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7-8 EDWARD VII.

SESSIONAL PAPER No. 20b

A. 1908

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30, 1907

(From sworn Returns furnished by the several Railway Companies)

J

M. J. BUTLER

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

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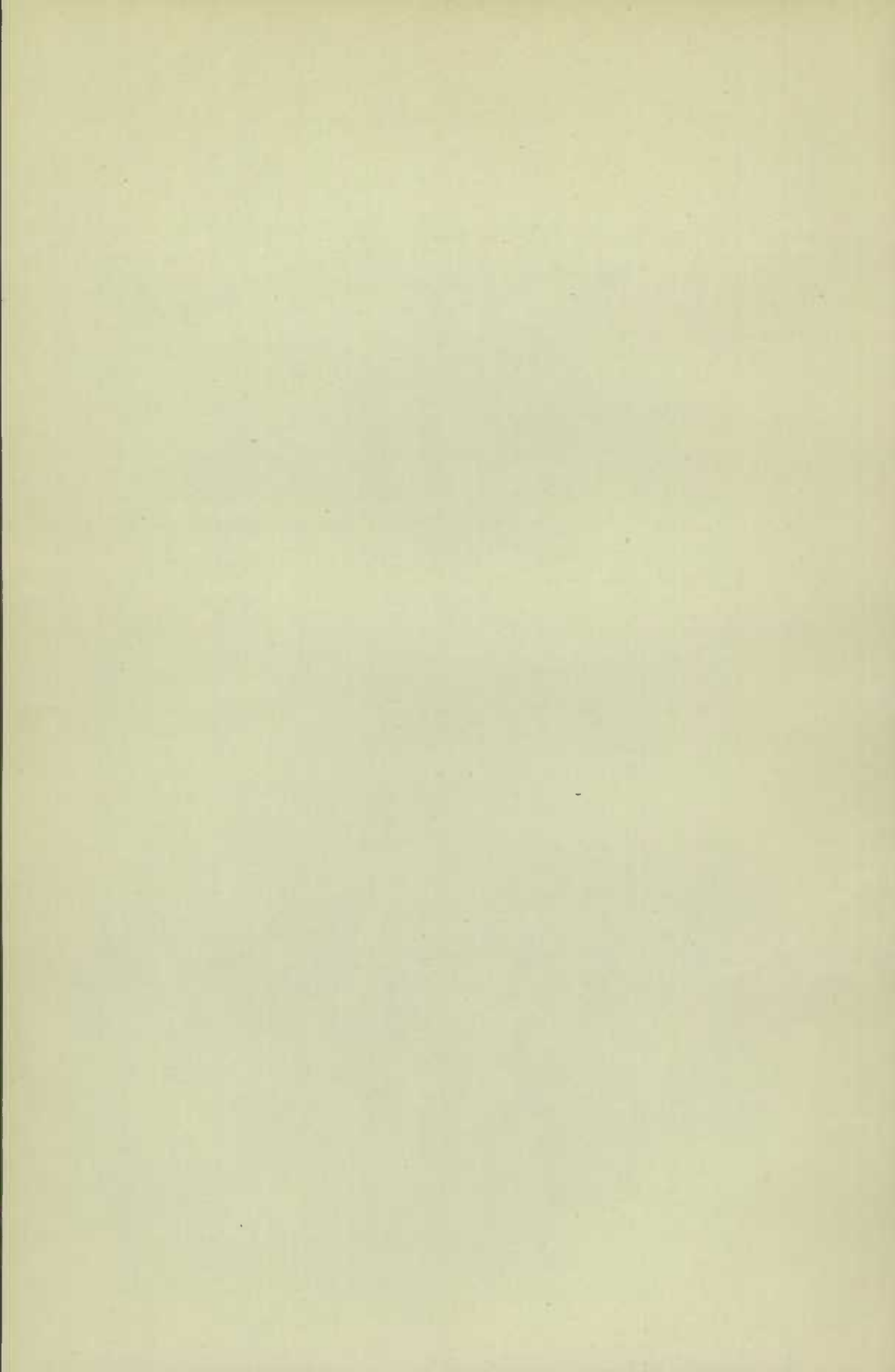
To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c.,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

MAY IT PLEASE YOUR EXCELLENCY,

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

GEO. F. GRAHAM,

Minister of Railways and Canals.



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

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

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

I have the honour to be, Sir,

Your obedient servant,

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

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

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

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

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

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

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

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

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MILEAGE.

Following is the history of railway mileage in Canada:

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

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

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

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

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

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

	Population to each mile of railway.	Square miles to each mile of railway.
United States.....	381	13.61
United Kingdom.....	1,821	5.29
France.....	1,590	8.46
New South Wales.....	686	146.09
New Zealand.....	358	43.42
Victoria.....	360	25.89
India.....	10,119	61.09
Canada.....	289	161.80

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

AID TO RAILWAYS.

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

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

Year.	Dominion.		Provinces.		Municipalities.	
	\$	cts.	\$	cts.	\$	cts.
1876.	*18,564,352	37	4,203,240	43	5,426,505	70
1877.	16,235,185	33	4,338,498,	02	5,689,299	31
1878.	26,438,914	96	14,292,002	29	7,224,578	63
1879.	26,438,914	96	14,593,001	91	7,450,978	63
1880.	32,761,920	65	17,639,206	60	8,313,944	63
1881.	37,629,207	33	a16,676,266	29	7,494,944	63
1882.	37,731,208	33	17,044,628	91	8,809,944	63
1883.	49,548,639	93	18,342,102	80	9,162,552	94
1884.	78,123,918	18	19,836,055	93	9,934,556	94
1885.	†92,762,967	17	19,137,719	93	12,472,450	43
1886.	87,426,814	52	19,338,679	93	12,599,292	43
1887.	91,228,674	03	21,204,993	01	12,812,836	43
1888.	c90,644,574	40	23,342,758	82	13,144,224	43
1889.	91,888,491	21	24,036,306	80	13,461,224	43
1890.	93,889,277	76	25,086,285	41	13,709,624	43
1891.	96,529,524	07	25,731,965	43	13,817,509	43
1892.	97,601,639	53	26,997,435	78	13,981,247	99
1893.	100,422,165	09	28,229,355	49	14,017,956	99
1894.	102,087,200	06	29,368,697	75	14,178,610	99
1895.	†103,451,148	93	29,727,512	63	14,180,686	99
1896.	101,961,763	91	30,055,946	30	14,494,756	99
1897.	102,458,434	71	31,171,346	65	15,520,867	99
1898.	103,878,261	66	31,495,555	48	15,660,667	99
1899.	107,030,639	24	31,656,725	57	17,740,668	59
1900.	107,760,795	70	31,310,170	06	15,884,542	16
1901.	110,225,503	43	32,395,522	67	16,310,253	16
1902.	112,324,091	13	33,145,320	84	16,465,604	03
1903.	113,791,113	47	32,800,728	41	16,551,044	06
1904.	115,875,668	31	34,496,917	84	17,157,810	19
1905.	117,145,511	67	40,415,630	27	17,198,211	48
1906.	118,474,316	04	43,278,022	12	17,125,163	98
1907.	128,827,648	77	b 35,123,130	80	17,346,633	34

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

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

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

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

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

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

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

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

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

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

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

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

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

RAILWAY CAPITAL.

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

Shares.....	\$ 588,563,591
Funded Debt.....	583,369,217
Total.....	\$ 1,171,932,808

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

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

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

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

*Actual cost.

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

TRAFFIC.

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

Year.	Passengers Carried.	Tons of Freight 2000 lb.	Year.	Passengers Carried.	Tons of Freight 2000 lb.
1875.....	5,190,416	5,670,837	1892.....	13,533,414	22,189,923
1876.....	5,544,814	6,331,757	1893.....	13,618,027	22,003,599
1877.....	6,073,233	6,859,796	1894.....	14,462,498	20,721,116
1878.....	6,443,924	7,883,472	1895.....	13,987,580	21,524,421
1879.....	6,523,816	8,348,810	1896.....	14,810,407	24,266,825
1880.....	6,462,948	9,938,858	1897.....	16,171,338	25,309,331
1881.....	6,943,671	12,065,323	1898.....	18,444,049	28,785,903
1882.....	9,352,335	13,575,787	1899.....	19,133,365	31,211,753
1883.....	9,579,984	13,266,255	1900.....	21,500,175	35,946,183
1884.....	9,982,358	13,712,269	1901.....	18,385,722	36,999,371
1885.....	9,672,599	14,659,271	1902.....	20,679,974	42,376,527
1886.....	9,861,024	15,670,460	1903.....	22,148,742	47,373,417
1887.....	10,698,638	16,356,335	1904.....	23,640,765	48,097,519
1888.....	11,416,791	17,172,759	1905.....	25,288,723	50,893,957
1889.....	12,151,105	17,928,626	1906.....	27,989,782	57,966,713
1890.....	12,821,262	20,787,469	1907.....	32,137,319	63,866,135
1891.....	13,222,568	21,753,021			

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

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

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

EARNINGS AND OPERATING EXPENSES.

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

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

The operating expenses were divided as follows:—

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

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

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

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

The total earnings were equal to \$6,535.64 per mile of railway, and the operating expenses to \$4,620.90.

