1,485 27
61	Waterloo-Wellington.....		331 48	
62	Windsor, Essex and Lake Shore.....		10,949 63	966 50
63	Winnipeg.....	23,479 05	21,737 51	7,345 68
64	Winnipeg, Selkirk and Lake Winnipeg.....		2,296 15	261 10
65	Woodstock, Thomas Valley and Ingersoll.....		486 55	124 92
66	Yarmouth.....		147 66	107 48
	Total.....	531,332 69	355,571 92	95,763 57

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year ending June 30, 1919—Concluded.

pour l'exercice terminé le 30 juin 1919—fin.

Undistributed Accounts. Comptes non répartis.						No. — N°
Store Expenses. — Dépenses des magasins.	Stable Expenses. — Dépenses des écuries.	Rent of Tracks and Terminals. — Loyer de voies et terminus.	Rent of Equipment. — Loyer de matériel.	Total Undistributed Accounts. — Total, comptes non répartis.	Grand Total Operating Expenses. — Grand total, frais d'exploitation.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$	
Cr. 1,858 99	1,320 73	.....	.....	15,488 12	341,799 83	58
1,986 77	371 62	964 20	1,141 25	15,098 79	296,427 76	59
4,036 55	4,805 18	.....	.....	28,083 83	577,422 56	60
.....	.....	.....	.....	331 48	8,152 96	61
523 00	.....	.....	.....	12,439 13	154,231 23	62
3,165 42	3,722 63	1,000 88	.....	60,451 17	1,782,051 37	63
.....	.....	501 00	.....	3,058 25	105,406 71	64
.....	.....	275 00	.....	886 47	18,479 22	65
.....	186 63	.....	.....	440 87	15,349 10	66
113,046 24	41,102 55	154,530 77	200,857 52	1,492,565 26	26,839,070 77	

10 GEORGE V, A. 1920

TABLE 5.—Income Account for the  
TABLEAU 5.—Compte du revenu pour

No. N°	Name of Railway. Nom du tramway.	Income. Revenu.			Total Income from Operation. Revenu total d'exploitation.
		Net Earnings from Operation.	Net Loss from Operation.	Miscellaneous Income.	
		Recettes nettes d'exploitation.	Pertes nettes d'exploitation.	Revenus divers.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Brandon Municipal.....				
2	Brantford and Hamilton.....	91,126 40			91,126 40
3	Brantford Municipal.....	36,916 18			36,916 18
4	British Columbia.....	670,957 20		1,253,833 35	1,924,790 55
5	Calais Street.....	8,961 58			8,961 58
6	Calgary Municipal.....	183,952 70		20,000 00	203,952 70
7	Canadian Resources Development.....		826 85		—826 85
8	Cape Breton.....	49,455 68		136,813 71	186,269 39
9	Chatham, Wallaceburg and Lake Erie...	31,498 96			31,498 96
10	Cornwall.....	8,310 43		49 39	8,359 82
11	Edmonton Radial.....	129,995 08			129,995 08
12	Fort William.....				
13	Grand River.....	77,319 33		2,108 98	81,428 31
14	Guelph Radial.....				
15	Hamilton and Dundas.....	17,298 57			17,298 57
16	Hamilton, Grimsby and Beamsville.....	7,635 35			7,635 35
17	Hamilton Radial.....	12,339 04			12,339 04
18	Hamilton Street.....	178,014 38			178,014 38
19	Hull.....	55,735 88		29,428 47	85,164 35
20	International Transit Co.....	27,908 26		4,469 38	32,368 64
21	Kingston, Portsmouth and Cataraqui...	5,074 02		765 25	5,839 27
22	Kitchener and Waterloo.....	21,758 43			21,758 43
23	Lake Erie and Northern.....	71,558 41			71,558 41
24	Lethbridge Municipal.....		3,847 08		—3,847 08
25	Lévis County.....	814 55			814 55
26	London and Port Stanley.....	148,915 58			148,915 58
27	London Street.....	81,201 91			81,201 91
28	Moncton Tramways.....	2,024 91		122,700 28	124,725 19
29	Montreal Tramways.....	2,184,668 06			2,184,668 06
30	Montreal and Southern Counties.....	24,199 27		46 80	24,246 07
31	Moose Jaw.....	3,999 52			3,999 52
32	New Brunswick Power Co.....	19,431 42		181,633 85	201,065 27
33	Niagara Falls Park and River.....	30,399 24		7,967 68	38,366 92
34	Niagara, St. Catharines and Toronto....	149,731 75			149,731 75
35	Niagara, Welland and Lake Erie.....	11,164 06		648 12	11,812 18
36	Nipissing Central.....	4,229 17		316 88	4,546 05
37	Nova Scotia Tramways and Power Co...	134,207 09		227,925 83	362,132 92
38	Nelson.....	413 10			413 10
39	Oshawa.....	70,570 86		4,466 63	75,037 49
40	Ottawa.....	557,878 11			557,878 11
41	Peterborough Radial.....	1,167 39			1,167 39
42	Pictou.....				
43	Port Arthur.....	47,118 67			47,118 67
44	Quebec Rly., Light and Power (Citadel)	214,398 86			214,398 86
45	Quebec Rly., Light and Power Mont- morency).....	30,684 02			30,684 02
46	Regina Municipal.....	38,449 43			38,449 43
47	Sandwich, Windsor and Amherstburg...	114,950 14		20,160 65	135,110 79
48	Sarnia.....	14,173 13			14,173 13
49	Saskatoon.....	38,535 33			38,535 33
50	Schoenberg and Aurora.....		987 94		—987 94
51	Shawinigan Falls.....		9,344 86		—9,344 86
52	Sherbrooke.....		9,993 31	75,585 82	65,592 51
53	St. Thomas.....		7,601 33		—7,601 33
54	Sudbury—Copper Cliff Suburban.....	10,659 53			10,659 53
55	Suburban Rapid Transit Co.....		10,542 11	21,114 07	10,571 96
56	Three Rivers Traction Co.....	41,704 26			41,704 26



10 GEORGE V, A. 1920

TABLE 5—Income Account for the  
TABLEAU 5—Compte du revenu pour

No. N <sup>o</sup>	Name of Railway. — Nom du tramway.	Income. — Revenu.			
		Net Earnings from Operation. — Recettes nettes d'exploitation.	Net Loss from Operation. — Pertes nettes d'exploitation.	Miscellaneous Income. — Revenus divers.	Total Income from Operation. — Revenu total d'exploitation
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
57	Toronto.....	2,235,034 40	.....	59,465 31	2,294,499 71
58	Toronto Civic.....	33,434 90	.....	.....	33,434 90
59	Toronto Suburban.....	34,481 27	.....	.....	34,481 27
60	Toronto and York Radial.....	218,745 59	.....	.....	218,745 59
61	Waterloo Wellington.....	1,889 02	.....	.....	1,889 02
62	Windsor, Essex and Lake Shore.....	44,769 86	.....	.....	44,769 86
63	Winnipeg.....	581,978 76	.....	527,185 72	1,109,164 48
64	Winnipeg, Selkirk and Lake Winnipeg....	46,952 03	.....	26,624 37	73,576 40
65	Woodstock, Thomas Valley and Ingersoll	4,941 82	.....	.....	4,941 82
66	Yarmouth.....	34,872 16	.....	208 48	35,080 64
	Total.....	8,900,605 05	43,143 48	2,723,510 02	11,580,971 59

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year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin 1919—suite.

Deductions from Income.							No. N <sup>o</sup>
Deductions du revenu.							
Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	All other Deductions.	Total.	Income.	Loss.	
Taxes.	Intérêt sur dette consolidée.	Intérêt sur dette flottante.	Toutes autres déductions.		Revenu.	Déficit.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,369,167 51	184,061 44		253,479 00	1,806,707 95	487,791 76		57
	99,910 09			99,910 09		66,475 19	58
4,901 70	118,260 00		19,153 66	142,315 36		107,834 09	59
13,864 86	82,000 00	38,715 97	57,476 36	192,057 19	26,688 40		60
667 65	120 00	3,010 79		3,798 44		1,909 42	61
2,566 49	37,500 00	19,675 99		59,742 48		14,972 62	62
188,484 41	250,000 00	428,313 17	47,328 07	914,125 65	195,038 83		63
3,149 83	32,660 00	8,233 28	2,850 81	46,893 92	26,682 48		64
660 05	7,000 00			7,660 05		2,718 23	65
1,422 96	12,375 00	20 36	52 95	13,871 27	21,209 37		66
2,504,295 26	2,919,543 07	913,036 55	3,777,550 88	10,114,425 86	3,352,871 95	1,886,326 22	

TABLE 5.—Income Account for the year ending June 30, 1919—Continued.

TABLEAU 5.—Compte du revenu pour l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du tramway.	Deductions from Net Income — Déductions du revenu net.			Surplus . for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	Reserves and Special Charges.	Divi- dends.	Total Deductions		
	Réserves et obligations spéciales.	Divi- dendes.	Déductions totales.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brandon Municipal.....					4,710 51
Brantford and Hamilton.....				15,528 77	450,007 75
Brantford Municipal.....					
British Columbia.....	824,880 41	523,800 00	1,348,680 41		
Calais Street.....		2,000 00	2,000 00	1,124 17	
Calgary Municipal.....	85,513 55		85,513 55		6,713 64
Canadian Resources Development.....					826 85
Cape Breton.....	7,360 67	47,790 00	55,150 67	7,791 77	
Chatham, Wallaceburg and Lake Erie.....					11,064 10
Cornwall.....				7,088 24	
Edmonton Radial.....					146,119 72
Fort William.....					
Grand River.....		12,500 00	12,500 00	46,852 61	
Guelph Radial.....					
Hamilton and Dundas.....		8,000 00	8,000 00	2,497 09	
Hamilton, Grimsby and Beamsville.....					9,504 44
Hamilton Radial.....					52,920 44
Hamilton Street.....		72,300 00	72,300 00	1,352 25	
Hull.....	44,297 76		44,297 76		52,948 49
International Transit Co.....		45,000 00	45,000 00		21,279 54
Kingston, Portsmouth and Cataraqui.....					35,029 13
Kitchener and Waterloo.....				14,315 86	
Lake Erie and Northern.....					25,415 74
Lethbridge Municipal.....	9,956 98		9,956 98		41,236 07
Lévis County.....	2,533 28		2,533 28		28,623 61
London and Port Stanley.....				31,053 28	
London Street.....	29,536 83		29,536 83	13,719 00	
Moncton Tramways.....	45,809 94	56,270 00	102,079 94	5,755 25	
Montreal Tramways.....					1,077,358 84
Montreal and Southern Counties.....					58,950 05
Moose Jaw.....	3,500 00		3,500 00		2,864 01
New Brunswick Power Co.....		82,250 00	82,250 00	16,535 54	
Niagara Falls Park and River.....				2,536 79	
Niagara, St. Catharines and Toronto.....				51,254 29	
Niagara, Welland and Lake Erie.....	3,000 00		3,000 00	5,312 32	
Nipissing Central.....					5,700 52
Nova Scotia Tramways and Power Co.....	22,500 00	124,644 00	147,144 00	3,477 46	
Nelson.....					3,636 90
Oshawa.....	11,175 00	2,800 00	13,975 00	46,490 96	
Ottawa.....	60,000 00	281,580 00	341,580 00	105,327 18	
Peterborough Radial.....	8,390 45		8,390 45		19,441 12
Picton.....					
Port Arthur.....					27,588 71
Quebec Rly., Light and Power (Citadel). Quebec Rly., Light and Power (Mont- morency.....)				214,398 86	
Regina Municipal.....				26,113 13	59,402 97
Sandwich, Windsor and Amherstburg.....				72,225 31	
Sarnia.....		5,400 00	5,400 00	3,564 57	
Saskatoon.....	16,602 14		16,602 14		18,039 63
Schomberg and Aurora.....					30,414 13
Shawinigan Falls.....					23,156 22
Sherbrooke.....					5,124 04
St. Thomas.....					7,601 33
Sudbury—Copper Cliff Suburban.....		4,382 00	4,382 00	609 49	
Suburban Rapid Transit Co.....					29,383 72

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TABLE 5—Income Account for the year ending June 30, 1919—Concluded.

TABLEAU 5—Compte du revenu pour l'exercice terminé le 30 juin 1919—fin.

Name of Railway. — Nom du tramway.	Deductions from Net Income. — Déductions du revenu net.			Surplus for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	Reserves and Special Charges.	Divi- dends.	Total Deductions		
	Réserves et obligations spéciales.	Divi- dendes.	Déductions totales.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Three Rivers Traction Co.....				19,409 46	
Toronto.....		240,000 00	240,000 00	247,791 76	
Toronto Civic.....	70,737 03		70,737 03		137,212 22
Toronto Suburban.....					107,834 09
Toronto and York Radial.....				26,688 40	
Waterloo Wellington.....					1,909 42
Windsor, Essex and Lake Shore.....					14,972 62
Winnipeg.....	139,627 48		139,627 48	55,411 35	
Winnipeg, Selkirk and Lake Winnipeg....				26,682 48	
Woodstock, Thomas Valley and Ingersoll					2,718 23
Yarmouth.....	9,500 00		9,500 00	11,709 37	
Totals.....	1,394,921 52	1,508,716 00	2,903,637 52	1,082,617 01	2,519,708 80

TABLE 6.—Summary of Equipment for the year ending June 30, 1919.  
TABLEAU 6.—Etat du matériel pour l'exercice terminé le 30 juin 1919.