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

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

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

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

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

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

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

Following, however, are the results:—

Maintenance of ways and structures—

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

Maintenance of equipment—

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

Conducting transportation:—

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

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Conducting transportation—*Concluded.*

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

General expenses:—

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

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

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	\$		\$		\$		\$		\$
1875.....	6,410,934	32.92	12,073,570	62.00	693,250	3.56	292,784	1.52	19,470,539
1876.....	6,254,866	32.25	12,211,158	63.08	703,994	3.63	188,064	0.96	19,358,084
1877.....	6,458,493	34.46	11,321,264	60.40	744,741	3.97	217,554	1.16	18,742,053
1878.....	6,386,325	31.12	13,129,191	63.98	795,797	3.87	208,763	1.01	20,520,078
1879.....	6,459,598	32.41	12,509,093	62.77	789,926	3.96	166,448	0.83	19,925,066
1880.....	7,076,339	30.03	15,506,935	65.81	851,288	3.18	102,075	0.43	23,561,447
1881.....	8,223,254	29.34	18,666,982	66.69	946,159	3.37	145,332	0.51	27,987,508
1882.....	10,018,477	34.51	17,729,945	61.07	1,037,460	3.57	235,857	0.81	29,027,789
1883.....	10,538,119	31.69	21,320,208	64.13	1,108,208	3.33	261,423	0.78	33,244,586
1884.....	11,204,036	33.70	20,763,243	62.12	1,155,044	3.45	299,880	0.89	33,421,705
1885.....	10,559,796	32.76	19,962,058	61.94	1,283,307	3.98	422,306	1.31	32,227,469
1886.....	10,261,691	30.73	21,183,967	63.44	1,432,360	4.02	511,362	1.53	33,389,381
1887.....	11,867,597	30.55	24,581,047	63.28	1,575,157	4.05	771,992	1.98	38,841,609
1888.....	12,744,636	30.22	26,410,084	62.64	1,627,731	3.85	1,376,699	3.26	42,159,152
1889.....	13,242,708	31.41	26,671,049	63.27	1,681,162	3.98	554,694	1.29	42,149,615
1890.....	13,731,768	29.31	29,921,788	63.87	1,757,977	3.96	1,423,592	3.25	46,843,826
1891.....	14,286,408	29.64	30,548,645	63.38	1,904,961	3.95	1,452,083	3.01	48,192,099
1892.....	14,788,465	28.61	33,230,121	64.28	1,995,059	3.85	1,672,121	3.23	51,685,768
1893.....	15,087,299	29.12	32,935,028	63.28	2,151,769	4.13	1,868,298	3.59	52,042,396
1894.....	15,452,420	31.18	29,982,482	60.50	2,182,942	4.40	1,934,682	3.94	49,552,528
1895.....	13,311,440	28.42	29,545,490	63.15	2,198,460	4.43	1,730,096	3.68	46,785,486
1896.....	13,747,773	27.19	32,368,082	64.03	2,396,082	4.07	2,033,069	4.02	50,545,569
1897.....	13,929,346	26.48	33,522,102	62.88	2,624,573	5.01	2,278,106	4.35	52,353,276
1898.....	15,622,311	26.16	38,508,175	64.48	2,732,004	4.59	2,852,613	4.77	59,715,105
1899.....	15,929,583	25.59	40,101,036	64.42	2,842,681	4.56	3,370,483	5.41	62,243,784
1900.....	18,581,452	26.26	45,643,699	64.52	3,012,486	4.25	3,502,632	4.95	70,740,270
1901.....	19,396,302	26.60	46,665,103	64.01	3,105,457	4.25	3,731,885	5.12	72,898,749
1902.....	22,600,090	27.01	53,986,672	64.52	3,273,302	3.91	3,806,437	4.54	83,666,503
1903.....	24,862,109	25.88	63,089,448	65.67	3,396,145	3.53	4,716,823	4.91	96,064,526
1904.....	26,901,831	26.84	64,673,919	64.53	4,031,662	4.02	4,612,022	4.61	100,219,436
1905.....	28,959,649	27.20	68,203,320	64.13	3,961,769	3.07	5,342,459	5.01	106,467,198
1906.....	33,392,188	26.64	81,433,115	64.97	4,510,649	3.59	5,986,912	4.77	125,322,865
1907.....	39,243,244	26.75	95,247,091	64.90	4,904,399	3.34	6,911,298	5.01	146,738,214

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

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875.....	19,470,539	15,775,532	81.1
1876.....	19,358,084	15,802,721	81.6
1877.....	18,742,053	15,290,091	81.5
1878.....	20,520,078	16,100,102	78.4
1879.....	19,925,066	16,188,282	81.2
1880.....	23,561,447	16,810,705	71.0
1881.....	27,987,508	20,121,418	71.9
1882.....	29,027,789	22,390,708	77.1
1883.....	33,244,586	24,691,667	74.3
1884.....	33,421,705	25,595,341	76.5
1885.....	32,227,469	24,015,351	74.5
1886.....	33,389,381	24,177,582	72.4
1887.....	38,841,609	27,624,683	71.1
1888.....	42,159,152	30,652,046	72.7
1889.....	42,149,615	31,038,045	73.6
1890.....	46,843,826	32,913,350	70.2
1891.....	48,192,099	34,960,449	72.5
1892.....	51,685,768	36,488,228	70.5
1893.....	52,042,396	36,616,033	70.3
1894.....	49,552,528	35,218,432	71.7
1895.....	46,785,486	32,749,668	69.9
1896.....	50,545,569	35,042,654	69.3
1897.....	52,353,276	35,168,665	67.1
1898.....	59,715,105	39,137,549	65.5
1899.....	62,243,784	40,706,217	65.3
1900.....	70,740,270	47,699,798	67.4
1901.....	72,898,749	50,368,726	69.0
1902.....	83,666,503	57,343,592	68.3
1903.....	96,064,526	67,481,523	70.2
1904.....	100,219,436	74,563,161	74.4
1905.....	106,467,198	79,977,573	75.2
1906.....	125,322,865	87,129,434	69.5
1907.....	146,738,214	103,748,672	70.7

EQUIPMENT.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRAIN MILEAGE.

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

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

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.	Engine Mileage.
1875.....	5,206,353	10,910,181	1,563,644	17,680,178	19,633,026
1876.....	5,837,461	9,616,148	2,650,019	18,103,628	21,001,052
1877.....	6,271,980	11,403,517	1,775,316	19,450,813	22,231,840
1878.....	6,225,327	9,981,786	3,462,334	19,669,447	24,091,600
1879.....	6,987,919	6,510,636	7,068,450	20,731,689	24,735,862
1880.....	7,312,168	10,775,380	4,157,292	22,427,449	26,575,969
1881.....	8,298,957	15,163,634	2,099,487	27,301,306	34,265,003
1882.....	15,074,891	15,638,013	2,375,393	27,846,411	33,374,847
1883.....	9,651,427	16,123,337	10,951,424	37,416,092	47,688,528
1884.....	9,315,694	15,710,630	4,254,595	29,758,678	37,390,874
1885.....	9,511,455	16,382,553	4,729,681	30,623,689	38,749,234
1886.....	9,214,131	15,914,127	5,182,557	30,481,086	37,359,499
1887.....	10,838,993	17,997,819	4,539,900	33,638,748	43,276,468
1888.....	11,859,684	20,651,834	4,763,318	37,391,206	46,489,229
1889.....	12,900,483	20,739,391	5,179,506	38,819,380	47,708,138
1890.....	14,362,870	22,428,249	5,058,210	41,849,329	49,512,630
1891.....	14,987,647	23,592,370	4,819,161	43,399,178	56,950,343
1892.....	15,237,093	24,399,014	4,812,361	44,448,468	56,994,253
1893.....	15,859,978	23,220,761	5,305,214	44,385,953	57,587,382
1894.....	16,542,860	21,423,496	5,803,673	43,770,029	57,401,514
1895.....	15,332,276	19,939,699	5,389,915	40,661,890	51,339,885
1896.....	15,846,645	23,299,776	5,354,181	44,500,602	55,786,960
1897.....	17,237,974	23,595,000	4,947,877	45,780,851	54,729,490
1898.....	19,305,693	26,868,366	4,514,424	50,688,283	60,103,944
1899.....	20,093,378	26,922,348	5,199,481	52,215,207	64,582,807
1900.....	20,922,098	24,662,906	9,592,867	55,177,871	67,712,252
1901.....	19,115,472	23,888,302	10,345,620	53,349,394	68,621,424
1902.....	21,104,036	24,891,813	9,734,007	55,729,856	70,275,615
1903.....	22,095,765	28,840,434	9,446,781	60,382,920	77,178,493
1904.....	23,502,876	28,278,310	9,530,816	61,312,002	80,508,064
1905.....	25,428,018	34,372,998	6,133,098	65,934,114	84,335,732
1906.....	28,071,648	39,045,168	5,606,666	72,723,482	94,180,788
1907.....	30,220,461	39,923,890	5,971,414	75,115,765	100,154,966

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

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

Year.	Freight Earnings.	Train Mileage.	Number of Tons carried.	Earnings per Train mile.	Average Earnings per Ton carried.
	\$	Miles.	Tons.	\$ cts.	\$ cts.
1875.....	12,078,670	12,473,825	5,670,837	.968	2.129
1876.....	12,211,158	12,266,167	6,331,757	.995	1.928
1877.....	11,321,264	13,178,833	6,859,796	.859	1.650
1878.....	13,129,191	13,444,120	7,883,472	.977	1.665
1879.....	12,509,093	13,579,086	8,348,810	.921	1.498
1880.....	15,506,935	14,932,672	9,938,858	1.038	1.560
1881.....	18,666,982	17,263,121	12,065,323	1.081	1.547
1882.....	17,729,945	18,013,406	13,575,787	.984	1.305
1883.....	21,320,208	27,074,761	13,266,255	.787	1.607
1884.....	20,763,243	19,965,225	13,712,269	1.039	1.514
1885.....	19,962,058	21,112,234	14,659,271	.946	1.371
1886.....	21,183,967	21,096,684	15,670,460	1.004	1.351
1887.....	24,581,047	22,537,719	16,356,335	1.091	1.502
1888.....	26,410,084	25,415,152	17,172,759	1.039	1.537
1889.....	26,671,049	25,918,897	17,928,626	1.029	1.487
1890.....	29,921,788	27,486,459	20,787,469	1.089	1.439
1891.....	30,548,645	28,411,531	21,753,021	1.075	1.404
1892.....	33,230,121	29,211,375	22,189,923	1.138	1.502
1893.....	32,935,028	28,525,975	22,003,599	1.155	1.496
1894.....	29,982,482	27,227,169	20,721,116	1.101	1.446
1895.....	29,545,490	25,329,614	21,524,421	1.166	1.372
1896.....	32,368,082	28,653,957	24,266,825	1.130	1.333
1897.....	33,522,102	28,542,877	25,300,331	1.174	1.324
1898.....	38,508,175	31,382,790	28,785,903	1.227	1.340
1899.....	40,101,036	32,121,829	31,211,753	1.248	1.284
1900.....	45,643,699	34,255,773	35,946,183	1.332	1.269
1901.....	46,665,103	34,233,922	36,999,371	1.363	1.261
1902.....	53,986,672	34,625,820	42,376,527	1.559	1.273
1903.....	63,089,448	38,287,215	47,373,417	1.648	1.331
1904.....	64,673,919	37,809,126	48,097,519	1.711	1.344
1905.....	68,203,320	40,506,096	50,893,957	1.684	1.340
1906.....	81,133,115	44,651,834	57,966,713	1.824	1.405
1907.....	94,995,057	44,895,394	63,866,135	2.116	1.472

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

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

1898.....	\$0.772	1903.....	\$1.117
1899.....	0.779	1904.....	1.216
1900.....	0.864	1905.....	1.213
1901.....	0.944	1906.....	1.198
1902.....	1.028	1907.....	1.349

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

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

Comparing these two tables, it will be observed that the relative increase in the gross earnings per train mile have been greater than the cost per train mile. The increase in the cost per train mile for the ten years period was 60.6 per cent, as against an increase of 66.8 in the gross earnings per train mile.