Name of Railway. Nom du tramway.	Passenger Cars. Voitures à voyageurs.			Other Cars. Autres voitures.						Total Cars of All Classes	
	Closed. Fer- mées.	Open. Ou- vertes.	Com- bin- ation. Mixtes.	Freight. Mar- clan- dises.	Mail, Express and Bag- gage. Voitures poste, messageries et bagage.	Com- bin- ation. Mixtes.	Work. De travail.	Snow Ploughs Chasse- neige.	Sweep- ers. Balay- euses.		Miscel- laneous. Voitures di- verses.
Brandon Municipal	6	4		6							12
Brantford and Hamilton	13	4		17				1	2	1	22
British Columbia	381	4		385	14	5	51	3	6	20	928
Calais Street	4		4	8				1			10
Calgary Municipal	84	1		85		1	2	1	1	7	104
Canadian Resources Development	1			1							1
Cape Breton	24	2		24	1		1	3	1		33
Chatham, Wallaceburg and Lake Erie	7	1		9			1				89
Cornwall	7	1	2	10		2					13
Edmonton Radial			74	74			4		3	2	83
Fort William											
Grand River	8	1		9	1						12
Guelph Radial											
Hamilton and Dundas	1	2		3							3
Hamilton, Grimsby and Beamsville	8	2		10							14
Hamilton Radial	8			8				1			20
Hamilton Street	92	19		111					4	1	116
Hull	31	13		44	1		2	2	3	1	55
International Transit Co.	11			11					1	1	13
Kingston, Portsmouth and Cataract	8	12		20				2	2		25
Kitchener and Waterloo	8	6		14				1	1		16
Lake Erie and Northern	11			11	1		12		1		26
Lethbridge Municipal	10			10		2					10
Lévis County	16	8		24			3		3	1	34
London and Port Stanley	17			17	2		2		2		35

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London Street.....	51	14	65	1	2	3	72
Moncton Tramways.....	4	4	4	1	1	2	6
Montreal Tramways.....	937	145	1,197	84	7	35	1,361
Montreal and Southern Counties.....	30	30	30	4	2	2	47
Moose Jaw.....	21	21	21	1	1	1	23
New Brunswick Power Co.....	46	26	72	4	3	4	83
Niagara Park and River.....	11	16	27	2	3	4	32
Niagara, St. Catharines and Toronto.....	33	8	41	1	3	1	56
Niagara, Welland and Lake Erie.....	3	3	3	1	3	1	4
Nipissing Central.....	8	8	8	2	1	4	11
Nova Scotia Tramways and Power Co.....	39	22	61	3	5	5	118
Nelson.....	2	2	2	1	1	1	3
Oshawa.....	6	1	7	5	1	1	18
Ottawa.....	125	40	165	4	4	9	184
Peterborough Radial.....	12	8	20	4	2	1	23
Pictou.....	24	1	25	1	2	2	28
Port Arthur.....	69	24	93	1	4	7	112
Quebec Rly., Light and Power (Citadel).....	15	15	15	15	15	15	17
Quebec Rly., Light and Power (Montmorency).....	34	34	34	29	1	2	67
Regina Municipal.....	37	21	58	4	3	3	77
Sandwich, Windsor and Amherstburg.....	10	2	12	1	1	1	13
Sarnia.....	19	19	19	4	1	1	27
Saskatoon.....	1	1	1	1	1	1	14
Schomberg and Aurora.....	10	9	19	1	1	1	3
Shawinigan Falls.....	9	6	15	4	1	1	16
Sherbrooke.....	4	4	4	4	1	1	4
St. Thomas.....	11	11	11	11	11	11	11
Sudbury—Copper Cliff Suburban.....	12	12	12	12	17	24	14
Suburban Rapid Transit Co.....	269	95	894	45	2	3	947
Three Rivers Traction Co.....	45	2	26	7	2	2	48
Toronto Civic.....	24	2	26	15	4	4	39
Toronto Suburban.....	49	3	52	10	10	10	95
Toronto and York Radial.....	3	3	3	3	3	3	10
Waterloo—Wellington.....	11	11	11	19	1	1	7
Windsor, Essex and Lake Shore.....	316	15	331	7	1	1	33
Winnipeg.....	15	15	15	5	8	1	348
Winnipeg, Selkirk and Lake Winnipeg.....	3	2	5	15	1	3	39
Woodstock, Thomas Valley and Ingersoll.....	3	3	3	5	1	1	5
Yarmouth.....	8	3	6	6	1	1	7
Totals.....	3,077	538	4,340	726	60	135	5,719

\*Including 17 locomotives. †Including 7 locomotives.  
 ‡Including 3 locomotives. ‡‡Including 7 locomotives.  
 \*\*Locomotives. ††Electric motors. †††Including 1 locomotive.  
 †††Y compris 17 locomotives. †††Y compris 7 locomotives.  
 †††Y compris 3 locomotives. †††Y compris 1 locomotive. †††Y compris 7 locomotives.  
 †††Locomotives.

CANADA  
BUREAU FÉDÉRAL DE LA STATISTIQUE  
DIVISION DES TRANSPORTS

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# STATISTIQUE DES CHEMINS DE FER

POUR

L'EXERCICE TERMINÉ LE 30 JUIN  
1919

*(D'après les rapports officiels fournis par les différentes compagnies de chemins de fer.)*

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IMPRIMÉ PAR ORDRE DU PARLEMENT



OTTAWA  
THOMAS MULVEY  
IMPRIMEUR DE SA TRÈS EXCELLENTE MAJESTÉ LE ROI  
1920

# STATISTIQUE DES CHEMINS DE FER

Pour l'exercice terminé le 30 juin 1919

## PRÉFACE.

Les données que contient ce rapport étaient autrefois recueillies et compilées par le service de la Statistique du Ministère Fédéral des Chemins de fer et Canaux. Le Bureau Fédéral de la Statistique a été chargé de ce travail par un Arrêté en Conseil du 29 août 1919 (C.P. 1754), pris en vertu des dispositions de la Loi de la Statistique.

Le rapport qui était alors en cours d'élaboration a été achevé sur le plan adopté les années précédentes.

Les statistiques des chemins de fer et des tramways électriques sont présentées dans une série de tableaux se rapportant à leurs éléments les plus importants: recettes, dépenses et exploitation de chaque réseau; elles sont précédées d'une série de tableaux comparatifs, résumant la situation durant les dix dernières années. Le 15 mars 1918 les tarifs de transport en petite vitesse ont été augmentés de 15 p.c. puis le 12 août 1918 une autre augmentation de 25 p.c. affecta la majorité des marchandises transportées; les tarifs de circulation des voyageurs avaient été acerus de 15 p.c. le 15 mars 1918. On constate une diminution de 10,844,115 tonnes ou 8.5 p.c. dans le tonnage des marchandises transportées par les chemins de fer, et une diminution également de 1,194,444 ou 2.7 p.c. dans le nombre des voyageurs. Ce dernier chiffre ne paraît pas dans le rapport de 1918 à cause d'une erreur. L'augmentation des tarifs a augmenté leur revenu dérivant aussi bien du service des voyageurs que du service des marchandises, les recettes étant supérieures de \$52,756,751 à celles de 1918. D'autre part, les dépenses d'exploitation ont augmenté de \$67,911,073 sur celles de 1918, ce qui constitue une diminution de \$15,154,322, dans les bénéfices nets de l'exploitation.

Le personnel, dont les effectifs avaient été réduits pendant la guerre, est à peu près aussi nombreux qu'en 1914, mais les appointements et les salaires ont subi depuis 1914 une hausse de 87 p.c. ou \$97,177,023. Les dépenses d'entretien de la voie, des structures et du matériel ont excédé de \$38,512,421 celles de 1918 et de \$75,763,956 celles de 1914, soit une augmentation de plus de 105.7 p.c. au cours des cinq dernières années, attribuable principalement à l'augmentation des appointements et salaires et à la hausse du matériel.

Les tramways électriques présentent des réductions similaires dans les bénéfices nets de leur exploitation.

R. H. COATS,  
*Statisticien du Dominion.*

OTTAWA, 20 avril 1920.

## ÉTENDUE DU RÉSEAU EXPLOITÉ.

Année.	Voie unique.	Seconde voie.	Voies de manoeuvre et voies de garage.	Total.	Augmentation.
1910.....	24,724	1,543	5,119	31,386	.....
1911.....	25,366	1,610	5,535	32,511	1,125
1912.....	26,718	1,752	6,112	34,582	2,071
1913.....	29,304	1,984	6,922	38,210	3,628
1914.....	30,795	2,293	7,512	40,600	2,393
1915.....	35,582	2,451	7,800	45,833	5,233
1916.....	37,434	2,489	8,396	48,319	2,486
1917.....	38,604	2,481	9,169	50,254	1,935
1918.....	38,879	2,523	9,238	50,640	386
1919.....	38,896	2,543	9,177	50,616	24

Les chiffres ci-dessus ne comprennent pas les droits de circulation sur d'autres voies.

## RÉPARTITION DES VOIES FERRÉES PAR PROVINCES (VOIES UNIQUES).

Provinces.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.
Ontario.....	9,230	8,322	8,546	9,000	9,255	10,702	11,320	11,049	11,057	11,000
Québec.....	3,795	3,882	3,883	3,896	4,043	4,677	4,733	4,734	4,791	4,860
Manitoba.....	3,221	3,446	3,520	3,993	4,076	4,498	4,310	4,194	4,168	4,189
Saskatchewan.....	2,932	2,121	3,754	4,651	5,089	5,327	5,378	6,124	6,162	6,148
Alberta.....	1,488	1,494	1,897	2,212	2,545	3,174	3,894	4,444	4,273	4,285
Colombie Britannique.....	1,832	1,842	1,855	1,951	1,978	3,100	3,604	3,885	4,247	4,238
Nouveau-Brunswick.....	1,522	1,548	1,545	1,545	1,839	1,962	1,937	1,959	1,959	1,948
Nouvelle-Ecosse.....	1,351	1,354	1,357	1,359	1,365	1,367	1,436	1,422	1,428	1,432
Ile du Prince-Edouard.....	269	269	269	279	269	275	275	278	279	279
Yukon.....	91	102	102	102	102	102	102	102	102	102
Aux Etats-Unis.....	.....	.....	.....	225	224	398	426	413	413	415

## CAPITALISATION DES CHEMINS DE FER.

En 1919, les capitaux absorbés par les chemins de fer se sont accrus de \$9,329,016, dont \$500,500 représentés par l'émission d'actions nouvelles et \$8,828,516 par une addition à la dette consolidée.

## Division du capital:

Actions ordinaires.....	\$ 378,101 113
Actions privilégiées.....	216,284,882
Dette consolidée.....	914,823,515
Total.....	\$2,009,209,510

## Composition de la dette consolidée:

Obligations.....	\$ 819,396,815
Obligations diverses.....	26,000,000
Obligations de revenu.....	25,275,000
Obligations des compagnies fiduciaires.....	44,151,700
Total.....	\$ 914,823,515

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## ACTIONS ORDINAIRES.

	1916.		1917.		1918.		1919.	
	\$	c.	\$	c.	\$	c.	\$	c.
Participant aux dividendes.....	420,697,257	00	364,376,024	00	364,376,024	00	364,376,024	00
Sans participation aux dividendes....	427,572,186	00	508,453,969	00	513,224,589	00	513,725,089	00
Montant des dividendes.....	32,277,874	00	30,092,701	00	30,103,982	00	30,126,545	00
Pourcentage du rendement des actions à dividende.....		7 68		8 26		8 26		8 27
Pourcentage du rendement sur toutes actions.....		3 81		3 45		3 43		3 43
Par mille de réseau—sur toutes actions	25,950	00	25,400	00	25,811	00	25,796	00

## DETTE CONSOLIDÉE.

	1916.		1917.		1918.		1919.	
	\$	c.	\$	c.	\$	c.	\$	c.
Montant de la dette.....	869,323,449	00	895,492,856	00	905,994,999	00	914,823,515	00
Par mille de voie affectée.....	27,282	00	26,892	00	26,995	00	27,245	00

## ACTIONS PRIVILÉGIÉES (DÉBENTURE STOCK).

	1916.		1917.		1918.		1919.	
	\$	c.	\$	c.	\$	c.	\$	c.
Valeurs émises, (C.P.R.).....	176,284,882	00	216,284,882	00	216,284,882	00	216,284,882	00
Intérêt.....	7,051,395	00	7,051,395	00	7,051,395	00	7,051,395	00
Par mille de voie affectée.....	14,239	00	19,101	00	18,451	00	18,384	00

## CHEMINS DE FER DE L'ÉTAT..

Les réseaux possédés et exploités par l'Etat canadien ne figurent pas dans l'énumération qui précède; on trouvera ci-dessous leur coût (construction et matériel).

	Milles.	Coût par mille.	Coût total.
		\$	\$
Intercolonial.....	1593	152,300,044	95,605
National Transcontinental.....	2001	165,128,742	82,523
Ile du Prince-Edouard.....	279	12,633,933	45,282
Témiskaming et Ontario-Nord.....	329	22,071,244	67,086
New Brunswick C. et R.....	58	1,953,587	33,682
Totaux.....	4260	354,087,550	

Le 1er juin 1918, les chemins de fer d'intérêt local du Nouveau-Brunswick ci-dessous énumérés ont été absorbés par le réseau de l'Etat, qui a entrepris leur exploitation durant les négociations d'achat:

Lignes.	Milles.	*Sommes dépensées durant l'année en construc- tions et améliorations.
York et Carleton.....	6-25	\$ 7,250 00
Elgin et Havelock.....	26-27	47,209 98
Moncton et Buctouche.....	30-18	37,829 81
St-Martin.....	28-80	34,566 47
Salisbury et Albert.....	44-93	42,304 58

En outre, les dépenses suivantes ont été faites durant l'année.

	\$
Ch. de fer Intern. du Nouveau-Brunswick, constructions et améliorations.....	77,849 84
Pont de Québec, construction.....	656,761 79
Matériel roulant.....	12,767,481 83

### CHEMINS DE FER EXPLOITÉS PAR L'ÉTAT.

#### CHEMINS DE FER EN CONSTRUCTION.

	\$	\$
Chemin de fer de la Baie d'Hudson, y compris terminus de Port Nelson.....		362,557 80
Chemin de fer Québec et Saguenay—		
Achat.....	3,489,313 53	
Construction.....	1,149,900 79	
Rails.....	207,092 20	4,846,306 52
Achat d'actions du Canadian Northern.....		9,733,333 24

#### CAPITALISATION DES CHEMINS DE FER.

Année.	Actions.	Actions privilégiées.	Dette consolidée.	Total.
	\$	\$	\$	\$
1910.....	687,557,387		722,740,300	1,410,297,687
1911.....	749,207,687		779,481,514	1,528,689,201
1912.....	770,459,351		818,478,175	1,588,937,526
1913.....	755,316,516	163,257,224	613,256,952	1,531,830,692
1914.....	853,110,653	173,307,470	782,402,638	1,808,820,761
1915.....	847,801,101	176,284,882	851,724,905	1,875,810,888
1916.....	848,269,488	176,284,882	869,323,449	1,893,877,819
1917.....	872,829,993	216,284,882	896,005,116	1,985,119,991
1918.....	877,600,613	216,284,882	905,994,999	1,999,880,494
1919.....	878,101,113	216,284,882	914,823,515	2,009,209,510

\*Toutes les dépenses au compte capital faites par le ministère des Chemins de fer et Canaux s'appliquent à l'exercice financier terminé le 31 mars 1919.

SUBSIDES ACCORDÉS AUX CHEMINS DE FER.

Année.	Par le gouver- nement fédéral.	Par les provinces.	Par les municipalités.
	\$	\$	\$
1910.....	d146,923,179	36,433,696	17,983,823
1911.....	148,217,071	36,506,696	18,042,823
1912.....	e154,075,235	36,568,851	18,051,323
1913.....	163,251,469	37,123,349	18,078,673
1914.....	178,834,528	37,946,609	f17,914,836
1915.....	183,479,192	38,061,229	17,914,836
1916.....	184,719,627	38,061,229	17,914,836
1917.....	185,493,913	38,061,229	17,914,836
1918.....	218,714,318	38,061,229	17,914,836
1919.....	219,077,163	38,171,229	17,914,836

e Cette somme comprend \$6,263,715.86 payés au Grand-Tronc-Pacifique en vertu de la clause dite "du matériel" de la convention intervenue entre le gouvernement et cette compagnie.

f Cette réduction est attribuable au remboursement d'un prêt. Dans les subsides accordés au C.P.R. figure une somme de \$37,785,319.54, prix de voies ferrées construites par le gouvernement et cédées à la compagnie; le coût du tracé de voies entrerait dans ce montant pour \$6,639,531.

d Y compris \$10,000,000 prêtés au Grand-Tronc-Pacifique en vertu de la loi de 1909, chap. 19.

SUBVENTIONS EN ARGENT PAYÉES PAR LES DIFFÉRENTES PROVINCES DEPUIS 1910.

Année.	Ontario.	Québec.	Nouvelle- Écosse.	Nouveau- Brunswick.	Colombie- Britannique.	Manitoba.	Totaux.
	\$	\$	\$	\$	\$	\$	\$
1910.....	9,198,616	12,328,197	6,384,300	4,851,487	792,209	2,878,887	36,433,696
1911.....	9,204,616	12,333,197	6,384,300	4,907,487	798,209	2,878,887	36,506,696
1912.....	9,204,616	12,333,197	6,440,455	4,907,487	804,209	2,878,887	36,568,851
1913.....	9,554,616	12,333,197	6,440,455	4,907,487	1,008,707	2,878,887	37,123,349
1914.....	9,554,616	12,333,197	6,987,850	4,907,487	1,284,572	2,878,887	37,946,609
1915.....	9,669,236	12,333,197	6,987,850	4,907,487	1,284,572	2,878,887	38,061,229

On ne possède pas les chiffres des années suivantes.

En 1919, l'Alberta a voté \$175,000 et payé \$110,000. Total, toutes provinces, \$38,171,229.

SUBVENTIONS EN ARGENT DONNÉES PAR LES MUNICIPALITÉS, PAR PROVINCES.

Année.	Ontario.	Québec.	Nouvelle- Écosse.	Nouveau- Brunswick.	Colombie- Britannique.	Manitoba	Territoires du Nord- Ouest.	Totaux.
	\$	\$	\$	\$	\$	\$	\$	\$
1910.....	13,311,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911.....	13,361,075 63	3,137,536 08	441,898 10	341,500 00	207,952 00	490,600 00	22,261 29	18,042,823 60
1912.....	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913.....	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,302 50	490,600 00	22,261 29	18,078,673 60
1914.....	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1915.....	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1916.....	13,361,075 63	3,180,501 38	484,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

On ne possède pas les chiffres des années suivantes.

Les subsides accordés aux chemins de fer par le gouvernement fédéral, les gouvernements provinciaux et les municipalités ont revêtu les formes suivantes:

## GOUVERNEMENT FÉDÉRAL.

Subventions en espèces.....	\$ 111,791,543 00
Prêts.....	58,076,533 00
Coût des lignes cédées au C.P.R.....	37,785,319 00
Payé à la province de Québec.....	5,160,053 00
Clause "du matériel", convention avec le G.T.P.....	6,263,715 00
Total.....	\$ 219,077,163 00

L'achat par le gouvernement d'obligations du Grand-Tronc-Pacifique, d'une valeur de \$33,116,000 n'est pas, à proprement parler, une subvention en espèces; on ne l'a donc pas fait figurer dans ce compte et il en sera question plus loin, à la section des garanties antérieures.

## PROVINCES.

Subventions en espèces.....	\$ 30,674,199 00
Prêts.....	7,197,030 00
Souscription d'actions.....	300,000 00
Total.....	\$ 38,171,229 00

NOTA—\$4,447,000 ont été déduits des subventions en espèces pour être ajoutés aux prêts.

## MUNICIPALITÉS.

Subventions en espèces.....	\$ 12,670,838 00
Prêts.....	2,404,498 00
Souscription d'actions.....	2,839,500 00
Total.....	\$ 17,914,836 00

Un prêt de \$186,202.50 a été annulé en 1914.

## OCTROIS DE TERRES.

Voici un résumé des octrois de terres consentis aux chemins de fer:

	Acres.
Par le gouvernement fédéral.....	32,361,208
Par la province de Québec*.....	1,735,690
Par la province de la Colombie Britannique.....	8,119,221
Par la province du Nouveau-Brunswick.....	1,647,772
Par la province de la Nouvelle-Écosse.....	160,000
Par la province d'Ontario.....	624,232
Total.....	44,648,123

Les terres de la province de Québec ayant été octroyées à des conditions spéciales, il est nécessaire d'en préciser les détails:

Acres concédées, convertibles.....	13,324,950
Convertis, à 52½ cents par acre.....	\$ 6,995,599
Montant de la conversion.....	\$ 4,557,728
Acres concédées—inconvertibles.....	11,772,050
Acres obtenues—inconvertibles.....	1,735,690

\*Voir le paragraphe explicatif.

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## OCTROIS DE TERRES FÉDÉRALES.

Revisé par les Services des Ressources Naturelles et des Titres de propriété des terres du ministère de l'Intérieur.

Nom du chemin de fer.	Superficie, aeres obtenues.
Alberta Railway and Irrigation Co.....	1, 114, 368
Alberta Great Waterways Ry. Co.....	274
Canadien du Pacifique, réseau principal.....	18, 207, 224
Calgary and Edmonton Ry. Co.....	2, 018, 738
Great North West Central Ry. Co.....	320, 000
Manitoba North Western Ry. Co.....	1, 501, 529
Manitoba Southwestern Colonization Ry. Co.....	1, 396, 800
Saskatchewan and Western Ry. Co.....	98, 880
C.P.R.—Embranchement de Souris, prolongement de Pipestone.....	200, 320
C.P.R.—Embranchement de Souris.....	1, 408, 704
Canadien National—	
Autrefois Lake Manitoba and Canal Co.....	798, 400
Canadian North Western Ry. Co.....	338
Canadian Northern Alberta Ry. Co.....	537
Canadian Northern Manitoba Ry. Co.....	73
Autrefois Manitoba and South Eastern Ry. Co.....	680, 320
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.....	1, 879, 987
Canadian Northern Railway Co.....	2, 643, 934
Edmonton, Dunvegan and British Columbia Ry. Co.....	761
Grand Tronc Pacifique.....	21
Total.....	32, 361, 208

Depuis 1894, le gouvernement fédéral n'a fait aucune concession de terres domaniales aux chemins de fer.

## GARANTIES.

Au cours des dernières années, la garantie d'obligations a été substituée à toutes autres formes de subsides. Il a été très difficile de se procurer un état exact des obligations assumées de ce chef, spécialement quant au chiffre précis des valeurs garanties qui sont actuellement en circulation. Le relevé qui suit est basé sur les rapports officiels des gouvernements fédéral et provinciaux.

Garants.	Garantie autorisée.	Obligations émises.	Garanties effectives.
	\$	\$	\$
Dominion.....	189, 666, 539	183, 532, 523	183, 532, 523
Manitoba.....	25, 663, 553	25, 663, 553	25, 663, 553
Alberta.....	59, 495, 900	46, 685, 969	46, 685, 969
Saskatchewan.....	47, 725, 000	28, 582, 012	23, 170, 661
Ontario.....	7, 860, 000	7, 860, 000	7, 860, 000
Colombie-Britannique.....	68, 135, 000	60, 317, 524	51, 048, 665
Nouveau-Brunswick.....	7, 763, 000	7, 763, 000	6, 431, 562
Québec.....	280, 000	280, 000	280, 000
Total.....	406, 588, 992	360, 684, 581	344, 672, 933

Il est à remarquer que des obligations du Grand-Tronc-Pacifique, à concurrence de \$33,116,000, figurent dans le total de ces garanties, quoique cette garantie soit devenue caduque par suite de l'achat de ces actions par l'Etat; mais il n'y avait pas d'autre moyen de relater cette opération.

Voici maintenant le détail des garanties accordées durant les six dernières années:

Garants.	1913.	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$	\$
Dominion.....	95,486,590	188,965,063	188,465,063	189,666,539	189,666,539	189,666,539
Manitoba.....	24,059,447	25,221,580	25,221,580	25,221,580	25,519,553	25,519,553
Alberta.....	45,489,000	55,810,450	59,410,450	58,736,750	59,495,900	59,495,900
Saskatchewan.....	33,735,000	41,625,000	41,625,000	47,725,000	47,725,000	46,725,000
Ontario.....	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000
Nouvelle-Écosse.....	5,022,000					
Colombie-Britannique.....	59,262,072	80,332,072	80,332,072	80,332,072	68,782,072	68,135,500
*Nouveau-Brunswick.....	3,654,265	6,063,000	6,063,000	7,763,000	7,763,000	7,763,000
Québec.....	392,000	392,000	392,000	308,000	280,000	280,000
Total.....	274,960,374	409,869,165	409,869,165	417,612,941	407,092,064	405,444,992

Les informations ci-dessous sont extraites des rapports officiels du gouvernement fédéral et de différents gouvernements provinciaux.

#### GOUVERNEMENT FÉDÉRAL.

Liste des émissions garanties par la Puissance antérieurement au 30 juin 1916.

1. Canadian Northern, chap. 7, 3 Ed. VII (1903). La garantie est pour le capital, £1,923,287 sterling, et l'intérêt de cette somme au taux de 3 p.c. par année, durant cinquante ans.

2. Canadian Northern, chap. 11, 7 et 8 Ed. VII (1908). La garantie est pour le capital, débenture stock de £1,622,586 19ch. 9d. sterling, et l'intérêt de cette somme au taux de 3½ pour cent par année, durant cinquante ans à partir du 20 juillet 1908; intérêt payable semestriellement.

3. Canadian Northern Ontario Railway Company, chap. 6, 1 et 2 George V (1911).

La garantie est pour le principal de £7,493,835 12ch. 4d. sterling débenture stock et l'intérêt sur cette somme à 3½ pour cent par année, durant cinquante ans, à partir du 19 mai 1911; intérêt payable semestriellement.

4. Canadian Northern Alberta Railway Company, chap. 6, 9-10 Ed. VII (1910) tel qu'amendé par le chap. 8, 2 George V (1912).

La garantie est pour le principal de £647,260 5ch. 6d. sterling débenture stock et l'intérêt sur cette somme au taux de 3½ pour cent par an, durant 50 ans.

5. Grand-Tronc-Pacifique, chap. 71, 3 Ed. VII (1903) et chap. 24, 4 Ed. VII (1904).

La garantie est en obligations à 3 pour cent de la compagnie de chemins de fer pour une somme équivalente à 75 pour cent du coût de construction de la section ouest du Transcontinental, mais ne dépassant pas \$13,000 par mille pour la section des prairies du dit chemin de fer. Le montant des obligations émises et garanties s'élève à £7,200,000, dont £2,300,000 émises en 1905, £2,000,000 en 1909 et £2,000,000 en 1910.

L'émission totale s'élevait à £14,000,000; la partie non vendue au public soit £6,800,000, fut achetée par le gouvernement en vertu de la Loi d'Achat des Obligations du G.T.P., de 1913. La garantie est donc caduque, quant aux obligations achetées.

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6. Canadian Northern Alberta Railway Company, chap. 6, 2 Georges V, (1912).

Cette garantie porte sur le principal de £733,561 12ch. 10d. sterling et l'intérêt de ces obligations à 3½ pour cent par an, durant 50 ans à partir du 1er avril 1912; l'intérêt est payable semestriellement.

7. Grand Tronc Pacifique, chap. 20 des lois de 1914. Total de la garantie accordée \$16,000,000, portant intérêt à 4 pour cent. Obligations vendues au public \$3,193,507; entre les mains du gouvernement fédéral, comme gage d'avances, \$7,500,000; donné en gage à la compagnie du chemin de fer du Grand Tronc, \$5,306,493.

8. Canadian Northern, chap. 20 des lois de 1914. Garantie consentie, \$45,000,000 à 4 pour cent. Vendu au public, \$17,033,333; remis au gouvernement fédéral en gage d'avances, \$12,500,000; entre les mains de Columbia Trust Co., de New-York, comme gage d'avances, \$15,333,333.