ACCIDENTS.

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

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

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

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

Year.	PASSENGERS.		EMPLOYEES.		OTHERS.		Total.		PASSENGERS	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888.....	20	70	107	619	104	86	213	775	534,931	152,837
1889.....	37	103	89	637	84	135	210	875	328,408	117,971
1890.....	11	52	83	682	124	101	218	835	1,165,569	246,562
1891.....	13	105	65	582	118	131	193	818	1,017,120	125,929
1892.....	14	43	110	697	109	139	233	879	966,672	314,730
1893.....	11	57	72	331	133	120	216	708	1,238,002	238,912
1894.....	12	64	67	521	132	107	211	694	1,205,208	225,976
1895.....	9	47	51	489	127	122	187	658	1,554,175	297,608
1896.....	11	62	46	446	104	111	161	619	1,346,400	238,877
1897.....	7	70	76	579	130	158	213	807	2,310,191	231,019
1898.....	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899.....	20	119	119	882	145	184	284	1,185	956,668	160,784
1900.....	7	131	123	941	195	245	325	1,317	3,071,453	164,123
1901.....	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902.....	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903.....	53	258	186	956	181	239	420	1,453	417,960	85,848
1904.....	25	232	192	214	178	259	395	1,705	945,630	101,899
1905.....	35	244	206	920	227	193	468	1,357	722,535	103,642
1906.....	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907.....	70	352	249	1,126	268	220	587	1,698	459,104	91,299

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

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

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

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

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

By classes these employees were divided up as follows:—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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FUEL CONSUMED BY LOCOMOTIVES.

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

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

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

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

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

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

EMPLOYEES AND THEIR COMPENSATION.

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

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

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

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

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

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

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

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ELECTRIC RAILWAYS.

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

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

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

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

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

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

ELECTRIC RAILWAYS—COMPARATIVE STATISTICS.

	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Total mileage.....	*674.58	557.59	759.36	766.50	793.12	813.74	814.52
Paid up capital.....	\$39,076,018	41,593,063	47,096,453	50,399,188	61,033,321	63,857,967	73,567,795
Gross earnings.....	\$5,768,283	6,486,438	7,233,077	8,453,600	9,357,125	10,966,871	12,630,430
Net earnings.....	\$2,333,120	2,683,583	2,740,819	3,127,092	3,438,931	4,291,834	4,971,624
Earnings—passenger traffic.....	\$5,529,687	6,195,915	6,888,409	8,082,373	8,932,913	10,438,000	12,013,421
" freight.....	\$95,082	127,917	164,188	182,143	216,022	288,105	344,367
" mails and express.....	\$33,135	15,952	20,276	30,738	31,753	35,041	41,951
" other sources.....	\$110,377	146,652	169,803	158,353	176,435	205,724	233,190
Total operating expenses.....	\$3,435,162	3,802,855	4,472,858	5,326,516	5,918,194	6,675,037	7,737,251
Maintenance of way and buildings.....	\$310,892	445,837	481,236	606,146	629,656	608,767	765,684
Cost of motive power.....	\$592,101	541,087	777,201	1,377,199	1,240,601	1,242,075	1,412,358
Maintenance of cars.....	\$322,700	353,891	606,602	659,213	747,073	894,460	1,060,783
General and operating charges.....	\$2,299,468	2,462,038	2,607,817	2,683,957	3,301,462	3,929,733	4,498,424
Total car mileage.....	31,750,754	35,833,841	38,028,529	42,066,124	45,959,101	50,618,836	53,361,227
Passengers carried.....	120,934,656	137,681,402	155,662,812	181,689,998	203,467,317	237,655,074	273,999,404
Tons of freight carried.....	287,926	266,182	371,286	400,161	510,350	506,024	479,731

* Improperly included, double track and sidings.

ACCIDENTS.

Year.	KILLED.				INJURED.				PASSENGERS.		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed one in every	Injured one in every
1901.....	3	1	11	15	158	58	98	314	120,934,656	40,317,552	255,137
1902.....	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903.....	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904.....	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905.....	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906.....	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,037
1907.....	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327

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

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

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

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

J. L. PAYNE,
Comptroller of Railway Statistics.

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TABLE I.—SUMMARY of Mileage Operated for

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

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TABLE 1.—SUMMARY of Mileage Operated for the

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

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

New line constructed during year.	Rails.		SECOND TRACK.				New line constructed during year.	Rails.	Number.		
	Iron.	Steel.	Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.				Total Mileage operated.	Steel.
			Main line.	Branches and spurs.							
		55 42							59		
		58 00							60		
		36 00							61		
		82 50							62		
		24 10							63		
		5 50							64		
		12 50							65		
		48 00							66		
		56 90							67		
		6 00							68		
		4 25							69		
		5 10							70		
									71		
		253 96							72		
9 00		222 00							73		
		246 40							74		
		26 00	6 00				6 00	6 00	75		
		143 75							76		
		9 59							77		
		3 39							78		
		50 00							79		
		14 40							80		
		46 23							81		
		2 25							82		
		6 00							83		
		46 12							84		
		52 74							85		
		7 00							86		
		113 00							87		
		138 90							88		
		6 33							89		
		83 67	2 04				2 04	2 04	90		
		11 75							91		
28 89		74 76							92		
		14 81							93		
		16 26							94		
		18 38							95		
		10 75							96		
		9 94							97		
		5 75							98		
989 95	10 54	22,441 20	1,005 82	16 80	44 80	28 96	1,096 38	173 51	1,067 42		

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TABLE I.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	YARD TRACK AND SIDINGS.							
		Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract.	Total mileage operated.	New line constructed during year.	Rails.	
		Main line.	Br'chs and spurs					Iron.	Steel.
1	Alberta Ry. and Irrigation Co.	11 59				11 59		11 59	
2	Albert Southern								
3	Algoma Central & Hudson Bay	22 00	9 93			31 93		31 93	
4	Atlantic, and Lake Superior								
5	Atlantic, Quebec & Western (under construction)								
6	Bay of Quinte	11 30	4 00			15 30		15 30	
7	Bedlington & Nelson	1 28				1 28		1 28	
8	Beersville Coal & Ry. Co.								
9	British Yukon								
10	Brockville, Westport & North-western	2 00				2 00		2 00	
11	Bruce Mines & Algoma								
12	Buctouche & Moncton	3 20				3 20		3 20	
13	Brundon, Saskatchewan & Hudson Bay	6 73				6 73	6 73	6 73	
14	Bessemer & Barry's Bay								
15	Canada Coals & Ry. Co.	3 50				3 50		3 50	
16	Canada Southern	141 71	44 31			186 02	1 95	186 02	
17	Canadian Government Rys.—								
18	Intercolonial	323 56				323 56		323 56	
19	Prince Edward Island	10 90	9 10			20 00	11 70	8 30	
20	Canadian Northern	123 29	53 43	42 34		219 06	7 92	219 06	
21	Canadian Northern Ontario								
22	Canadian Northern, Quebec	14 20	8 80			23 00		23 00	
23	Canadian Pacific	1,784 80				1,784 80	101 60	1,774 30	
24	Cape Breton								
25	Caraquet	3 50				3 50		3 50	
26	Carillon & Grenville				0 50	14 83		14 83	
27	Central Ontario	14 33				14 33		14 33	
28	Crow's Nest Southern	7 79				7 79		7 79	
29	Cumberland Ry. & Coal Co.	16 00				16 00		16 00	
30	Dominion Atlantic	16 99	8 60	3 60	2 58	31 77	8 78	22 99	
31	Edmonton, Yukon & Pacific								
32	Elgin & Havelock								
33	Esquimalt & Nanaimo								
34	Grand Trunk (in Canada)	993 32				993 32		993 32	
35	Grand Trunk (Canada Atlantic)								
36	Gulf Shore	1 01				1 01		1 01	
37	Halifax & South Western	18 97	1 48			20 45	0 60	19 85	
38	Hampton & St. Martin's								
39	Hereford	8 69				8 69	0 14	7 86	
40	Hillcrest Ry., Coal & Coke Co.								
41	International of New Brunswick								
42	Inverness Ry. & Coal Co.								
43	Iroindale, Bancroft & Ottawa	1 00				1 00		1 00	
44	Kaslo & Slocan, B.C.								
45	Kent Northern								
46	Kettle River Valley								
47	Kingston & Pembroke	23 00	1 00			24 00	24 00		
48	Klondyke Mines	2 00				2 00	2 00	2 00	
49	Lake Erie & Detroit River	65 84		10 25		76 09		76 09	
50	Liverpool & Milton								
51	Lotbinière & Megantic	2 53				2 53		2 53	
52	Marmorata Ry. & Mining Co.								
53	Maganetawan River								
54	Manitoulin & North Shore	3 98				3 98		3 98	
55	Massawippi Valley								
56	Montreal & Atlantic	34 90				34 90	1 40	34 90	
57	Montreal & Province Line								
58	Montreal & Vermont Junction	2 00				2 00		2 00	
59	Morrissey, Fermie & Michel, B.C.								