## Alberta.

Chemins de fer.	Longueur du réseau bénéficiant de la garantie.	Valeur au pair des obligations.	Longueur des voies construites par le gouvernement.	Valeur au pair des obligations.
		\$		\$
Canadian Northern.....	902.4	13,536,000	774.8	11,022,000
Canadian Northern Western.....	1,390.	22,530,000	662.57	11,222,250
Grand Trunk Pacific Branch Lines Co.....	259.5	4,182,500	259.5	4,182,500
Edmonton, Dunvegan & British Columbia Ry.....	471.	9,420,000	471.	9,420,000
Alberta and Grand Waterways.....	350.	7,000,000	350.	7,000,000
Central Canada.....	114.	2,280,000	100.	2,000,000
Lacombe and Blindman Valley.....	39.1	547,400	39.1	273,700
Total.....	3,526.0	59,495,900	2,656.97	45,120,450

## SASKATCHEWAN.

Chemins de fer.	Nombre de milles.	Total des garanties à raison de de \$15,000 par mille.	Valeur au pair des obligations vendues.	Montant des garanties dont il a été donné main-levée.
		\$ c.	\$ c.	\$ c.
Canadian Northern Railway Company.....	1,155	17,325,000 00	13,709,400 00	10,456,495 25
Canadian Northern Saskatchewan Railway Co...	255	3,825,000 00	1,174,813 33	782,210 60
Grand Trunk Pacific Branch Lines Co.....	760	11,400,000 00	11,328,892 00	9,908,627 53
Grand Trunk Pacific Saskatchewan Ry. Co.....	605	9,075,000 00	Aucune.	Aucune.
		41,625,000 00	26,213,105 33	21,147,333 38
Ponts et terminus—				
Grand Trunk Pacific Branch Lines Co.....		5,100,000 00	1,882,240 00	1,536,660 62
Canadian Northern Saskatchewan Railway Co.....		1,000,000 00	486,666 66	486,666 66
		47,725,000 00	28,582,011 99	23,170,660 66

En 1918, toutes les garanties non acquises ont été déclarées forfaites.

## ONTARIO.

En faveur du Canadian Northern Ontario Railway Co.—Garantie d'intérêt sur des obligations représentant un capital de \$7,860,000,

## NOUVELLE-ÉCOSSE.

Les subsides accordés par la province de la Nouvelle-Écosse à la compagnie de chemin de fer Halifax et Southwestern ne constituent pas précisément une garantie d'obligations, nous les faisons cependant figurer ici, en exposant la nature de l'opération.

Tout d'abord, la province avança à la compagnie \$13,500 par mille sur 257.25 milles de ses voies. La compagnie hypothéqua la totalité de son réseau en faveur de la province pour le montant total de ces avances, avec faculté d'obtenir la main-levée de cette hypothèque en remboursant \$13,500 par mille, la différence de \$3,200 par mille représentant les subsides normalement dûs par la province aux constructeurs d'un chemin de fer, en vertu de sa législation.

Cette situation fut modifiée par une loi de 1912, chap. 27, plus tard amendée par une loi de 1913, chap. 64, dont voici les dispositions essentielles: l'hypothèque est annulée; la compagnie de chemin de fer est créditée de \$3,200 par mille plus l'intérêt sur cette somme; la compagnie est remboursée de l'équivalent de £180,400 qu'elle a payé à titre d'intérêt sur la créance de la province, cette somme venant s'ajouter au capital dû par la compagnie à la province. La compagnie de chemin de fer Halifax et le Southwestern reçut remboursement de l'équivalent de ces £180,400 non pas en espèces, mais sous forme d'obligations émises par la province, et la dette totale de la compagnie envers la province fut alors établie à \$4,447,000, somme qui comprend ces £180,400.

Pour garantir le remboursement de sa dette, la compagnie remit à la province à titre de gage, un montant égal, soit \$4,447,000 d'obligations par elle émises, cautionnées par The Canadian Northern Railway Company et comportant première hypothèque sur le réseau Halifax et Southwestern. La province est encore détentrice de ces obligations, dont elle encaisse les coupons à leur échéance.

Sous la convention originale, la compagnie de chemins de fer n'avait pas remis de valeurs à la province, la seule garantie était l'hypothèque, maintenant radiée.

L'avance de \$13,500 par mille consentie à la compagnie fut effectuée en espèces, la province ayant contracté à cet effet un emprunt à Londres au moyen d'une émission d'obligations. Le taux d'intérêt des obligations de la compagnie détenues par la province compense presque—moins un quart de un pour cent—celui que paie la province sur ses propres obligations, cette légère différence résultant de ce que les premières ont été émises au-dessous du pair.

Lorsque la compagnie aura payé sa dette, les subsides provinciaux qu'elle aura encaissés seront exactement de \$3,200 par mille.

## COLOMBIE-BRITANNIQUE.

Chemins de fer.	Garantie autorisée.	Valeur au pair des obligations émises.	Montant de la garantie effective.
	\$	\$	\$
Canadian North Pacific Ry.....	47,975,000	40,157,527	33,013,467
Pacific Great Eastern Ry.....	20,160,000	20,160,000	18,035,198
Total.....	68,135,000	60,317,527	51,048,665



## MARCHANDISES TRANSPORTÉES.

Année.	Tonnes (2,000 liv.)	Année.	Tonnes (2,000 liv.)
1875.....	5,670,837	1910.....	74,482,866
1880.....	9,938,858	1911.....	79,884,282
1885.....	14,659,271	1912.....	89,444,331
1890.....	20,787,469	1913.....	106,992,710
1895.....	21,524,421	1914.....	106,393,989
1900.....	35,946,183	1915.....	87,204,833
1905.....	50,793,957	1916.....	109,659,088
1906.....	57,966,713	1917.....	121,916,272
1907.....	63,866,135	1918.....	127,543,687
1908.....	63,071,167	1919.....	116,699,572
1909.....	66,842,258		

Dans les calculs qui suivent, on a pris pour base la longueur des voies uniques, telle qu'elle figure au tableau 1.

## MOUVEMENT DES VOYAGEURS.

## Voyageurs transportés 1 mille:

1910.....	2,466,729,664	1915.....	2,483,708,745
1911.....	2,635,968,924	1916.....	2,727,122,648
1912.....	2,910,251,636	1917.....	3,150,127,423
1913.....	3,265,656,080	1918.....	3,190,025,682
1914.....	3,089,031,194	1919.....	3,074,664,369

## Voyageurs transportés 1 mille, par mille de voies:

1910.....	99,742	1915.....	69,802
1911.....	102,597	1916.....	72,611
1912.....	108,888	1917.....	79,829
1913.....	111,353	1918.....	82,050
1914.....	100,309	1919.....	79,048

## Voyageurs transportés, par mille de voies:

1910.....	1,451	1915.....	1,299
1911.....	1,560	1916.....	* 1,162
1912.....	1,539	1917.....	* 1,246
1913.....	1,576	1918.....	* 1,156
1914.....	1,516	1919.....	1,125

\*Chiffres corrigés.

## Moyenne des recettes par voyageur et par mille:

1910.....	1-866	1915.....	2-021
1911.....	1-944	1916.....	1-954
1912.....	1-943	1917.....	1-946
1913.....	1-973	1918.....	2-122
1914.....	2-007	1919.....	2-557

## Recettes provenant du transport des voyageurs:

1910.....	\$ 46,018,880	1915.....	\$ 50,173,267
1911.....	50,566,894	1916.....	53,097,643
1912.....	50,543,664	1917.....	61,290,291
1913.....	64,441,430	1918.....	67,089,363
1914.....	62,012,296	1919.....	78,609,871

## Recettes provenant des trains de voyageurs:

1910.....	\$ 52,956,219	1915.....	\$ 60,699,935
1911.....	58,317,998	1916.....	66,763,261
1912.....	65,048,187	1917.....	80,767,114
1913.....	74,431,994	1918.....	88,192,056
1914.....	72,564,203	1919.....	102,380,357

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## Moyenne des recettes par voyageur:

1910.....	\$ 1-282	1915.....	\$ 1-083
1911.....	1-360	1916.....	* 1-221
1912.....	1-375	1917.....	* 1-274
1913.....	1-394	1918.....	* 1-493
1914.....	1-328	1919.....	1-797

\*Chiffres corrigés.

## Nombre moyen des voyageurs par train:

1910.....	59	1915.....	50
1911.....	60	1916.....	53
1912.....	62	1917.....	59
1913.....	62	1918.....	64
1914.....	59	1919.....	63

## Nombre moyen des voyageurs par wagon:

1910.....	..	1915.....	14
1911.....	..	1916.....	14
1912.....	..	1917.....	16
1913.....	15	1918.....	17
1914.....	14	1919.....	17

## Moyenne du nombre des wagons par train de voyageurs:

1913.....	5-6	1917.....	5-7
1914.....	5-7	1918.....	5-8
1915.....	5-4	1919.....	6-1
1916.....	5-5		

## Moyenne du parcours des voyageurs (milles):

1910.....	69	1915.....	54
1911.....	70	1916.....	55
1912.....	71	1917.....	59
1913.....	71	1918.....	63
1914.....	66	1919.....	70

En moyenne, chacun des wagons d'un train de voyageurs a donné une recette de 34.4 cents par mille, en comprenant tous les genres de wagons qui constituent un train de voyageurs.

## Tonnes transportées 1 mille:

## TRAFIC DES MARCHANDISES.

1910.....	15,712,127,701	1915.....	17,661,309,723
1911.....	16,048,478,295	1916.....	28,195,364,264
1912.....	19,558,190,527	1917.....	31,186,707,851
1913.....	23,032,951,596	1918.....	31,029,072,279
1914.....	22,063,294,685	1919.....	27,724,379,202

## Tonnes transportées 1 mille, par mille de voies:

1910.....	635,321	1915.....	496,355
1911.....	631,829	1916.....	753,202
1912.....	731,776	1917.....	807,948
1913.....	785,820	1918.....	798,093
1914.....	716,359	1919.....	712,783

## Moyenne des recettes par tonne et par mille:

1910.....	0-739	1915.....	0-751
1911.....	0-777	1916.....	0-653
1912.....	0-757	1917.....	0-690
1913.....	0-758	1918.....	0-736
1914.....	0-742	1919.....	0-962

## Moyenne des tonnes transportées, par chaque train:

1910.....	311	1915.....	344
1911.....	305	1916.....	411
1912.....	325	1917.....	436
1913.....	342	1918.....	457
1914.....	353	1919.....	442

## Nombre moyen des wagons chargés, par train de marchandises:

1910.....	18-15	1915.....	18-06
1911.....	18-03	1916.....	19-65
1912.....	18-19	1917.....	19-59
1913.....	18-00	1918.....	19-77
1914.....	18-40	1919.....	18-85

## Nombre moyen de tonnes par wagon chargé:

1910.....	17-13	1915.....	18-43
1911.....	16-91	1916.....	20-91
1912.....	17-87	1917.....	22-24
1913.....	19-01	1918.....	23-09
1914.....	19-13	1919.....	23-46

## Moyenne du parcours, en milles:

1913.....	216	1917.....	256
1914.....	217	1918.....	243
1915.....	202	1919.....	233
1916.....	257		

## Moyenne des recettes, par tonne:

1913.....	\$ 1-636	1917.....	\$ 1-765
1914.....	1-614	1918.....	1-789
1915.....	1-520	1919.....	2-286
1916.....	1-679		

## Relevé du tonnage des marchandises par mille de ligne, depuis 1875:

1875.....	1,180	1910.....	3,012
1881.....	1,646	1916.....	2,929
1887.....	1,342	1917.....	3,159
1893.....	1,466	1918.....	3,281
1898.....	1,706	1919.....	3,000
1904.....	2,475		

## Recettes brutes par train-mille, tous trains:

1910.....	\$ 2-036	1915.....	\$ 2-143
1911.....	2-103	1916.....	2-358
1912.....	2-174	1917.....	2-683
1913.....	2-263	1918.....	3-005
1914.....	2-253	1919.....	3-688

## Recettes par tonne de marchandises:

1910.....	\$ 1-560	1915.....	\$ 1-520
1911.....	1-561	1916.....	1-679
1912.....	1-655	1917.....	1-766
1913.....	1-636	1918.....	1-789
1914.....	1-614	1919.....	2-286

## Recettes par voyageur:

1910.....	\$ 1-282	1915.....	\$ 1-208
1911.....	1-363	1916.....	1-083
1912.....	1-375	1917.....	1-140
1913.....	1-394	1918.....	1-322
1914.....	1-328	1919.....	1-797

## Recettes provenant des marchandises, par train de marchandises et par mille:

1910.....	\$ 2-316	1915.....	\$ 2-279
1911.....	2-376	1916.....	2-686
1912.....	2-494	1917.....	3-006
1913.....	2-595	1918.....	3-359
1914.....	2-619	1919.....	4-256

## Recettes provenant des voyageurs, par train de voyageurs et par mille:

1910.....	\$ 1-313	1915.....	\$ 1-016
1911.....	1-343	1916.....	1-042
1912.....	1-390	1917.....	1-160
1913.....	1-223	1918.....	1-352
1914.....	1-185	1919.....	1-614

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## MARCHANDISES TRANSPORTÉES.