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the Year ending June 30, 1907—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
122.88	0.53				1.60	125.01			123.41	1
19.00						19.00			19.00	2
111.64	9.93					121.57	17		121.57	3
100.00						100.00			100.00	4
										5
89.30	15.37				19.00	123.67			104.67	6
16.58			8.67			25.25			25.25	7
8.63						8.63			8.63	8
85.80	4.52					90.32			90.32	9
47.00						47.00			47.00	10
17.28						17.28			17.28	11
35.20						35.20			35.20	12
76.18						76.18	76.18		76.18	13
5.00						5.00	5.00		5.00	14
15.50						15.50			15.50	15
594.07	217.12					811.19	94.46		811.19	16
1,747.85	42.90				68.48	1,859.23			1,799.75	17
161.80	125.70					287.50		13.00	274.50	18
1,269.55	1,142.23		391.78			2,803.56	130.83		2,803.56	19
144.80	2.00				4.00	150.80	146.80		146.80	20
183.20	91.40					274.60			274.60	21
4,420.70	1,979.60	992.20	3,223.30	168.50	37.30	10,830.60	559.60	10.50	10,782.80	22
31.00						31.00			31.00	23
71.50			16.78			88.28			88.28	24
13.00						13.00			13.00	25
140.08	1.14			10.10		151.32			151.32	26
60.99						60.99			60.99	27
48.00						48.00			48.00	28
258.11	13.44		35.60	2.58	14.51	324.24	2.00	11.62	298.11	29
4.50						4.50			4.50	30
27.00	1.00					28.00			28.00	31
78.00						78.00			78.00	32
4,606.47			161.30		9.87	4,777.64			4,767.77	33
391.97			59.85			451.82			451.82	34
17.79						17.79			17.79	35
265.77	123.89				2.30	391.96	125.80	0.60	389.06	36
30.00						30.00			30.00	37
61.54						61.54	0.14	0.83	60.71	38
1.50						1.50	1.50		1.50	39
29.00						29.00			29.00	40
61.00	4.50					65.50			65.50	41
49.00						49.00			49.00	42
28.33	3.40					31.73			31.73	43
27.00						27.00			27.00	44
3.86						3.86			3.86	45
126.40	7.40					133.80		30.40	103.40	46
33.50						33.50	18.50		33.50	47
264.65			33.91		7.53	306.09			298.56	48
5.28	0.25					5.53			5.53	49
32.53						32.53			32.53	50
9.60						9.60			9.60	51
1.91						1.91			1.91	52
17.51	1.54					19.05			19.05	53
31.95	3.51					35.46			35.46	54
144.20			60.50			204.70	1.40		204.70	55
58.60	2.53					61.13			61.13	56
25.60						25.60			25.60	57
5.85			5.00			10.85			10.85	58

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TABLE 1.—SUMMARY of Mileage Operated for

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

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the Year ending June 30, 1907—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of prop- rietary com- panies.	Line operated under lease.	Line operated under contract	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
83 56						83 56	83 56			83 56 59
55 42				4 70		60 12				55 42 60
65 00						65 00				65 00 61
37 50						37 50				37 50 62
84 30						84 30				84 30 63
6 75						6 75				6 75 64
16 37						16 37				16 37 65
25 78				1 48		27 26				25 78 66
48 50	1 50					50 00				50 00 67
61 50				1 90		63 40				61 50 68
6 00						6 00				6 00 69
4 25						4 25				4 25 70
5 24						5 24		02		5 22 71
250 02	3 94					253 96				253 96 72
222 00						222 00				222 00 73
274 21	5 40					279 61				279 61 74
35 00				2 00		37 00				37 00 75
143 75						143 75				143 75 76
13 52						13 52				13 52 77
3 89						3 89				3 89 78
45 00	5 00					50 00				50 00 79
15 10						15 10				15 10 80
43 00	3 23					46 23				46 23 81
2 25						2 25				2 25 82
6 00						6 00				6 00 83
37 37			15 84		8 70	61 91				53 21 84
67 01	13 44					80 45	27 71			52 74 85
7 00						7 00				7 00 86
120 93						120 93				120 93 87
176 40						176 40				176 40 88
7 08	0 25					7 33				7 33 89
110 55	6 12				4 36	121 03				116 67 90
12 00						12 00				12 00 91
88 88						88 88	32 49			88 88 92
19 96						19 96				19 96 93
17 46						17 46				17 46 94
19 88						19 88				19 88 95
10 75						10 75				10 75 96
17 88						17 88				17 88 97
5 75						5 75				5 75 98
18,590 38	3,832 78	992 20	4,012 53	183 18	185 73	27,796 80	1,278 43	94 68	27,516 39	

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

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in Nova Scotia on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railways—Intercolonial.....	483.03	481.05	1.98	
2	Cape Breton	31.00	31.00		
3	Cumberland Railway and Coal Co	32.00	32.00		
4	Dominion Atlantic, and.....	245.96	247.50		
5	Windsor Branch of I.C.R.	32.00	32.00		1.54
6	Halifax and Southwestern.....	369.21	245.30	123.91	
7	Inverness Railway and Coal Co.....	65.50	61.00	4.50	
8	Liverpool and Milton.....	5.53	5.50	.03	
9	Nova Scotia Steel and Coal Co.'s Railway.....	12.50	12.50		
10	Sydney and Louisbourg (Dominion Coal Co.).....	52.74	53.99		1.25
	Total.....	1,329.47	1,201.84	130.42	2.79

* Included 4.84 miles of "spurs".

PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in Prince Edward Isl'd on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railway—Prince Edward Island.....	307.00	307.00		

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NEW BRUNSWICK.

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

QUEBEC

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

* Included 4 00 miles of sidings.

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ONTARIO.

Number.	Name of Railway.	Mileage owned in Ontario on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Algoma Central and Hudson Bay	89·64	895·50		5·86
2	Bay of Quinte	89·37	a93·37		4·00
3	Bessemer and Barry's Bay	5·00		5·00	
4	Brockville, Westport and North Western	45·00	45·00		
5	Bruce Mines and Algoma	17·28	17·28		
6	Campbellford, Lake Ontario and Western (under construction).				
7	Canada Southern	382·19	382·19		
8	Canadian Northern, Ontario	146·80		146·80	
9	Canadian Northern	353·70	353·70		
10	Canadian Pacific and leased lines	2,623·30	2,473·30	150·00	
11	Central Ontario	126·89	125·00	1·89	
12	Grand Trunk (in Canada)	2,655·63	2,659·73		4·10
13	Grand Trunk (Canada Atlantic Division)	385·44	387·80		2·36
14	Indian River (under construction only).				
15	Iroindale, Bancroft and Ottawa	48·00	48·00		
16	Kingston and Pembroke	109·80	†112·85		3·05
17	London and Port Stanley	23·66	24·00		·34
18	Lake Erie and Detroit River	198·81	*204·69		5·88
19	Maganetawan River	1·91	1·91		
20	Manitoulin and North Shore	13·69	16·00		2·31
21	Nosbonsing and Nipissing	5·50	5·50		
22	Ottawa and New York	56·90	56·90		
23	Murmora Railway and Mining Co.	9·60	9·60		
24	Pontiac and Renfrew	4·25	4·25		
25	Schouberg and Aurora	14·40	14·40		
26	St. Clair Tunnel and approaches	2·25	2·25		
27	Tenniskaming and Northern Ontario	138·90	113·00	25·90	
28	Thousand Islands	6·33	6·33		
29	Toronto, Hamilton and Buffalo	83·67	†86·37		2·70
	Total	7,637·91	7,338·92	298·99	30·60

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

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MANITOBA.

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

SASKATCHEWAN.

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

ALBERTA

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

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BRITISH COLUMBIA.

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

YUKON TERRITORY.

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

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT of Railway Capital at the

No.	1	2	3	4	5	6						
							STOCKS.				FUNDED	
							Name of Railway.	Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.
										$\frac{100 \times \text{Col. 2}}{\text{Col. 12}}$			Cols. 8+9+10+11
	\$	\$	p. c.	\$	\$							
1	Albert Southern.....	125,920	7,870	100'00								
2	Harvey Branch.....	32,500	10,833	100'00								
3	Alberta Ry. and Irrigation Co.	3,250,000	29,279	42'82	4,337,975	39,980						
4	Algoma Central and Hudson Bay..	10,000,000	82,257	56'49	7,703,763	63,369						
5	Atlantic and Lake Superior, includ- ing Baie des Chaleurs, Great East- ern and Ottawa Valley.....				1,942,313	19,423						
6	Atlantic, Quebec and Western (under construction).....	402,000		26'33	1,125,101							
7	Bay of Quinté.....	1,395,000	15,620	61'34	880,000	9,846						
8	Bedlington and Nelson.....	1,000,000	65,359	100'00								
9	Beersville Coal and Ry. Co.	20,000	2,317	36'36	35,000	4,056						
10	Bessemer and Barry's Bay.....	500,000	100,000	100'00								
11	Brandon, Saskatchewan and Hud- son Bay.....	250,000	3,571	100'00								
12	Brandon Transfer Co. (under con- struction).....	12,600		100'00								
13	British Yukon.....	2,934,119	32,486	63'04	1,719,810	19,041						
14	Brockville, Westport and North- western.....	900,000	20,000	66'34	456,609	10,146						
15	Bruce Mines and Algoma.....	99,000	5,729	33'79	194,000	11,226						
16	Buctouche and Moncton.....	250,000	7,812	80'65	60,000	1,875						
17	Burks Falls and French River (under construction).....	125,000		100'00								
18	Canada Atlantic (Grand Trunk)— Including Ottawa, Arnprior and Parry Sound.....	7,200,000	18,369	33'36	14,384,628	36,698						
19	Central Counties.....	500,000	12,990	56'81	380,000	9'873						
20	Pembroke Southern.....	178,000	8,334	54'27	150,000	7,022						
21	Canada Coals and Ry. Co.	466,000	38,833	100'00								
22	Canada Southern.....	15,000,000	39,247	42'69	20,130,000	52,670						
	Canadian Govt. Rys.—											
23	Intercolonial.....											
24	Prince Edward Island.....											
25	Canadian Northern, including Win- nipeg Great Northern, Port Arthur, Duluth and Western, Manitoba and Southeastern, Lake Manitoba Ry. and Canal Co., Ontario and Rainy River.....	30,750,000	13,697	39'91	48,285,985	20,617						
26	Canadian Northern Ontario.....	250,000	1,666	80	3,000,000	20,000						
27	Canadian Northern Quebec.....	7,550,000	27,494	47'28	8,418,246	30,656						
28	Canadian Pacific, owned.....	165,616,666	18,643	52'72	148,523,534	16,719						
29	Canada Central.....				973,333	3,625						
30	North Shore (Montreal to Que- bec).....				616,120	3,000						
31	Montreal and Western.....	5,000	75	1'40	353,708	5,287						
32	Leased—Atlantic and Northwest.	3,416,000	9,877	33'52	6,775,066	19,586						
33	British Columbia Southern.....	172,200	855	15'10	967,500	4,807						
34	Calgary and Edmonton.....	1,000,000	2,270	11'26	7,458,894	16,937						
35	Cap de la Madeleine.....	29,000	8,571	100'00								
36	Columbia and Kootenay.....	25,000	420	2'00	1,277,500	21,470						
37	Columbia and Western.....	1,000,000	6,365	14'94	5,691,000	36,225						
38	Credit Valley (in Ontario and Quebec).....											