	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
Produits agricoles—					
Grain.....	9,159,793	18,957,627	16,491,090	13,985,361	11,285,463
Farine.....	2,514,609	3,184,922	3,374,965	3,919,476	3,051,415
Autres produits de meunerie.....	1,486,665	1,685,147	1,684,176	1,722,985	1,534,421
Foin.....	1,211,835	1,323,954	1,042,395	1,522,626	1,650,194
Tabac.....	38,580	47,694	44,482	51,252	56,508
Coton.....	108,877	143,950	154,256	349,385	170,657
Fruits et légumes.....	1,474,314	1,299,063	1,649,779	1,604,126	1,769,150
Autres produits agricoles.....	391,236	463,354	686,311	722,459	617,655
Produits animaux—					
Bétail.....	1,337,103	1,428,887	1,554,560	1,515,471	1,752,176
Viandes préparées.....	608,062	630,992	645,094	764,121	1,073,921
Autres salaisons.....	395,364	615,701	596,349	644,023	946,949
Volaille, gibier et poisson.....	282,856	360,892	373,514	424,728	550,115
Laine.....	41,156	105,912	62,456	90,455	73,557
Cuir et peaux.....	211,411	277,580	249,794	250,713	281,055
Autres produits animaux.....	430,705	486,395	499,120	559,821	596,443
Produits miniers—					
Houille anthracite.....	6,477,642	7,057,628	7,623,874	9,033,037	7,361,435
Houille bitumineuse.....	16,114,480	18,122,835	21,782,444	25,076,008	23,440,474
Coke.....	1,171,427	1,772,854	1,641,488	1,735,596	1,354,697
Minerais.....	3,524,211	5,610,548	5,570,215	5,491,452	4,084,964
Pierre, sable, etc.....	4,841,415	3,801,874	3,910,562	3,850,855	3,402,681
Autres produits miniers.....	998,360	1,484,345	2,006,054	2,002,543	1,765,570
Produits forestiers—					
Bois de sciage.....	7,985,885	8,551,087	10,100,749	10,478,969	9,955,898
Autres produits forestiers.....	5,990,670	8,007,442	8,989,933	10,372,485	11,298,507
Produits fabriqués—					
Pétrole et autres huiles.....	868,214	1,117,315	1,414,800	1,636,594	2,035,899
Sucre.....	707,714	744,866	797,763	912,113	899,984
Approvisionnements de navires.....	28,961	81,768	108,958	133,168	66,129
Fer en gueuse et en matte.....	488,216	1,259,343	1,723,249	1,745,383	1,460,466
Rails de fer et acier.....	459,764	749,993	1,100,245	1,104,996	1,475,576
Fonte et machines.....	891,063	1,316,572	1,920,301	1,997,184	1,638,116
Métal en barre et en tôle.....	635,150	1,213,797	1,562,313	1,784,228	1,544,779
Ciment, briques et chaux.....	2,419,240	2,216,868	2,698,166	2,192,898	1,883,550
Instruments aratoires.....	285,491	366,461	469,142	529,677	469,230
Camions, voitures, outils, etc.....	339,749	516,368	672,939	566,720	567,194
Vins, liqueurs et bières.....	247,944	269,271	218,977	223,350	193,091
Articles de ménage et ameublement.	295,496	366,399	438,483	499,751	443,875
Autres produits fabriqués.....	4,928,391	6,648,762	8,795,971	9,036,745	8,164,138
Marchandises.....	5,272,163	4,622,224	6,070,858	5,047,616	4,421,320
Divers.....	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320

	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
Produits agricoles.....	16,385,909	27,105,711	25,127,453	23,877,670	20,135,463
Produits animaux.....	3,356,657	3,906,359	3,980,887	4,249,332	5,274,216
Produits miniers.....	33,127,535	37,850,984	42,534,637	47,189,491	41,409,821
Produits forestiers.....	13,976,555	16,558,529	19,090,682	20,851,454	21,254,405
Produits fabriqués.....	12,586,393	16,867,782	21,921,309	22,362,807	20,842,027
Marchandises.....	5,272,163	4,622,224	6,070,858	5,047,616	4,421,320
Divers.....	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320
Totaux.....	b 87,204,838	109,659,687	c121,916,272	d127,543,687	116,699,572

(b) 106,503 tonnes non classifiées.

(c) 39,244 tonnes non classifiées.

(d) 12,945 tonnes non classifiées.

## SOURCES DU TRAFIC.

	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
Ayant son origine au Canada.....	49,364,052	62,950,122	67,134,164	68,385,790	63,556,991
Reçu par les voies ferrées américaines....	22,134,118	26,287,034	31,330,530	34,039,620	31,645,130
Total, origine canadienne....	71,498,170	89,237,156	98,464,694	102,425,410	95,202,121
Reçu par les réseaux de connexion.....	15,706,668	20,421,932	23,451,578	25,118,277	21,497,451
Total du trafic.....	87,204,838	109,659,088	121,916,272	127,543,687	116,699,572

Le trafic total présente en 1919 une diminution de 10,844,115 tonnes sur 1918; on constate également une décroissance de 7,203,289 tonnes dans les marchandises d'origine canadienne.

Circulation des wagons à marchandises.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.
Wagons à marchand., chargés.	958,425,805	1,348,212,128	1,402,552,028	1,343,301,681	1,181,758,126
“ “ vides....	387,179,212	576,255,686	561,127,805	494,404,216	497,882,365
“ cambuses.....	45,669,172	63,344,375	66,728,241	64,419,008	59,472,896
Total.....	1,391,274,189	1,987,812,189	2,030,408,074	1,902,124,905	1,739,113,387

Circulation des wagons des trains de voyageurs.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.
Wagons à voyageurs.....	126,421,006	133,423,951	135,419,724	127,866,571	127,018,520
Wagons-lits, wagons-salons, etc.....	53,632,104	56,565,727	59,489,362	53,808,982	58,181,799
Autres wagons.....	86,630,228	90,909,724	108,416,453	108,472,381	112,074,695
Total.....	266,683,338	280,899,402	303,325,539	290,147,934	297,275,014

## Circulation des trains productifs de revenus:

	1914.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.	milles.
Trains de voyageurs.....	45,219,048	41,648,243	42,449,022	44,083,575	41,850,189	41,048,124
Trains de marchandises.....	55,343,193	43,661,573	60,036,984	62,863,724	60,143,014	55,034,882
Trains mixtes.....	7,126,841	7,736,391	8,499,073	8,746,811	7,787,636	7,652,411
Trains spéciaux.....	206,190	172,272	90,811	102,990	76,721	97,418
Total.....	107,895,272	93,218,479	111,075,890	115,797,100	109,857,560	103,832,835
Trains non productifs de revenus.....	4,911,928	1,955,104	3,338,181	3,627,901	4,158,919	4,159,658

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## Circulation des locomotives:

Genre de locomotive.	1914.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.	milles.
Marchandises.....	58,675,214	47,731,635	66,491,134	68,983,629	63,921,041	60,080,642
Voyageurs.....	45,069,967	41,006,923	42,215,551	44,005,835	40,870,513	42,296,331
Mixtes.....	10,276,245	7,561,213	7,610,281	8,612,666	7,897,536	7,871,917
De manœuvre.....	22,937,611	19,897,242	23,586,669	28,509,069	28,625,512	26,519,327
Spéciales.....	169,719	157,031	5,062,813	153,099	5,438,603	157,947
Total.....	137,128,756	116,354,044	144,966,448	150,264,298	146,753,205	136,926,164

## BILAN.

## AVOIR.

	1918.		1919.	
	\$	c.	\$	c.
Recettes brutes d'exploitation.....	330,220,149	95		
Dépenses d'exploitation.....	273,955,435	79	382,976,901	41
Recettes nettes de l'exploitation.....			341,866,509	01
		56,264,714		41,110,392
Opérations extérieures:				
Recettes.....	5,423,530	94	8,802,803	72
Dépenses.....	3,744,180	08	6,831,555	34
Recettes nettes.....	1,679,350	86	1,971,248	38
Autres sources de revenus.....	19,627,863	92	18,501,190	97
		21,307,214		20,472,439
A déduire taxes.....		77,571,923		61,582,831
Revenu brut.....		4,711,262		5,316,713
Déductions:		72,860,666		56,266,118
Location d'autres voies.....	\$ 3,491,478	94	3,745,795	56
Autres loyers.....	6,873,321	18	5,675,530	49
Perte sur propriétés distinctes des réseaux.....			2,673,248	13
Intérêt de la dette consolidée.....	30,665,899	36	30,974,059	78
Autre intérêt.....	9,182,886	61	12,123,201	28
Fonds d'amortissement.....	9,733	33	19,260	18
Autres déductions.....	2,417,146	10	2,319,703	29
Revenu net.....		18,328,228	Perte nette.	1,264,680
Disposition du revenu net:				
Dividendes ordinaires.....	26,876,705	16	26,899,267	66
" privilégiées.....	10,331,172	14	10,331,172	14
Additions et améliorations.....	209	43	879	95
Réserve et divers.....	195,831	57	323,721	18
Balance au débit de profits et pertes.....	\$ 19,075,270	73	37,553,281	03
		\$ 19,075,270		\$ 38,817,961

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## RECETTES BRUTES.

	1918.				1919.			
	\$		c.		\$		c.	
Sur terre—								
Marchandises.....	228,244	416	07		266,825	881	94	
Voyageurs.....	67,089	362	62		78,609	870	97	
Excédents de bagages.....	595	790	35		573	322	28	
Wagons-lits.....	3,179	760	94		3,716	450	77	
Wagons-salons.....	262	576	39		274	505	07	
Service postal.....	3,288	733	75		3,399	830	60	
Messagerie.....	9,824	583	29		10,744	374	20	
Autres trains voyageurs.....	64	024	66		49	744	50	
Lait.....	550	416	08		621	277	11	
Transbordements.....	-2,917	752	37		2,680	376	61	
Trains spéciaux.....	89	677	79		84	763	43	
Autres trains de marchandises.....	36	920	15		27	529	62	
Rechargement aux ports.....	1,529		61		62	588	80	
Totaux.....	316,145,544 07				367,670,515 90			
Sur eau—								
Marchandises.....	2,266	102	13		2,455	033	14	
Voyageurs.....	432	537	50		413	878	30	
Excédents de bagages.....	2,995		71		1,579		28	
Autres services de voyageurs.....								
Service postal.....	20	564	70		18	609	60	
Messagerie.....	25	476	65		15	763	30	
Service spécial.....								
Autres.....	Dt.	139	749 47			243	35	
Totaux.....	2,608,027 22				2,905,106 97			
Accessoires:								
Buffets et wagons-restaurants.....	3,336	808	34		4,390	981	69	
Hôtels et restaurants.....	627	518	13		779	016	66	
Privilèges dans les gares, trains, etc.....	98	847	47		109	579	43	
Consigne de bagages.....	88	479	48		136	178	98	
Entreposage—marchandises.....	342	772	95		525	816	15	
Entreposage—bagages.....	85	052	19		127	072	36	
Surestaries.....	1,936	611	52		2,120	298	26	
Télégraphe et téléphone.....	281	167	59		91	731	82	
Élévateurs à grain.....	888	454	99		1,113	683	16	
Parcs à bestiaux.....	24	859	27		24	654	00	
Location de bâtiments, etc.....	1,488	020	86		1,547	598	07	
Divers.....	1,918	485	88		1,367	695	61	
Totaux.....	11,117,078 67				12,334,306 19			
Facilités combinées, balance cr.....	349,499 99				66,972 35			
Recettes brutes.....	330,220,149 95				382,976,901 41			

Augmentation en 1919 sur 1918, \$52,756,751.46.  
 Pour le détail des recettes nettes, voir tableau 5.  
 Recettes brutes par mille de ligne:

1875.....	\$4,053	1912.....	8,209
1880.....	3,275	1913.....	8,760
1885.....	2,993	1914.....	7,894
1890.....	3,562	1915.....	5,616
1895.....	2,928	1916.....	6,943
1900.....	4,006	1917.....	8,051
1905.....	5,197	1918.....	8,493
1910.....	7,034	1919.....	9,846
1911.....	7,430		

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## RELATION DES DÉPENSES D'EXPLOITATION AUX RECETTES BRUTES.

Année.	Recettes.					Recettes nettes de l'exploitation.	Pourcentage des dépenses d'exploitation par rapport aux recettes brutes de l'exploitation.
	Des voyageurs.	Des marchandises et transbordements.	Autres.	Total, recettes brutes.	Total des dépenses d'exploitation.		
	\$	\$	\$	\$	\$	\$	
1910.....	52,956,219	117,494,484	3,505,514	173,956,217	120,405,440	53,550,777	69.2
1911.....	58,317,998	126,570,534	3,844,962	188,733,494	131,034,785	57,698,709	69.4
1912.....	65,048,187	149,961,140	3,494,426	219,403,753	150,726,540	68,677,213	68.7
1913.....	74,431,994	177,089,373	5,181,336	256,702,703	182,011,690	74,691,013	70.9
1914.....	72,564,203	165,753,731	4,765,605	243,083,539	178,975,259	64,108,280	73.6
1915.....	60,699,935	134,488,304	4,654,833	199,843,072	147,731,099	52,111,973	73.9
1916.....	53,097,643	185,806,168	*22,984,843	261,888,654	180,542,259	81,346,395	68.9
1917.....	61,290,291	217,625,963	*31,855,225	310,771,479	222,890,637	87,880,842	71.7
1918.....	88,192,056	231,813,389	10,214,705	330,220,150	273,955,436	56,264,714	82.96
1919.....	102,380,357	270,463,390	10,133,154	382,976,901	341,866,509	41,110,392	89.27

\*Y compris excédents de bagages, wagons-lits et wagons-salons, service postal, messagerie, lait, autres trains de voyageurs, buffets et wagons-restaurants pour ces années seulement. Pour les autres années, ces recettes figurent dans la colonne des voyageurs. En 1916, ces différentes recettes se totalisaient par \$16,192,941 et en 1917 par \$19,476,823.

## DÉPENSES D'EXPLOITATION.

Année.	Par mille de voies.	Par train-mille (tous trains).	
		Recettes par train-mille.	Dépenses par train-mille.
	\$	\$	\$
1899.....	2.360	1.192	0.779
1900.....	2.701	1.282	0.864
1901.....	2.777	1.366	0.944
1902.....	3.064	1.501	1.028
1903.....	3.554	1.591	1.117
1904.....	3.837	1.634	1.216
1905.....	3.904	1.614	1.213
1906.....	4.080	1.723	1.198
1907.....	4.621	1.953	1.381
1908.....	4.672	1.869	1.364
1909.....	4.340	1.816	1.309
1910.....	4.869	2.036	1.409
1911.....	5.159	2.103	1.460
1912.....	5.640	2.174	1.493
1913.....	6.211	2.263	1.604
1914.....	5.812	2.253	1.659
1915.....	4.152	2.144	1.585
1916.....	4.823	2.358	1.623
1917.....	5.774	2.682	1.925
1918.....	7.046	3.006	2.494
1919.....	8.789	3.682	3.292

## DÉPENSES D'EXPLOITATION EN 1919.

		Pourcentage.
Voies, ponts, viaducs, etc.....	69,034,242 27	20.19
Matériel.....	78,397,270 13	22.93
Trafic.....	6,545,932 50	1.91
Transports—par terre.....	170,382,033 76	49.83
—par eau.....	2,168,839 52	0.63
Opérations diverses.....	5,606,045 50	1.64
Frais généraux.....	9,739,448 93	2.84
Traction (placement)—Cr.....	7,353 60	0.03
Total.....	341,866,509 01	
Augmentation sur 1918.....	67,911,073 22	

## DÉPENSES D'EXPLOITATION.

	1916.			1917.			1918.		
	\$	c.	Pourcent.	\$	c.	Pourcent.	\$	c.	Pourcent.
Voies, ponts, viaducs, etc. ...	36,040,945	06	19.96	41,154,193	11	18.46	51,614,857	71	18.84
Matériel.....	35,822,484	20	19.84	46,371,178	39	20.80	57,304,234	84	20.92
Trafic.....	5,560,515	12	3.08	6,236,810	91	2.79	6,342,393	99	2.32
Transports—par terre.....	92,882,661	24	51.45	114,327,343	71	51.29	145,107,396	15	52.96
—par eau.....	182,824	13	0.10	3,271,892	62	1.47	1,552,953	83	0.56
Opérations diverses.....	3,279,588	42	1.81	3,962,543	94	1.78	4,443,665	75	1.62
Frais généraux.....	6,781,574	19	3.75	7,584,831	55	3.40	7,597,985	10	2.77
Traction (placement).....	10,333	38	0.01	18,207	15	0.01	8,056	58	0.01
Total.....	180,512,258	98		222,890,637	08		273,955,435	79	

## DÉPENSES D'EXPLOITATION.

Année.	Coût de l'entretien des voies.	Longueur des voies.	Coût par mille de voies.	Année.	Coût de l'entretien du matériel roulant.	Longueur des voies.	Coût par mille de voies.
	\$		\$		\$		\$
1910.....	27,035,603	24,731	1,093	1910.....	26,002,301	24,731	1,051
1911.....	29,245,093	25,400	1,151	1911.....	26,127,638	25,400	1,028
1912.....	31,514,098	26,727	1,179	1912.....	29,811,510	26,727	1,115
1913.....	35,933,322	29,336	1,224	1913.....	37,289,718	29,336	1,271
1914.....	35,292,226	30,795	1,146	1914.....	36,375,330	30,795	1,181
1915.....	28,762,906	35,582	808	1915.....	28,156,261	35,582	791
1916.....	36,040,045	37,434	962	1916.....	35,822,484	37,434	956
1917.....	41,154,193	38,604	1,066	1917.....	46,371,178	38,604	1,201
1918.....	51,614,857	38,879	1,327	1918.....	57,304,234	38,879	1,473
1919.....	69,034,242	38,896	1,775	1919.....	78,397,270	38,896	2,017

TAXES.

Provinces.	1916.	1917.	1918.	1919.
	\$	\$	\$	\$
Nouvelle-Ecosse.....	1,381 31	437 36	1,705 13	964 00
Nouveau-Brunswick.....	3,902 26	58,740 06	58,446 21	76,211 61
Québec.....	617,686 15	659,049 59	624,816 36	811,564 52
Ontario.....	1,510,007 84	2,148,141 12	1,693,129 83	1,974,185 48
Manitoba.....	247,300 07	396,924 52	337,140 82	212,273 30
Saskatchewan.....	107,659 74	251,575 68	163,186 37	259,027 80
Alberta.....	146,400 74	189,812 47	210,067 33	526,565 30
Colombie Britannique.....	343,643 55	326,122 51	749,422 79	649,558 05
Yukon.....	6,845 04	6,805 27	6,826 17	6,821 05
Non réparties.....	112,060 76			285,880 15
Hors du Canada.....	224,913 91	316,563 84	166,347 82	258,381 70
Total.....	3,321,801 37	4,354,172 52	4,011,088 38	5,061,432 96

L'île du Prince-Edouard ne possède pas d'autre chemin de fer que le Prince-Edward Island Ry. qui appartient à l'Etat et n'est, par conséquent, pas assujéti à l'impôt.

TRAITEMENTS, APPOINTEMENTS ET SALAIRES.

Année.	Nombre du personnel.	Traitements, appointements et salaires.	Pourcentage des recettes brutes.	Pourcentage des dépenses d'exploitation.
		\$		
1910.....	123,768	67,167,793	38.61	55.78
1911.....	141,224	74,613,738	39.33	56.94
1912.....	155,901	94,237,623	39.79	57.92
1913.....	178,652	115,749,825	45.09	63.59
1914.....	159,142	111,762,972	45.97	62.43
1915.....	124,142	90,215,727	45.15	61.09
1916.....	144,770	104,300,647	39.82	57.95
1917.....	146,175	129,626,187	41.85	58.34
1918.....	143,493	152,274,953	46.14	55.59
1919.....	158,777	208,939,995	54.56	61.12

TRAITEMENTS, APPOINTEMENTS ET SALAIRES.

N <sup>o</sup> d'ordre.	1915.	1916.	1917.	1918.	1919.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1 à 5 Siège social—Direction...	10,122,122 04	10,335,711 11	14,957,705 43	17,075,814 44	22,985,070 54
6 à 26 Entretien de la voie et du matériel et construction.	37,824,178 90	44,001,341 77	53,237,311 21	64,432,547 93	93,308,553 59
27 à 29 Trafic extérieur.....	683,857 08	978,043 93	715,306 98	738,057 19	1,403,463 63
30 à 40 Personnel affecté à dif- 46 - 47 } férents services de 59 à 65 } l'exploitation.....	18,014,089 76	19,117,544 62	26,306,422 37	30,310,862 42	42,332,795 32
41 à 45 Personnel des dépôts...	4,742,048 21	5,653,385 13	7,031,963 84	8,665,250 22	11,353,453 60
49 à 58 Personnel des trains....	18,829,431 02	24,214,615 44	27,377,475 41	31,052,420 68	37,556,657 93
Total.....	90,215,727 01	104,309,642 00	129,626,185 24	152,274,952 88	208,939,994 61

## PERSONNEL CLASSIFIÉ, 1919.

Personnel classifié. (A)	Moyenne du nombre des employés.	Heures de travail et rémunération.	
		Total des heures de travail durant l'année.	Traitements, appointements et salaires, payés durant l'année.
			\$ c.
1 Fonctionnaires supérieurs.....	761	2,151,493	3,433,222 52
2 Chefs des services.....	1,157	4,618,485	2,883,670 12
3 Commis.....	14,143	35,422,207	15,672,946 14
4 Messagers et huissiers.....	439	1,318,342	317,239 16
5 Sous-ingénieurs et dessinateurs.....	479	1,243,259	677,992 60
6 Contremaîtres E. V. & S. (autres que nos 7 et 25).....	920	2,755,396	1,465,468 03
7 Contremaîtres de section.....	5,812	13,058,862	8,302,347 25
8 Chefs d'ateliers, service du matériel.....	137	359,541	283,676 24
9 Contremaîtres d'équipes et autres services du matériel..	1,617	4,285,803	3,146,432 26
10 Machinistes.....	4,430	10,351,399	7,097,735 58
11 Chaudronniers.....	1,512	4,564,244	2,741,275 40
12 Forgerons.....	631	1,442,866	981,846 80
13 Maçons (pierre et brique).....	67	143,477	83,959 86
14 Charpentiers en fer.....	46	119,732	52,243 85
15 Charpentiers-menuisiers.....	5,336	12,358,497	7,182,751 26
16 Peintres et tapissiers-bourreurs.....	1,435	3,018,117	1,803,523 99
17 Electriciens.....	522	1,228,611	753,436 09
18 Serre-freins (à air).....	284	646,401	377,441 03
19 Inspecteurs de wagons.....	1,844	5,210,681	2,916,116 76
20 Ouvriers réparant les wagons.....	3,536	8,809,102	4,780,439 06
21 Autres corps de métier.....	7,061	16,213,114	8,918,123 51
22 Aides et apprentis mécaniciens.....	6,279	14,636,363	6,325,354 10
23 Cantonniers et poseurs.....	20,377	55,297,279	20,261,836 46
24 Autres journaliers et manouvriers.....	13,486	34,602,788	11,858,877 71
25 Contremaîtres des équipes de construction et des trains de construction.....	263	710,877	395,204 13
26 Hommes constituant ces équipes (n° 25).....	4,736	11,351,268	3,550,464 22
27 Agents solliciteurs (voyageurs).....	272	759,881	457,863 91
28 Employés des agences à l'étranger.....	104	218,852	188,289 44
29 Autres employés du trafic.....	941	2,044,851	757,310 28
30 Expéditeurs et directeurs des trains.....	533	1,445,625	1,384,179 94
31 Télégraphistes, téléphonistes et signaleurs.....	1,889	5,730,441	3,487,093 33
32 Télégraphistes et téléphonistes des disques et arrêts... .....	169	607,778	257,872 24
33 Aiguilleurs (non télégraphistes).....	369	1,252,672	504,162 82
34 Commis de télégraphe.....	340	1,068,106	545,190 84
35 Agents, télégraphistes.....	2,960	9,115,645	5,496,877 24
36 Employés de gares et stations (non télégraphistes).... .....	717	2,189,964	1,140,030 78
37 Chefs et sous-chefs de gares et stations.....	94	289,438	119,049 16
38 Personnel des gares et stations (autres que nos 3, 34, 35, 36 et 47).....	9,524	26,013,838	10,151,617 64
39 Chefs des dépôts et parcs.....	330	1,106,545	801,594 97
40 Sous-chefs des dépôts et parcs (non commis).....	143	504,269	322,427 16
41 Mécaniciens des dépôts.....	1,065	3,520,204	2,382,841 10
42 Chauffeurs des dépôts et leurs aides.....	1,123	3,589,109	1,721,854 61
43 Conducteurs de train, des dépôts.....	1,199	3,707,106	2,390,481 91
44 Serre-freins des dépôts.....	2,516	6,835,199	4,350,005 11
45 Aiguilleurs des dépôts.....	424	1,337,155	508,270 78
46 Autre personnel des dépôts et parcs.....	292	837,354	234,834 20
47 Palefreniers.....	1,538	4,222,437	1,829,959 63
48 Surveillants et journaliers des remises aux machines.... .....	3,545	11,237,379	4,344,343 11
49 Mécaniciens et wattmen des trains de marchandises.... .....	3,271	9,272,768	7,405,250 87
50 Chauffeurs des trains de marchandises et leurs aides.... .....	3,739	9,930,198	6,035,804 39
51 Conducteurs des trains de marchandises.....	2,549	8,425,207	5,713,815 88
52 Serre-freins et signaleurs des trains de marchandises.... .....	5,592	17,416,252	9,351,532 44
53 Mécaniciens et wattmen des trains de voyageurs.....	968	2,583,818	2,627,243 26
54 Chauffeurs des trains de voyageurs et leurs aides.....	982	2,572,415	1,975,060 37
55 Conducteurs des trains de voyageurs.....	738	3,154,588	1,719,510 79
56 Préposés aux bagages, sur trains de voyageurs.....	665	2,007,572	1,125,373 53
57 Serre-freins et signaleurs des trains de voyageurs.....	991	2,774,397	1,545,429 45
58 Autre personnel circulant sur les trains.....	50	128,569	57,576 95
59 Garde-barrières.....	674	2,220,683	780,808 34
60 Gardiens de ponts tournants.....	108	369,602	152,526 78
61 Employés sur matériel flottant.....	1,781	10,089,458	1,808,737 01
62 Employés aux messageries.....	757	1,924,037	674,503 1
63 Inspecteurs et policiers.....	698	2,384,539	841,538 96
64 Tous autres employés à la traction.....	804	2,628,519	1,014,457 52
65 Tous autres employés.....	7,013	20,962,475	6,440,989 94
Total.....	158,777	431,397,059	208,939,994 6

DOC. PARLEMENTAIRE No 20b

MOYENNE DE LA RÉMUNÉRATION DU PERSONNEL DES CHEMINS DE FER, PAR  
HEURE, EN 1917, 1918 ET 1919.

	1917	1918	1919
1 Fonctionnaires supérieurs.....			
2 Chefs des services.....			
3 Commis.....	-280	-307	-442
4 Messagers et huissiers.....	-117	-178	-240
5 Sous-ingénieurs et dessinateurs.....	-355	-409	-545
6 Contremaîtres E. V. & S. (autres que nos 7 et 25).....	-355	-394	-531
7 Contremaîtres de section.....	-279	-314	-635
8 Chefs d'ateliers, service du matériel.....	-487	-540	-787
9 Contremaîtres d'équipes et autres, service du matériel.....	-385	-457	-734
10 Machinistes.....	-422	-467	-685
11 Chaudronniers.....	-394	-455	-600
12 Forgerons.....	-250	-423	-680
13 Maçons (pierre et brique).....	-350	-431	-585
14 Charpentiers en fer.....	-305	-334	-436
15 Charpentiers-menuisiers.....	-304	-368	-581
16 Peintres et tapissiers-bourreurs.....	-296	-362	-597
17 Electriciens.....	-323	-373	-613
18 Serre-freins (à air).....	-387	-342	-583
19 Inspecteurs de wagons.....	-298	-321	-559
20 Ouvriers réparant les wagons.....	-263	-321	-542
21 Autres corps de métiers.....	-296	-350	-550
22 Aides et apprentis mécaniciens.....	-237	-298	-432
23 Cantonniers et poseurs.....	-206	-237	-366
24 Autres journaliers ou manouvriers.....	-219	-252	-342
25 Contremaîtres des équipes de construction et des trains de construction.....	-363	-329	-555
26 Hommes constituant ces équipes (n° 25).....	-212	-268	-315
27 Agents solliciteurs (voyageurs).....	-473	-471	-602
28 Employés des agences à l'étranger.....	-557	-802	-860
29 Autres employés du trafic.....	-388	-445	-370
30 Expéditeurs et directeurs des trains.....	-623	-704	-957
31 Télégraphistes, téléphonistes et signaleurs.....	-308	-382	-608
32 Télégraphistes et téléphonistes des disques et arrêts.....	-258	-338	-424
33 Aiguilleurs (non télégraphistes).....	-187	-207	-402
34 Commis de télégraphe.....	-284	-328	-510
35 Agents-télégraphistes.....	-318	-381	-602
36 Employés des gares et stations (non télégraphistes).....	-322	-361	-520
37 Chefs et sous-chefs de gares et stations.....	-243	-306	-411
38 Personnel des gares et stations (autres que nos 3, 34, 35, 36 et 47).....	-225	-257	-390
39 Chefs des dépôts et parcs.....	-458	-507	-724
40 Sous-chefs des dépôts et parcs (non commis).....	-333	-416	-639
41 Mécaniciens des dépôts.....	-422	-532	-676
42 Chauffeurs des dépôts et leurs aides.....	-264	-334	-479
43 Conducteurs de train, des dépôts.....	-389	-444	-644
44 Serre-freins des dépôts.....	-375	-412	-636
45 Aiguilleurs des dépôts.....	-201	-199	-380
46 Autre personnel des dépôts et parcs.....	-163	-203	-280
47 Palefreniers.....	-284	-303	-433
48 Surveillants et journaliers des remises aux machines.....	-212	-247	-386
49 Mécaniciens et wattmen des trains de marchandises.....	-538	-660	-798
50 Chauffeurs des trains de marchandises et leurs aides.....	-364	-437	-607
51 Conducteurs des trains de marchandises.....	-483	-560	-678
52 Serre-freins et signaleurs des trains de marchandises.....	-324	-338	-537
53 Mécaniciens et wattmen des trains de voyageurs.....	-688	-838	1-017
54 Chauffeurs des trains de voyageurs et leurs aides.....	-413	-559	-767
55 Conducteurs des trains de voyageurs.....	-589	-552	-798
56 Préposés aux bagages sur trains de voyageurs.....	-375	-359	-560
57 Serre-freins et signaleurs des trains de voyageurs.....	-372	-366	-556
58 Autre personnel circulant sur les trains.....	-296	-488	-448
59 Garde-barrières.....	-146	-175	-351
60 Gardiens des ponts tournants.....	-189	-232	-412
61 Employés sur matériel flottant.....	-133	-155	-179
62 Employés aux messageries.....	-171	-257	-350
63 Inspecteurs et policiers.....	-219	-248	-352
64 Tous autres employés à la traction.....	-213	-244	-385
65 Tous autres employés.....	-188	-220	-307
Total.....	-288	-331	-484