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Close of the Year ending June 30, 1907.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital.	Amount per Mile of Line.	No.
p. c.	\$	\$	\$	\$	\$	\$	
					Cols. 2 + 5	Cols. 3 + 6	
					125,920	7,870	1
					32,500	10,833	2
57·18	4,337,975				7,587,975	68,359	3
43·51	6,750,000	953,753			17,793,763	145,626	4
100·00	1,942,313				1,942,313	19,423	5
73·67	1,125,101				1,527,101		6
38·66	880,000				2,275,000	25,466	7
					1,600,000	65,359	8
63·64	35,000				55,000	6,373	9
					500,000	100,000	10
					250,000	3,571	11
					12,600		12
36·96	1,719,810				4,653,929	51,527	13
33·66	450,000			6,609	1,356,609	30,146	14
66·21	194,000				293,000	16,955	15
19·35		6,000			310,000	9,687	16
					125,000		17
66·64	14,384,628				21,584,628	55,067	18
43·19	380,000				880,000	22,863	19
45·73	150,000				328,000	15,356	20
					466,000	38,833	21
57·31	20,130,000				35,130,000	91,917	22
							23
							24
60·09	39,974,367	2,000,000		6,311,618	79,035,985	34,314	25
99·20	3,000,000				3,250,000	21,666	26
52·72	8,418,246				15,968,246	58,150	27
47·28	146,283,498			2,240,036	314,140,200	35,362	28
100·00	973,333				973,333	3,625	29
100·00	616,120				616,120	3,000	30
98·60	353,708				358,708	5,362	31
66·48	6,775,066				10,191,066	29,463	32
84·90	967,500				1,139,700	5,662	33
88·74	7,458,894				8,458,894	19,207	34
					20,000	8,571	35
98·00	1,277,500				1,302,500	21,890	36
85·06	5,691,500				6,691,000	42,590	37
							38

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT of Railway Capital at the

No.	1 NAME OF RAILWAY.	2 3 4			5 6	
		STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital. 100 × Col. 2 Col. 2	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
	\$	\$	p. c.	\$	\$	
	Can. Pac. Ry.—Leased Lines—Con.					
39	Fredericton	319,280	14,447	76.17	100,000	4,525
40	Great Northwest Central	500,000	4,475	26.66	1,375,000	12,309
41	Guelph and Goderich	125,000	3,623	6.00	2,002,500	58,043
42	Guelph Junction	21,000	1,354	10.82	173,000	11,161
43	Kootenay and Arrowhead				780,000	23,494
44	Lindsay, Bobcaygeon & Ponty- pool	200,000	5,168	28.56	500,000	12,919
45	Manitoba and Northwestern	6,562,500	19,730	58.51	4,655,940	13,990
46	Manitoba and Southwestern Colonization	700,000	3,254	21.10	2,616,000	12,162
47	Montreal and Lake Maskinonge	25,000	2,272	19.99	100,000	9,090
48	Montreal and Ottawa	22,500	240	1.35	1,636,250	17,500
49	Nakusp and Slocan	300,000	8,219	31.67	647,074	17,728
50	New Brunswick	4,780,800	10,858	37.93	7,821,127	17,763
51	New Brunswick and Canada	2,179,867	18,318	92.77	170,000	1,429
52	Nicola, Kamloops and Similka- meen	250,000	5,319	100.00		
53	Northern Colonization	300,000	12,765	41.78	418,000	17,787
54	Ontario and Quebec	2,000,000	2,946	9.26	19,502,591	28,871
55	Ottawa, Northern and Western	1,300,000	8,207	30.00	3,075,000	19,413
56	Shuswap and Okanagan	750,000	14,763	40.00	1,134,253	22,426
57	St. John Bridge and Railway Extension	200,000	100,000	61.54	125,000	62,500
58	St. John and Maine	2,654,153	28,296	92.43	216,664	2,310
59	St. Lawrence and Ottawa	789,909	13,549	44.79	973,334	16,695
60	St. Stephen and Milltown	50,000	10,869	100.00		
61	Tilsonburg, Lake Erie and Pacific	400,000	11,976	31.37	875,000	26,197
62	Tobique Valley	29,900	1,068	9.65	280,000	10,000
63	Toronto, Grey and Bruce	785,400	4,127	18.32	3,500,000	18,392
64	Vancouver and Lulu Island	25,000	1,489	8.20	280,000	16,568
65	West Ontario Pacific	21,000	789	100.00		
66	Central Railway of Canada (under construction)	526,000		100.00		
67	Cape Breton	1,000,000	32,258	100.00		
68	Caraguet	950,000	13,970	64.65	519,297	7,352
69	Carillon and Grenville	200,000	15,385	100.00		
70	Central Ontario	750,000	6,000	25.42	2,200,000	17,600
71	Crow's Nest Southern	120,000	2,256	100.00		
72	Cumberland Railway and Coal Co.	1,000,000	31,250	100.00		
73	Dominion Atlantic, including Windsor and Annapolis, Corn- wallis Valley, Western Counties, Midland of Nova Scotia	2,433,333	9,892	30.79	5,468,674	22,230
74	Edmonton, Yukon and Pacific	125,000	27,777	100.00		
75	Elgin and Havelock	44,900	1,603	47.29	50,000	1,786
76	Esquimalt and Nanaimo	2,500,000	32,051	100.00		
77	Grand Trunk (in Canada)	214,046,255	72,663	65.68	111,880,515	37,981
78	Including Beauharnois Junction					
79	Brantford, Norfolk and Port Burwell					
80	Buffalo and Lake Huron	2,555,657	15,224	39.78	3,716,955	23,043
81	Cobourg, Blairton and Marmora					
82	Grand Trunk, Georgian Bay and Lake Erie					

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

	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital.	Amount per Mile of Line.	No.
p. c.	\$	\$	\$	\$	\$	\$	
100·00	13,252,809				13,252,809	23,581	83
							84
							85
100·00	6,086,253				6,086,253	36,66	86
							87
							88
100·00	1,764,605				1,764,605	10,825	89
							90
							91
100·00	100,000				100,000	8,064	92
							93
90·24	462,500				512,500	39,554	94
							95
							96
							97
100·00	384,467				384,467	2,288	98
							99
							100
58·45	35,075,671				60,015,671		101
					6,250	390	102
81·00	4,334,843				5,334,843	14,449	103
47·62	90,000				189,000	6,300	104
50·00	800,000				1,600,000	30,274	105
4·76		150,000			3,150,000		106
					15,000		107
22·00	2,115,000				9,615,000	146,794	108
89·40	450,000				503,500	10,489	109
40·44	896,000				2,216,000		110
42·85	750,000				1,750,000	55,153	111
40·00	50,000				125,000	4,628	112
					20,000	2,857	113
27·19	140,000				515,000	12,875	114
14·43	572,000				3,965,550	36,116	115
44·13	930,000		156,210		2,461,210	79,393	116
54·31	3,000,000			64,000	4,464,000	22,454	117
					1,332,854	56,409	118
					101,223	8,435	119
14·16	5,000				35,300	5,592	120
					50,000	1,666	121
					30,000	15,706	122
79·57	5,576,800				7,009,000	19,997	123
67·08	405,000	3,842			608,842	40,400	124
46·89	100,000				215,421	21,542	125
					800,000	22,560	126
					10,000	130	127
28·69	1,065,000				4,265,000	43,594	128
38·65	378,000				978,000	16,165	129

7-8 EDWARD VII., A. 1908

TABLE 3.—Amount of Railway Capital at the

No.	1 NAME OF RAILWAY.	2			3			4			5			6		
		STOCKS.						FUNDED								
		Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.	100 × Col. 2 Col. 12.	8 + 9 + 10 + 11 Cols.	Amount Out- standing.	Amount per Mile of Line.	Amount Out- standing.	Amount per Mile of Line.	Amount Out- standing.	Amount per Mile of Line.		
															\$	\$
130	Montreal and Province Line.	1,000,000	17,064	83 33	200,000											
131	Montreal and Vermont Junction.	1,000,000	42,372	100 00												
132	Morrissey, Fernie and Michel.	1,118,000	192,096	93 91	72,500											
133	Nelson and Fort Sheppard.	1,500,000	27,066	53 71	1,293,000											
134	New Brunswick and P. E. Island.	214,850	5,968	74 31	73,500											
135	New Brunswick Southern.	49,000	581	9 00	500,000											
136	† New Brunswick Coal and Ry. Co.															
137	New Westminster Southern.	600,000	24,896	100 00												
138	Nosbonsing and Nipissing.	250,000	45,454	100 00												
139	Nova Scotia Steel and Coal Co.	*			*											
140	Orford Mountain.	50,000	1,042	7 00	702,000											
141	Ottawa and New York.	1,000,000	17,575	38 46	1,600,000											
142	Pacific, Northern and Omenica (under construction).	60,000		100 00												
143	Phillipsburg Ry. and Quarry Co.	124,500	20,750	93 62	8,500											
144	Pontiac and Renfrew.	20,000	4,706	100 00												
145	Princeton Branch of Washington Co. Railway.	86,950	17,049	50 00	86,950											
146	Qu'Appelle, Long Lake and Sas- katchewan.	201,000	791	4 25	4,520,690											
147	Quebec Bridge and Ry. Co.	265,585		5 00	5,016,453											
148	Quebec Central.	3,341,603	15,232	37 63	5,664,633											
149	Quebec and Lake St. John.	4,524,000	18,850	37 52	7,532,627											
150	Quebec Ry. Light and Power Co.	2,500,000	96,153	49 00	2,512,036											
151	Quebec and New Brunswick (under construction).	387,900		100 00												
152	Quebec, Montreal and Southern.	1,000,000	7,000	100 00												
153	Red Mountain.	190,600	19,770	47 80	217,000											
154	Rutland and Noyan.	100,000	29,498	50 00	100,000											
155	Salisbury and Harvey.	150,000	3,333	100 00												
156	Schomberg and Aurora.	250,000	1,736	45 45	300,000											
157	Stanstead, Shefford and Chambly.	608,750	14,156	46 60	697,461											
158	St. Clair Tunnel.	350,000	155,556	12 28	2,500,000											
159	St. John Valley and River du Loup (under construction).	34,932		100 00												
160	St. Lawrence and Adirondack.	1,230,654	37,497	57 37	914,418											
161	Sydney and Louisburg.	**			*											
162	Temiskaming and Northern Ontario	§														
163	Temiscouata.	991,000	8,770	28 50	2,484,190											
164	Thousand Islands.	60,000	8,185	51 85	58,000											
165	Toronto, Hamilton and Buffalo.	2,500,000	28,399	36 90	4,280,000											
166	Trans-Canada (under construction).	37,700		100 00												
167	Vancouver, Victoria and Eastern.	50,000	668	100 00												
168	Vancouver, Westminster and Yukon.	102,200	6,900	100 00												
169	Victoria and Sidney, B.C.	223,000	13,714	42 60	300,000											
170	Victoria Terminal Ry. and Ferry Co.	10,200	56	100 00												
171	Wellington Colliery Co.	2,000,000	186,046	100 00												
172	York and Carleton.	34,320	5,968	100 00												
	Final Total.	588,568,591			583,369,217											

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

† Operated by New Brunswick Government Commission.

** General capital of the Dominion Coal Co.

§ Constructed and operated by the Ontario Government Commission.

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

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	
p. c.	\$	\$	\$	\$	\$	\$	
16.67	200,000				1,200,000	20,476	130
					1,000,000	42,372	131
6.09	72,500				1,190,500	204,553	132
46.29	1,293,000				2,793,000	50,397	133
25.49	73,500				288,350	8,010	134
91.00	500,000				549,000	6,512	135
							136
					600,000	24,896	137
					250,000	45,454	138
					*		139
93.00	702,000				752,000	15,667	140
61.54	1,325,000		275,000		2,600,000	45,694	141
					60,000		142
6.38	8,500				133,000	22,166	143
					20,000	4,706	144
50.00	86,950				173,900	34,098	145
95.75	4,520,690				4,721,690	18,591	146
95.00	5,016,453				5,282,038		147
62.37	3,247,707	711,993	1,614,933		8,986,236	40,478	148
62.48	4,416,013		3,116,614		12,056,627	50,236	149
51.00	2,500,000			12,036	5,012,036	192,678	150
					387,900		151
					1,000,000	7,000	152
52.20	217,000				407,600	41,355	153
50.00	100,000				200,000	58,996	154
					150,000	3,333	155
54.55	300,000				550,000	3,819	156
53.40	697,461				1,306,211	30,376	157
87.72	2,500,000				2,850,000	1,266,667	158
					34,932		159
42.63	914,418				2,145,072	65,359	160
					*		161
					+		162
71.50	2,240,857	243,333			3,475,190	30,770	163
48.15	50,000	8,000			118,000	16,098	164
63.10	4,280,000				6,780,000	77,018	165
					37,700		166
					50,000	668	167
					102,200	6,900	168
57.40	300,000				523,000	32,164	169
					10,200	56	170
					2,000,000	186,046	171
					34,320	5,968	172
	564,824,966	4,717,195	5,192,757	8,634,299	1,171,937,808		

7-8 EDWARD VII., A. 1908

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

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

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

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

SESSIONAL PAPER No. 20b

by Governments and Municipalities to June 30, 1907.

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
48,680 00						
9,000 00						
840,000 00			40,500 00			
82,699 25			10,000 00	9,000 00		
24,500 00						
84,000 00			197,990 73	197,990 73		
16,200 00						
50,918 00			116,000 00	116,000 00		
94,500 00			500 00	500 00		
270,000 00			154,392 00	152,900 00		32,000 00
200,000 00						
577,326 06			24,000 00	24,000 00		
55,500 00			20,000 00	20,000 00		
35,200 00						
147,859 00			322,500 00	322,500 00		
255,571 00			40,000 00	40,000 00		
1,072,800 00			50,000 00	50,000 00		
1,194,129 46			20,000 00	20,000 00		
372,157 50			72,000 00	72,000 00		200,000 00
37,500 00			572,500 00	464,761 29		
1,479,000 00						42,500 00
350,976 82						
472,500 00						
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	

† Dominion Government pays to Quebec Government 6 p.c. on \$1,440,000.
 ** Ontario Government guarantees bonds, 268 miles at \$20,000 per mile.

7-8 EDWARD VII., A. 1908

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

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

* Including loan of used iron rails.

† Used iron rails.

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by Governments and Municipalities, &c.—Continued.

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

7-8 EDWARD VII., A. 1908

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

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
New Brunswick Coal & Ry. Co.	190,400 00	190,400 00		New Brunswick..	139,000 00
New Westminster Southern Nobsong & Nipissing (Nil)					
Nova Scotia Steel & Coal Co's. Line	40,000 00	39,840 00		Nova Scotia.....	40,000 00
Orford Mountain	168,814 50	168,814 50		Quebec.....	138,881 92
Ottawa & New York	262,384 00	262,384 00		Ontario.....	35,000 00
Phillipsburg Ry. & Quarry Co.	23,712 00	23,712 00		Quebec.....	25,667 00
Pontiac & Renfrew	13,600 00	13,600 00		".....	17,433 60
Princeton Branch of Washington Co. Ry.					
Qu'Appelle, Long Lake & Saskatchewan					
Quebec Bridge and Railway Co.	374,353 33	374,353 33		Quebec.....	250,000 00
Quebec Central	398,342 00	348,342 00		".....	1,976,123 14
Quebec & Lake St. John	1,454,695 00	1,160,471 50		".....	2,533,000 00
Quebec, Montmorency & Charlevoix	96,000 00	96,000 00		".....	306,945 50
Quebec & New Brunswick (under construction)	201,600 00			New Brunswick..	45,000 00
Quebec, Montreal & Southern, including	188,816 00	188,816 00		Quebec.....	210,000 00
United Counties, East Richelieu Valley	69,952 00	69,952 00		".....	115,215 00
South Shore	296,998 38	296,998 38		".....	276,645 00
Red Mountain..... (Nil)					
Rutland & Noyan..... (Nil)					
Salisbury & Harvey	*29,665 45	29,391 01		New Brunswick..	455,000 00
Schomberg & Aurora	48,000 00	46,144 00			
Shediac & Coast..... (Nil)					
Stanstead, Shefford & Chambly..... (Nil)					
St. Clair Tunnel and approaches	375,000 00	375,000 00			
St. John Valley & River du Loup..... (Nil)					
St. Lawrence & Adirondack	149,481 60	149,481 60		Quebec.....	70,400 00
Sydney & Louisburg, (Dominion Coal Co's. Line)	89,600 00	87,808 00		Nova Scotia.....	87,808 00
Temiskaming & Northern Ontario					
Temiscouata	645,950 00	645,950 00		Quebec.....	362,250 00
Thousand Islands	61,200 00	29,840 00		New Brunswick..	66,000 00
Toronto, Hamilton & Buffalo	57,600 00	57,600 00		Ontario.....	
Trans-Canada, (under construction)				".....	
Vancouver, Victoria & Eastern..... (Nil)					
Vancouver, Westminster & Yukon..... (Nil)					
Victoria & Sidney				British Columbia	300,000 00
Victoria Terminal Ry. & Ferry Co..... (Nil)					
Wellington Colliery Co., B.C..... (Nil)					
York & Carleton	18,336 00	18,336 00		New Brunswick..	18,997 00
Grand total	75,058,960 86	72,807,471 64	15,576,533 33		29,786,425 32

*Includes \$14,665.45 used iron rails.

SESSIONAL PAPER No. 20b

by Governments and Municipalities, &c.—Continued

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

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

A.—Earnings from Operation.