## CLASSIFICATION DES LOCOMOTIVES.

Locomotives.	1914.	1915.	1916.	1917.	1918.	1919.
	nomb.	nomb.	nomb.	nomb.	nomb.	nomb.
De trains de voyageurs.....	1,783	1,840	1,744	1,389	1,372	1,457
De trains de marchandises.....	3,023	2,912	3,077	3,490	3,603	3,610
De manœuvres.....	636	734	669	747	781	812

## WAGONS À VOYAGEURS.

Wagons du service des voyageurs.	1914.	1915.	1916.	1917.	1918.	1919.
	nomb.	nomb.	nomb.	nomb.	nomb.	nomb.
De première classe.....	2,167	2,213	2,187	2,168	2,172	2,172
De seconde classe.....	627	632	706	687	595	613
Mixtes.....	491	486	409	418	406	396
D'immigrants.....	466	509	519	534	568	701
Wagons-restaurants.....	204	215	215	216	196	203
Wagons-salons.....	130	138	138	155	166	164
Wagons-lits.....	500	538	556	562	555	550
De bagages, de messageries et wagons-poste.....	1,378	1,457	1,458	1,462	1,514	1,513
Autres.....	39	138	138	175	204	195
Totaux.....	6,002	6,326	6,326	6,377	6,376	6,512

## CAPACITÉ DES WAGONS À MARCHANDISES.

	1917.		1918.		1919.	
	Nombre.	Capacité en tonnes.	Nombre.	Capacité en tonnes.	Nombre.	Capacité en tonnes.
Fourgons.....	145,290	4,899,651	150,074	5,126,659	153,520	5,255,121
Plate-formes (ou trucs).....	25,322	816,245	23,414	759,768	24,768	817,847
À bestiaux.....	7,883	232,185	8,556	253,350	9,189	272,590
À charbon.....	15,649	538,609	16,949	692,785	18,375	772,800
Citernes.....	731	35,134	485	16,306	419	14,340
Frigorifiques.....	5,324	155,510	5,893	176,890	6,022	180,800
Autres.....	3,390	137,122	3,664	141,012	4,965	185,797
Totaux.....	203,499	6,798,456	209,026	7,166,770	217,258	7,499,295

## COMBUSTIBLE CONSOMMÉ PAR LES LOCOMOTIVES.

Consommation, en tonnes:

Catégorie de locomotives.	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
À trains de marchandises.....	3,642,056	5,273,546	5,675,606	5,852,935	5,185,560
"    voyageurs.....	1,989,004	1,938,619	2,127,621	2,092,912	2,088,087
Mixtes.....	378,574	421,425	524,917	445,058	499,467
De manœuvres.....	854,651	1,053,739	1,463,820	1,454,384	1,345,598
De construction et spéciales.....	39,133	307,794	338,835	328,055	332,306
Total.....	6,903,418	8,995,123	10,130,799	10,173,344	9,451,018

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Coût par tonné:

1915.....	\$ 3 02	1918.....	\$ 5 17
1916.....	3 11	1919.....	5 52
1917.....	3 63		

Volume et coût du combustible:

Année.	Tonnes.	Coût.
		\$
1915.....	6,903,418	20,889,055
1916.....	8,995,123	27,961,186
1917.....	10,130,799	36,784,642
1918.....	10,173,344	52,630,430
1919.....	9,451,018	52,214,897

Analyse du combustible consommé en 1919:

Catégorie de locomotives	Houille.		Bois.	Autre combustible.		Total.	Milles parcourus.
	Anthra-cite.	Bitumi-neuse.		Pétrole.	Charbon de bois.		
	tonnes.	tonnes	cordes.	gallons.	boiss.	tonnes.	
À trains de marchandises.....	856	5,011,110	23,324	26,508,074	47,029	5,185,560	60,615,563
“ voyageurs.....		1,994,725	8,813	14,537,474	39,453	2,088,087	42,333,309
Mixtes.....	3,049	488,598	2,647	1,061,712	4,665	499,467	8,591,046
De manœuvre.....		1,320,820	6,457	3,379,764	18,098	1,345,598	24,006,047
Spéciales.....	525	321,340	1,917	1,543,745	3,485	332,306	5,705,491
Total.....	4,430	9,136,593	43,158	47,030,769	112,730	9,451,018	141,251,456

Consommation de combustible, par locomotive et par 100 milles:

Catégorie de locomotives.	Combustible consommé par une locomotive en 100 milles.				
	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
À trains de marchandises.....	7.63	7.93	8.23	9.15	8.55
“ voyageurs.....	4.85	4.59	4.83	5.12	4.93
Mixtes.....	5.01	5.54	6.09	5.64	5.81
De manœuvres.....	4.29	4.47	5.13	5.09	5.60
De construction ou spéciales.....	2.49	6.15	2.18	6.03	5.82

Coût par locomotive et par 100 milles:

Catégorie de locomotives.	Coût du combustible par locomotive sur 100 milles.				
	1915.	1916.	1917.	1918.	1919.
	\$	\$	\$	\$	\$
A trains de marchandises.....	23.04	24.66	29.87	47.30	47.22
“ voyageurs.....	14.64	14.27	17.53	26.47	27.22
Mixtes.....	15.13	17.22	22.10	29.15	32.09
De manœuvres.....	12.95	13.90	18.62	31.17	30.94
De construction ou spéciales.....	7.51	19.12	7.91	.....	32.15

## ACCIDENTS AUX PASSAGES À NIVEAU.

Accidents aux passages à niveau:

Accidents aux passages à niveau.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Urbains.....	30	26	29	40	32	68	68	88	76	79
Ruraux.....	36	41	29	33	30	44	30	56	56	79
Total.....	66	67	58	73	62	112	98	144	132	158

## PASSAGES À NIVEAU.

Passages à niveau protégés et non protégés:

Année.	Passages protégés.		Passages non protégés.	
	Urbains.	Ruraux.	Urbains.	Ruraux.
1909.....	587	492	1,767	15,426
1910.....	630	557	1,902	16,923
1911.....	692	661	2,026	16,655
1912.....	788	680	3,039	17,268
1913.....	844	827	2,658	18,681
1914.....	894	823	3,493	20,642
1915.....	948	1,032	2,759	20,105
1916.....	1,003	1,090	2,867	21,265
1917.....	987	1,085	3,886	23,379
1918.....	1,028	1,049	3,832	20,985
1919.....	1,087	1,079	2,908	21,111

Le relevé des accidents dus à la mise en mouvement des trains pour les années 1915 à 1919 est ainsi qu'il suit:

Années.	Tués.	Blessés.
1915.....	366	1,578
1916.....	437	2,058
1917.....	419	2,682
1918.....	383	2,549
1919.....	359	2,546

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## ACCIDENTS.

1919.	Mouvement des trains.		Autrement.	
	Tués.	Blessés.	Tués.	Blessés.
Voyageurs.....	34	296	2	22
Employés.....	151	1,860	23	3,572
Personnes empiétant sur les voies.....	112	133		
Autres personnes (sans empiètement).....	60	177		
Courriers postaux et autres.....	2	80	2	22
Total.....	359	2,546	27	3,616

—	Tués par les trains en mouvement.					Blessés par les trains en mouvement.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Voyageurs.....	17	20	24	32	34	304	291	410	322	296
Employés.....	102	149	177	154	151	946	1,455	1,909	1,868	1,860
Personnes empiétant sur les voies.....	168	191	150	129	112	147	141	124	140	133
Autres personnes (sans empiètement).....	73	77	64	64	60	167	158	193	173	177
Courriers, postaux, etc.....			4	4	2	14	13	46	46	80
Total.....	360	437	419	383	359	1,578	2,058	2,682	2,549	2,546

## Accidents aux voyageurs:

Causes des accidents aux voyageurs.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Collisions.....	1	3	6	13	2	90	68	88	104	25
Déraillements.....		2				53	58	129	69	130
Ruptures des trains.....						2	4	7	13	1
Chutes en bas des trains, etc.....	7	3	5	4	3	30	35	33	34	31
En sautant à bas ou sur les wagons.....	4	7	7	8	11	62	51	56	38	43
Frappés aux haltes.....				1		1	1	1	1	2
“   gares et stations	2	4	1	1	2	3	4	14	4	2
“   à d'autres points	1		2	1	1	4	1	1	1	3
Autres causes.....	2	1	3	4	15	59	69	81	58	59
Total.....	17	20	24	32	34	304	291	410	322	296

## ACCIDENTS.

## Accidents au personnel:

Causes des accidents au personnel.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Accouplement ou découplement.....	9	12	16	9	11	78	135	187	182	172
Collisions.....	11	44	15	20	16	74	98	137	80	133
Déraillements.....	9	12	13	12	18	53	104	72	92	144
Ruptures des trains.....	1			2		10	34	43	19	34
Bris des locomotives ou wagons.....	1		1		3	17	13	30	27	39
Chutes en bas des trains ou wagons.....	17	23	30	12	24	182	244	311	293	286
En sautant pendant la marche.....	3	4	12	14	3	120	174	233	239	240
Frappés par les trains, etc.	44	40	75	62	49	70	132	115	154	126
Heurt des tunnels et ponts..	1	1	4	3	5	28	27	32	35	33
Autres causes.....	6	13	11	20	22	314	494	749	747	653
Total.....	102	149	177	154	151	946	1,455	1,909	1,868	1,860

## Catégories d'employés:

Victimes.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Employés sur les trains.....	50	83	102	67	77	628	989	1,439	1,372	1,369
“ sur les voies.....	24	45	39	47	50	95	176	135	175	201
Aiguilleurs, etc.....	9	6	4	6	7	26	33	34	20	37
Employés des gares et stations.....		2	6		6	13	30	28	14	31
Employés des ateliers.....	6	4	10	13	5	59	51	93	98	94
“ du télégraphe.....				2	1	3	7	7	11	23
Autres employés.....	13	9	16	18	5	122	169	173	178	105
Total.....	102	149	177	154	151	946	1,455	1,909	1,868	1,860

## Accidents provenant de causes autres que la circulation des trains:

Victimes.	Tués.				Blessés.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
Voyageurs.....				2	18	22	22	22
Employés sur les voies, etc.	8	8	6	6	520	653	798	970
“ des gares et stations.....			3	3	237	371	434	428
“ des ateliers.....	1	7	4	8	1,184	952	1,188	1,449
Autres employés.....	16	17	11	6	936	711	1,064	725
Autres personnes.....	6	1	3	2	25	38	34	22
Total.....	31	33	27	27	2,920	2,747	3,540	3,616

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Modes de protection des passages à niveau.	1916.		1917.		1918.		1919.	
	Ruraux.	Urbains.	Ruraux.	Urbains.	Ruraux.	Urbains.	Ruraux.	Urbains.
Par des barrières.	88	189	59	202	43	224	46	240
Par des ponts.....	312	208	301	190	295	195	303	201
Par des passages sous voie.....	407	290	429	293	399	301	419	307
Par des cloches....	259	187	271	187	272	190	287	219
Par des signaleurs.	24	129	25	115	40	118	24	120
Total.....	1,090	1,003	1,085	987	1,049	1,028	1,079	1,087

## CONSOMMATION DES TRAVERSES DE VOIE FERRÉE.

(Sans y comprendre les constructions de voies nouvelles).