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger Revenue.	Mail.	Express.	Miscellaneous—Extra Baggage, Storage and other Items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6 Col. 16
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	p. c.
1	Alberta Railway and Irrigation Co.....	51,078 97	535 03	3,425 48	1,205 74	56,245 22	1 17845	30 92
2	Algoma Central and Hudson Bay	17,088 88	260 00	.....	.....	17,348 88	57401	6 59
3	Atlantic and Lake Superior.....	21,686 38	3,594 24	.....	.....	25,280 62	39013	36 70
4	Bessemer and Barry's Bay Railway.....	.....	.....	.....	.....	.....	.....	.....
5	Bay of Quinté	40,186 23	6,544 09	2,211 33	.....	48,941 65	21300	16 98
6	Bedlington and Nelson	328 02	.....	1 40	3 55	332 97	14303	16 72
7	Beersville Coal and Railway Co.....	147 87	.....	.....	.....	147 87	.....	6 12
8	British Yukon	71,958 21	4,560 34	3,698 24	1,731 66	81,948 45	1 51386	25 31
9	Brockville, Westport and Northwestern.....	30,486 73	3,369 60	931 25	81 25	34,868 83	1 15651	56 22
10	Buctouche and Moncton	8,151 13	399 36	41 65	.....	8,592 14	40680	34 80
11	Brandon, Saskatchewan and Hudson Bay	2,001 26	.....	7 79	28 02	2,037 07	1 55502	32 29
12	Canada Coals and Railway Co	3,993 29	273 02	352 37	67 25	4,685 93	33375	12 18
13	Canada Southern.....	1,738,937 87	133,764 01	268,558 46	.....	2,141,260 34	.....	25 31
14	Canadian Government Railways—Intercolonial	2,615,393 24	165,733 91	152,604 68	.....	2,934,231 83	92199	34 04
15	Prince Edward Island	124,181 55	24,159 30	771 37	490 81	149,603 03	44789	51 88
16	Canadian Northern	1,464,256 18	58,230 86	85,124 02	112,813 32	1,720,424 38	1 18601	20 60
17	Canadian Northern Ontario	56,778 32	94 85	2,789 97	190 92	59,854 06	56227	46 12
18	Canadian Northern Quebec.....	159,949 90	9,096 46	9,021 47	.....	178,067 83	84230	27 04
19	Canadian Pacific	19,271,552 36	693,015 99	1,517,000 70	1,206,765 69	22,688,334 74	1 67946	31 86
20	Cape Breton	5,098 62	.....	246 24	64 51	5,409 37	27874	66 41
21	Caraquet	11,200 51	2,447 40	.....	.....	13,647 91	25085	27 12
22	Carillon and Grenville.....	1,778 55	.....	.....	.....	1,778 55	62197	58 68
23	Central Ontario.....	66,957 57	.....	.....	.....	66,957 57	1 25762	23 65
24	Crow's Nest Southern	26,467 25	1,293 88	1,292 15	306 75	29,360 03	90579	21 81
25	Cumberland Railway and Coal Co	13,929 42	1,107 22	2,295 44	825 86	18,157 94	.....	18 92

26	Dominion Atlantic.....	341,981 93	16,859 84	12,295 43	9,020 79	380,157 99	78074	48 83
27	Elgin and Havelock.....	3,030 35	673 92	63 52		3,767 79		29 82
28	Esquimalt and Nanaimo.....	192,575 26	7,625 28	2,654 65	2,548 00	205,403 19	2 255 41	44 83
29	Grand Trunk.....	9,011,511 86	367,543 64	1,038,387 04	178,901 11	10,596,343 65	1 288 86	33 60
30	Canada Atlantic (G. T. R.).....	419,283 57	18,723 41	23,274 64	10,403 69	471,685 31	63455	23 97
31	Halifax and Southwestern.....	150,165 64	5,059 04	4,472 11	2,660 43	162,357 22	1 37 931	50 29
32	Hampton and St. Martin's.....	3,933 71	196 50	19 01	29 00	4,178 22	317 97	34 53
33	Heleford.....	16,557 89	796 92	481 34	235 38	18,071 53	32 906	24 94
34	Inverness Railway and Coal Co.....	18,825 87		346 40	959 42	20,131 69	50 299	10 86
35	Irondale, Bancroft and Ottawa.....	6,638 40	702 00	441 46		7,781 86	25 554	24 55
36	Kaslo and Slocan.....	4,792 23	1,429 10	59 33	21 02	6,301 73	29 978	33 16
37	Kent Northern.....	6,629 01	673 92	438 83		7,741 76		44 25
38	Kingston and Pembroke.....	46,396 71		7,186 70	3,076 58	56,659 99	35 364	24 23
39	Klondyke Mines.....	8,905 37			363 50	9,268 87	67 953	25 71
40	Lake Eric and Detroit River.....	206,519 95	9,653 37	23,350 16	3,246 26	242,769 74	67 008	15 92
41	Liverpool and Milton.....	1,212 00				1,212 00		16 26
42	Lotbiniere and Megantic.....	4,035 26				4,035 26	21 978	11 81
46	Manitoulin and North Shore.....	1,482 45				1,482 45	17 430	2 45
47	Massawippi Valley.....	68,319 06	2,828 55	999 96	636 05	72,783 62	75 572	37 94
48	Montreal and Atlantic.....	193,613 32	8,799 18	11,942 96		214,355 46	7 21 49	27 20
49	Montreal and Province Line.....	43,717 04	2,377 97	3,110 14	242 95	49,448 10	70 432	52 49
50	Montreal and Vermont Junction.....	63,981 94	2,522 50	2,419 00	89 21	69,012 65	1 02 448	33 61
51	Morrissey, Fernie and Michel, B.C.....	7,104 05				7,104 05	48 363	7 87
52	Midland Railway Company of Manitoba.....	1,589 60		19 16	22 66	1,631 48	24 630	16 17
53	Nelson and Fort Sheppard.....	34,433 50	1,627 20	812 94	1,418 22	38,291 86	83 150	47 04
54	New Brunswick Coal and Railway Company.....	7,681 03	1,277 02	214 74		9,172 79	17 796	22 64
55	New Brunswick and Prince Edward Island.....	8,669 41	1,661 56	235 34		10,566 31	40 929	34 24
56	New Brunswick Southern.....	11,647 08	2,170 19	1,744 37	359 35	15,920 99	26 848	39 07
57	New Westminster Southern.....	77,978 09	1,215 40	1,835 16	4,966 56	85,995 81	1 38 506	78 86
58	Nosbonsing and Nipissing.....							
59	Nova Scotia Steel & Coal Company.....	1,708 50	339 00			2,047 50		36 40
60	Orford Mountain.....	5,876 34	524 16	179 57		6,580 07	15 203	26 02
61	Ottawa and New York.....	62,616 84	2,993 78	2,674 34	867 91	69,152 87	86 528	55 40
62	Philipsburg Railway and Quarry Company.....							
63	Princeton Branch of Washington Co. Ry., (U.S.A.).....	8,764 79	218 04	388 24	16 74	9,387 81	9 4416	45 67
64	Quebec Central.....	274,528 23	14,367 84	8,100 00	4,980 49	301,976 56	73 664	32 74
65	Quebec and Lake St. John.....	187,128 77	13,416 96	6,216 21		206,761 94	90 335	34 36
66	Quebec Railway Light and Power Company.....	129,647 78	1,223 04		15,037 93	145,908 75	55 108	78 65
67	Quebec, Montreal and Southern.....	94,140 48	4,412 30	4,244 03	1,027 59	103,824 40	55 352	39 18
68	Red Mountain.....	4,633 13	292 00		759 89	5,685 02	95 820	14 88
69	Rutland and Noyau.....	6,785 73	87 36	115 26		6,988 35	1 50 481	44 48
70	Salisbury and Harvey.....	8,454 08	2,224 80	297 73		10,976 61		29 91
71	Schomberg and Aurora.....	4,112 97				4,112 97	22 561	39 90
72	Stanstead, Shefford and Chambly.....	24,959 58	1,735 36	1,382 28	750 58	28,827 80	45 577	34 96
73	St. Clair Tunnel, yard and approaches.....				59,784 00	59,784 00		19 17
74	St. Lawrence and Adirondack.....	135,728 67	1,712 25	4,307 31	683 93	142,432 16	1 00 294	44 08
75	Sydney and Louisburg (Dominion Coal Company).....	16,922 47	1,171 90	1,315 27	853 27	20,262 91	61 186	5 02
76	Temiscouata.....	49,281 55	5,800 84	1,137 12	3,112 06	59,331 57	41 655	34 45
77	Temiscaming and Northern Ontario.....	326,814 49	6,386 49	16,685 73		349,886 71	2 19 426	51 60
78	Thousand Islands.....	8,732 74	649 73	2,885 20		12,267 67	34 455	30 16

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

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.	
		Freight Revenue.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Tram Mile.	Proportion to Total Earnings. 100 × Col. 11 Col. 16	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.	Total Earnings from Operation. Cols. 6 + 11 + 14 + 15	Total Earnings per Tram Mile.
1	Alberta Railway and Irrigation Co.	114,994 90		114,994 06	1 81969	63 23		10,652 74	181,892 02	2 87831
2	Algoma Central and Hudson Bay	98,715 11	144,608 19	243,323 30	6 67205	92 46		2,494 25	263,166 43	6 96723
3	Atlantic and Lake Superior	43,605 70		43,605 70	5 8927	63 30			68,886 32	8 2948
4	Bessemer and Barry's Bay Railway	945 07		945 07					945 07	
5	Bay of Quinté	235,695 10		235,695 10	1 02180	81 81	1,267 45	2,183 55	288,087 75	1 25381
6	Bedlington and Nelson	1,658 51		1,658 51	7 1242	83 28			1,991 48	8 5545
7	Beersville Coal and Railway Co.	2,269 00		2,269 00		93 88			2,416 87	
8	British Yukon	235,609 66		235,609 66	4 09116	70 63		6,106 95	323,665 06	5 57198
9	Brockville, Westport and North-western	27,154 17		27,154 17	9 5663	43 78			62,023 00	1 05958
10	Buctouche and Moncton	15,853 50	214 35	16,067 85	7 9145	65 20			24,659 99	1 22104
11	Brandon, Saskatchewan and Hudson Bay	3,988 51	8 00	3,996 51	80 202	63 35		275 00	6,308 58	1 22702
12	Canada Coals and Railway Co.	33,735 60		33,735 60	1 60096	87 74		26 95	38,448 48	1 82462
13	Canada Southern	6,111,298 23		6,111,298 23		72 24		206,120 82	8,458,679 39	
Canadian Government Railways—										
14	Intercolonial	5,647,224 44	38,044 29	5,685,268 73	1 34627	65 96			8,619,500 56	1 25411
15	Prince Edward Island	138,733 73		138,733 73	4 1535	48 12			288,336 76	8 6324
16	Canadian Northern	5,741,729 25		5,741,729 25	2 51908	68 76		888,044 45	8,350,198 08	2 41024
17	Canadian Northern Ontario	66,544 41		66,544 41	2 12990	51 27		3,372 44	129,770 91	8 9163
18	Canadian Northern Quebec	465,391 24	4,747 48	470,138 72	2 16093	71 39		10,326 54	658,533 09	1 53515
19	Canadian Pacific	45,195,217 24	282,295 61	45,477,512 85	2 39097	63 86		3,045,491 51	71,211,339 10	2 28025
20	Cape Breton	2,696 60		2,696 60	1 3895	33 10	38 92		8,144 89	4 1970
21	Caraguet	36,667 72		36,667 72	8 2122	72 88			50,315 63	1 12688
22	Carillon and Grenville	155 27		155 27	5 429	5 12		1,096 85	3,030 67	6 7616
23	Central Ontario	182,369 48		182,369 48	1 49412	64 43		33,721 20	283,048 25	1 56856
24	Crow's Nest Southern	103,961 33	157 05	104,118 38	3 57500	77 37		7 50	134,570 36	2 18760
25	Cumbeo and Railway and Coal Co.	77,810 17		77,810 17		81 08			95,968 11	