Essences.	Nombre de traverses.				Coût des traverses.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
					\$	\$	\$	\$ c.
Cèdre.....	834,276	631,673	610,158	1,259,841	392,569	293,689	381,377	997,092 16
Chêne.....	364,372	460,903	686,886	907,142	259,334	334,210	592,747	929,097 63
Pruche.....	157,781	197,118	304,103	1,360,533	57,199	73,281	137,211	942,021 71
Epinette.....	98,857	196,087	88,482	893,864	22,922	54,633	28,645	631,967 59
Sapin.....	58,342	62,483	63,678	267,858	22,689	23,220	25,903	165,735 77
Tamarac.....	245,790	813,697	180,269	1,091,836	97,886	379,608	102,526	843,442 70
Pin.....	368,347	1,309,852	1,849,615	3,124,427	182,610	634,373	995,596	2,448,147 80
Marronnier.....	46,170	134,087	36,477	58,241	26,269	76,788	24,724	52,135 47
Bois tendre.....	22,425	11,457	.....	9,492	7,843	5,338	.....	7,878 36
Bois franc.....	14,888	10,776	.....	9,748	13,480	2,694	.....	7,642 94
Bois traité.....	3,084,234	3,106,636	2,732,598	728,485	1,631,069	1,624,436	1,471,266	590,280 21
Non classifié.....	1,090,892	1,918,092	1,233,655	2,144,906	480,602	865,854	941,317	754,076 65
Total.....	6,386,464	8,852,861	7,785,831	11,856,373	3,194,472	4,368,124	4,701,312	9,369,519 35

Coût moyen des traverses:

Essences.	Moyenne du coût par traverse.			
	1916.	1917.	1918.	1919.
	c.	c.	c.	c.
Cèdre.....	47.0	46.4	62.5	79.2
Chêne.....	71.1	72.4	86.3	102.0
Pruche.....	36.2	37.1	45.1	69.2
Epinette.....	20.3	22.2	32.4	70.7
Sapin.....	38.8	37.1	40.6	61.8
Tamarac.....	35.7	46.6	56.8	77.2
Pin.....	49.5	48.4	54.0	78.3
Marronnier.....	56.8	57.2	67.7	90.0
Bois tendre.....	34.9	46.6	.....	83.0
Bois franc.....	90.0	25.0	.....	78.4
Bois traité.....	52.8	52.2	53.8	81.0
Non classifié.....	44.0	45.1	76.3	81.7
Total.....	50.8	49.3	60.3	79.0

## TRAMWAYS ÉLECTRIQUES.

## LONGUEUR DES RÉSEAUX.

## Longueur des voies uniques:

1910.....	1,047-07	1915.....	1,590-29
1911.....	1,223-73	1916.....	1,724-71
1912.....	1,308-17	1917.....	1,743-54
1913.....	1,356-63	1918.....	1,616-36
1914.....	1,560-82	1919.....	1,696-52

## Analyse des voies:

Longueur des différentes voies.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.
Voie principale.....	1,590-29	1,730-73	1,743-54	1,616-36	1,696-52
Seconde voie principale.....	348-88	276-52	345-72	453-11	482-36
Longueur totale de la voie principale.....	1,939-17	2,007-25	2,089-26	2,069-47	2,178-88
Voies de garages et Y.....	163-78	184-79	188-70	206-57	220-92
Total des voies, mises bout à bout.....	2,102-95	2,192-04	2,277-96	2,276-04	2,399-80

Le tableau 1, qui fait suite à celui consacré aux chemins de fer à vapeur donne plus de détails au sujet des voies.

## Actions émises et dette consolidée:

Année.	Actions émises.	Dette consolidée.	Total.
	\$	\$	\$
1910.....	58,653,826	43,391,153	102,044,979
1911.....	62,251,203	49,281,144	111,532,347
1912.....	70,829,118	52,012,828	122,841,946
1913.....	62,079,767	79,155,864	141,235,631
1914.....	66,311,098	81,284,244	147,595,342
1915.....	66,696,675	83,647,327	150,344,002
1916.....	67,738,275	87,157,309	154,895,584
1917.....	70,606,520	90,628,219	161,234,739
1918.....	73,864,820	93,388,273	167,253,093
1919.....	93,042,368	78,852,188	171,894,556

On trouvera de plus amples détails dans le tableau 2. Ajoutons, toutefois, que les chiffres ci-dessus ne comprennent pas une somme de \$493,346, montant des subventions en espèces accordées aux compagnies de tramways électriques par les gouvernements et municipalités.

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COMPTE DES REVENUS.

Recettes et revenus:	1918.	1919.
Recettes brutes de l'exploitation.....	\$24,299,889 69	\$35,696,532 34
Dépenses d'exploitation.....	17,533,974 63	26,839,070 77
Revenu net de l'exploitation.....	\$ 6,763,915 06	\$ 8,857,461 57
Revenus divers.....	\$ 2,311,176 60	\$ 2,723,510 02
Total de l'ensemble des revenus.....	\$ 9,075,091 66	11,580,971 59
A déduire des revenus:		
Taxes.....	\$ 2,122,618 84	\$ 2,504,295 36
Intérêt sur la dette consolidée.....	2,784,848 84	2,919,543 07
"    flottante.....	978,874 63	913,036 55
Autres déductions.....	263,731 90	3,777,550 88
Total déductions.....	6,150,074 21	10,114,425 86
Revenu net.....	\$ 2,925,017 45	\$ 1,466,545 73
A déduire du revenu net:		
Réserve, etc.....	\$ 1,466,339 35	\$ 1,394,921 52
Dividendes.....	1,671,358 93	1,508,716 00
Total.....	\$ 3,137,698 28	\$ 2,903,637 52
Déficit.....	\$ 212,680 83	\$ 1,437,091 79

RECETTES ET DÉPENSES D'EXPLOITATION.

Recettes brutes.....	\$35,696,532 34
Dépenses d'exploitation.....	26,839,070 77

La relation des dépenses d'exploitation aux recettes brutes fut 75.18.

Analyse des recettes brutes:

	1916.	1917.	1918.	1919.
	\$ c.	\$ c.	\$ c.	\$ c.
Recettes de la circulation:				
Transport des voyageurs.....	18,937,723 86	27,621,582 36	21,943,644 04	32,836,609 79
des marchandises.....	1,218,763 88	1,547,919 60	1,575,408 57	2,045,303 31
Poste et messagerie.....	112,309 43	132,401 46	129,317 96	163,703 74
Autres transports.....	134,359 96	464,402 18	139,104 86	105,548 39
	20,402,761 13	29,766,305 60	23,787,475 43	35,151,165 23
Recettes diverses:				
Publicité.....	89,198 97	89,972 70	97,014 12	131,764 48
Loyer de terrains et bâtiments.....	24,608 34	30,942 29	29,581 32	35,702 75
Loyer des voies.....	19,450 83	22,100 97	17,709 99	21,656 55
Loyer du matériel.....	21,358 86	24,776 64	27,216 23	17,972 56
Vente de force motrice.....	59,325 27	80,265 22	98,826 52	88,984 41
Autres recettes diverses.....	189,816 10	223,300 12	242,066 08	249,286 36
Total des recettes diverses.....	403,758 47	471,357 94	512,414 26	545,367 11
Recettes brutes en bloc.....	6,609,765 00			
Recettes brutes de l'exploitation.....	27,416,284 60	30,237,663 54	24,299,889 69	35,696,532 34

RECETTES BRUTES.

Année.	Recettes brutes.	Année.	Recettes brutes.
	\$		\$
1910.....	17,100 789	1915.....	26,922,900
1911.....	20,356,952	1916.....	27,416,285
1912.....	23,499,250	1917.....	30,237,664
1913.....	28,216,111	1918.....	24,299,890
1914.....	29,691,007	1919.....	35,696,532

## RECETTES PROVENANT DES TRANSPORTS.

Année.	Voyageurs.	Marchan- dises.	Poste, etc.	Autres.	Total.
	\$	\$	\$	\$	\$
1910.....	16,125,945	575,537	68,604	51,241	16,821,377
1911.....	19,130,376	744,179	88,233	100,930	23,063,719
1912.....	22,007,750	1,025,372	78,819	67,022	23,499,250
1913.....	*19,794,400	1,211,871	72,516	85,793	21,164,580
1914.....	*21,181,328	1,123,910	84,515	105,162	22,494,915
1915.....	*18,879,689	982,041	79,696	82,672	20,024,099
1916.....	*18,937,328	1,218,764	112,309	134,360	20,402,761
1917.....	27,621,582	1,547,920	132,402	464,402	29,766,306
1918.....	*21,943,644	1,575,408	129,318	139,105	23,787,475
1919.....	32,836,610	2,045,303	163,704	105,548	35,151,165

On trouvera dans les tableaux 4 et 5 les détails relatifs aux recettes brutes et aux dépenses d'exploitation.

## DÉPENSES D'EXPLOITATION.

Dépenses d'exploitation.	1916.		1917.		1918.		1919.	
	\$	c.	\$	c.	\$	c.	\$	c.
Entretien des voies et structures.....	984,627	53	1,209,900	62	1,684,561	97	2,792,258	13
“ du matériel.....	1,386,227	87	1,646,611	02	2,204,875	57	3,868,378	71
Exploitation des usines de force motrice.....	2,921,725	58	3,012,809	71	3,083,383	47	4,435,063	96
Circulation des tramways.....	6,929,133	37	7,581,389	37	7,810,063	13	11,801,071	50
Frais généraux et trafic.....	2,171,138	30	2,046,151	79	2,753,090	49	3,942,298	47
Total.....	†18,099,905	65	†20,098,634	35	17,535,974	63	26,839,070	77

## Entretien des voies et structures:

	1918.	1919.
Direction.....	\$ 74,612 54	\$ 81,081 12
Ballast.....	9,855 82	17,620 57
Traverses.....	64,299 34	105,384 32
Rails.....	35,177 57	46,770 12
Plaques d'accouplement, etc., des rails.....	23,415 69	77,267 62
Travaux spéciaux.....	40,831 84	78,063 07
Constructions souterraines.....	3,258 29	4,035 36
Main-d'oeuvre, travail sur les voies.....	465,902 51	857,064 43
Pavage.....	34,233 30	75,228 95
Dépenses diverses relatives aux voies.....	178,793 06	229,949 19
Nettoyage et sablage des voies.....	75,282 93	164,242 27
Enlèvement de la neige, etc.....	245,523 10	362,621 13
Tunnels.....	329 92	38-22
Structures élevées, etc.....	24	
Ponts, ponceaux et pontons.....	26,793 07	38,987 26
Passages à niveau, clôtures, etc.....	13,790 40	21,766 18
Signaux et disques.....	17,806 61	9,479 77
Téléphone et télégraphe.....	6,178 72	8,232 72
Autres dépenses diverses relatives aux voies.....	30,471 02	33,817 80
Poteaux et supports.....	9,334 59	16,804 33
Réseau de transmission.....	74,016 11	63,244 53
Réseau de distribution.....	151,287 97	203,302 13
Dépenses diverses relatives aux lignes.....	47,688 76	158,215 57
Bâtiments et structures.....	60,386 41	146,274 78
Autres opérations—Dr.....	5,416 05	1,766 62
“ —Cr.....	10,123 89	

\*Non compris les recettes encaissées par le Cie des Tramways de Montréal.

†La source des dépenses n'est pas indiquée pour \$3,707,053.00.

‡“ “ “ “ “ \$4,601,771.84.



## Résumé des dépenses, par services :

Voies et structures.....	\$ 1,684,561 97	\$ 2,792,258 13
Matériel.....	2,204,875 57	3,868,378 71
Trafic.....	76,366 96	93,212 15
Circulation—direction.....	488,040 77	699,336 13
“ —force motrice.....	3,083,383 47	4,435,063 96
“ —voitures.....	7,810,063 13	11,801,071 50
Frais généraux.....	1,191,817 11	1,657,184 93
Dépenses non classifiées.....	996,865 65	1,492,565 26
Total.....	\$17,535,974 63	\$26,839,070 77

En 1919, il a été transporté 686,124,263 voyageurs payants. La même année, les marchandises transportées formaient un volume de 2,474,892 tonnes, au lieu de 2,497,530 tonnes en 1918.

## Circulation des voyageurs :

1910.....	360,964,876
1911.....	426,296,792
1912.....	488,865,682
1913.....	597,863,801
1914.....	614,709,819
1915.....	562,302,373
1916.....	580,094,167
1917.....	629,441,997
1918.....	487,365,456
1919.....	686,124,263

## Circulation des voitures de tramways :

Parcours accompli—	milles.
Voitures à voyageurs.....	103,998,809
Autres voitures.....	2,962,798
Total.....	106,961,607

## MATÉRIEL ROULANT EN SERVICE.

Nomenclature du matériel roulant.	1915.	1916.	1917.	1918.	1919.
Voitures à voyageurs, fermées.....	2,447	1,986	2,041	2,061	3,077
Voitures à voyageurs, ouvertes.....	824	513	447	387	538
Voitures à voyageurs, mixtes.....	792	765	628	618	725
Voitures, marchandises.....	693	658	621	703	726
Voitures, poste, messagerie et bagages.....	40	42	49	39	41
Voitures marchandises, mixtes.....	23	13	16	15	16
Voitures du service des travaux.....	216	197	198	186	208
Charrues à neige.....	58	45	48	52	60
Balayeuses.....	127	102	99	91	135
Diverses.....	109	121	148	162	193
Total.....	5,329	4,442	4,295	4,314	5,719

DOC. PARLEMENTAIRE No 20b

## TRAMWAYS ÉLECTRIQUES.

## PERSONNEL.

Nombre:

1915.....	14,795
1916.....	10,622
1917.....	11,696
1918.....	11,646
1919.....	17,242

Appointements et salaires:

1915.....	\$10,781,199 04
1916.....	8,767,734 17
1917.....	9,451,685 31
1918.....	11,840,863 86
1919.....	17,210,851 72

Personnel.	1915.	1916.	1917.	1918.	1919.
Administration—					
Hauts fonctionnaires.....	132	140	148	148	173
Employés des bureaux.....	771	583	601	708	985
Entretien—					
Chefs de service.....	99	103	84	80	82
Personnel subalterne.....	4,121	2,008	3,112	3,007	5,253
Circulation—					
Chefs de service.....	144	112	125	112	118
Personnel subalterne.....	9,528	7,676	7,626	7,591	10,631
Total.....	14,795	10,622	11,696	11,646	17,242

## ACCIDENTS.

Année.	Tués.			Blessés.			
	Voyageurs.	Employ(s).	Autres.	Voyageurs.	Employés.	Autres.	Total.
1901.....	3	1	11	158	58	98	314
1902.....	9	1	22	410	33	120	563
1903.....	10	17	22	504	62	212	778
1904.....	10	3	40	508	64	272	844
1905.....	30	3	23	862	87	347	1,296
1906.....	11	2	34	1,085	127	441	1,653
1907.....	27	7	37	988	216	532	1,736
1908.....	18	6	43	1,156	188	539	1,883
1909.....	11	7	50	1,363	218	618	2,139
1910.....	14	13	68	1,595	227	716	3,538
1911.....	11	8	83	1,784	300	586	2,670
1912.....	16	8	86	1,950	442	736	3,128
1913.....	17	12	44	1,662	392	490	2,544
1914.....	9	13	42	1,757	469	581	2,807
1915.....	14	6	44	1,554	413	638	2,605
1916.....	18	4	28	1,905	305	819	3,029
1917.....	11	10	42	1,541	395	792	2,728
1918.....	9	12	56	1,451	383	762	2,596
1919.....	10	37	47	1,600	621	1,290	3,511

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Pullman Company.....		86
Salaries and Wages.....	XXIV	..
Stocks.....	VI	..
Taxes.....	XXIV	..
Ties.....	XXXVI	..
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