26	Dominion Atlantic	398,413 83		398,413 83	1 46578	51 17			778,571 82	1 35622
27	Elgin and Havelock	8,863 82		8,863 82		70 18			12,631 61	
28	Esquimaux and Nanaimo	244,391 93		244,391 93	5 04358	53 34		8,381 00	458,176 12	3 29326
29	Grand Trunk	20,220,610 60		20,220,610 60	2 11306	64 13		712,880 09	31,522,834 34	1 83595
30	Canada Atlantic (G.T.R.)	1,440,822 64		1,440,822 64	1 49896	73 22	1,415 68	53,829 34	1,967,752 97	1 23247
31	Halifax and Southwestern	156,711 40		156,711 40	1 25494	48 46		4,299 24	323,367 86	1 31603
32	Hampton and St. Martin's	7,420 76	501 14	7,921 90	60288	65 47			12,100 12	92086
33	Hereford	52,777 91	1,413 29	54,391 20	1 17859	75 06			72,462 73	90849
34	Inverness Railway and Coal Co.	164,437 25		164,437 25	1 79827	88 69		817 80	185,386 74	1 41015
35	Irondale, Bancroft and Ottawa	23,903 70		23,903 70	78496	75 45			31,685 56	1 04050
36	Kaslo and Slooan	8,942 78		8,942 78	42481	47 05	290 00	3,469 29	19,003 80	73794
37	Kent Northern	9,753 34		9,753 34		55 75			17,495 10	
38	Kingston and Pembroke	167,501 54		167,501 54	1 67061	71 63		9,069 51	233,831 04	1 40943
39	Klondyke Mines	26,771 72		26,771 72	1 96273	74 29			36,040 59	2 64227
40	Lake Erie and Detroit River	1,275,861 86		1,275,861 86	2 56875	83 68	2,650 24	3,328 09	1,524,609 93	1 83062
41	Liverpool and Milton	6,239 84		6,239 84		83 74			7,451 84	
42	Lotbinière and Mégantic	29,227 59		29,227 59	1 59191	85 55		898 71	34,161 56	1 86065
46	Manitoulin and North Shore	58,068 87		58,068 87	3 90274	96 05	880 00	21 80	60,453 12	4 06298
47	Massawippi Valley	118,501 76		118,501 76	98182	61 27		540 00	191,825 38	96397
48	Montreal and Atlantic	553,271 18		553,271 18	1 41396	70 22		20,217 07	787,843 71	1 48800
49	Montreal and Province Line	42,986 37		42,986 37	79865	45 63		1,766 36	94,200 83	98927
50	Montreal and Vermont Junction	136,131 47		136,131 47	2 42338	66 31		175 00	205,319 12	1 66119
51	Morrissey, Fernie and Michel, B.C.	74,290 51		74,290 51	3 01114	82 31	6,435 25	2,420 79	90,250 60	3 65847
52	Midland Railway Co., of Manitoba	8,355 69	12 00	8,367 69	1 19419	82 97	3 00	82 50	10,084 67	1 40788
53	Nelson and Fort Sheppard	41,857 51	1,193 23	43,050 74	2 49106	52 89		52 50	81,395 10	1 28519
54	New Brunswick Coal and Ry. Co.	22,634 44		22,634 44	43914	55 88	1,484 55	7,210 41	40,502 19	78581
55	New Brunswick and Prince Edward Island	20,193 34		20,193 34	43618	65 75		99 37	30,859 02	61708
56	New Brunswick Southern	24,824 05		24,824 05	41861	60 93			40,745 04	68710
57	New Westminster Southern	23,020 30		23,020 30	92377	21 11		21 98	109,038 09	1 50813
58	Nosbonsing and Nipissing	34,279 20		34,279 20	2 53920	100 00			34,279 20	1 20914
59	Nova Scotia Steel and Coal Co.	3,576 83		3,576 83		63 69			5,624 33	
60	Orford Mountain	18,512 70		18,512 70	1 42756	73 22	189 55		25,282 32	56945
61	Ottawa and New York	53,711 39	1,637 43	55,348 82	1 44688	44 34		308 77	124,810 46	1 07255
62	Philipsburg Railway & Quarry Co.	1,380 00		1,380 00		100 00			1,380 00	
63	Princeton Branch of Washington Co. Rail- way, U.S.A.	11,165 76		11,165 76	1 73894	54 33			20,553 57	2 05556
64	Quebec Central	611,438 60		611,438 60	1 60131	66 27	6,309 50	2,719 80	922,444 46	1 56119
65	Quebec and Lake St. John	365,045 41		365,045 41	2 23598	60 51	19,921 52	9,890 81	601,619 68	1 65448
66	Quebec Ry. Light and Power Co.	39,585 03		39,585 03	1 58657	31 35			185,493 78	64020
67	Quebec, Montreal and Southern	144,506 69		144,506 69	66779	54 59	1,565 00	15,031 44	264,927 53	1 31163
68	Red Mountain	21,799 12	255 29	22,054 41	1 83298	57 74	10,364 79	91 50	38,195 72	2 97228
69	Rotland and Noyan	8,722 09		8,722 09	3 08310	55 52			15,710 44	2 10229
70	Salisbury and Harvey	25,492 56		25,492 56		69 47		225 26	36,694 43	
71	Schomberg and Aurora	4,616 75		4,616 75	1 20228	44 79		1,577 42	19,307 14	46702
72	Stanstead, Shefford and Chambly	53,480 22		53,480 22	1 22579	63 64		139 24	82,447 26	93022
73	St. Clair Tunnel, yard and approaches		252,003 00	252,003 00		80 82		22 00	311,809 00	
74	St. Lawrence and Adirondack	179,387 23	1,010 61	180,397 84	2 43363	55 83		258 85	323,088 85	1 49480
75	Sydney and Louisburg (Dominion Coal Company)	382,413 68		382,413 68	4 36186	94 98			402,676 59	3 33372
76	Temiscouata	110,707 58		110,707 58	1 35727	64 29	348 41	1,807 59	172,195 15	1 11531

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

A.—Earnings from Operation.

1		2	3	4	A	5	6	7
No.	NAME OF RAILWAY.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger Revenue.	Mail.	Express.	Miscellaneous—Extra Baggage Storage and other items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6 Col. 16.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	p.c.
79	Toronto, Hamilton and Buffalo.....	234,122 25	3,082 36	10,200 00	.....	247,404 61	1 02430	29 59
80	Vancouver, Victoria and Eastern.....	33,588 31	693 06	1,701 46	309 95	36,292 78	1 29276	11 13
81	Vancouver, Westminster and Yukon.....	31,508 18	623 36	691 61	422 45	33,245 60	97844	36 15
82	Victoria Terminal Railway and Ferry Company.....	3,297 81	31 81	.....	85	3,330 47	42562	15 83
83	Victoria and Sydney, B.C.....	16,554 99	422 32	.....	.....	16,977 31	68626	52 75
84	Wabash Railroad Company in Canada.....	743,775 12	1,129 81	27,965 33	9,431 77	782,302 03	1 06196	30 82
85	Wellington Colliery Co.....	2,141 80	240 00	.....	.....	2,381 80	52882	46 15
86	Wellington Colliery Co. (Ladysmith Extension).....	494 65	.....	.....	.....	494 65	265	1 34
87	York and Carleton.....	816 79	30 00	30 00	.....	876 79	.....	33 93
Total.....		39,184,437 64	1,626,704 64	3,277,695 09	1,641,814 92	45,730,652 29	.....	.....

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

		9	B	11	12	13	14	15	16	17
No.	NAME OF RAILWAY.	EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.	
		Freight Revenue.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 > Col. 11 Col. 16.	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.	Total Earnings from Operation. Cols. 6+11+14+15	Total Earnings per Train Mile.
77	Temiscaming and Northern Ontario.....	297,875 92		297,875 92	1 787 42	43 93		30,334 65	678,097 28	2 15589
78	Thousand Islands.....	26,104 99		26,104 99	73320	64 19		2,294 39	40,667 05	1 14220
79	Toronto, Hamilton and Buffalo.....	566,544 87		566,544 87	3 65827	67 76	606 95	39,429 90	853,986 31	2 18456
80	Vancouver, Victoria and Eastern.....	227,569 53	365 41	227,934 94	5 44686	69 94	61,572 52	57 50	325,857 74	4 78168
81	Vancouver, Westminster and Yukon.....	52,980 16		52,980 16	4 04490	57 61	5,131 86	599 85	91,957 47	2 16350
82	Victoria and Sydney, B.C.....	6,898 91		6,898 91	99796	32 80	1,374 44	222 01	11,825 83	1 51130
84	Wabash Railroad Co. in Canada.....	13,750 65	21 50	13,772 15	1 16024	42 79	680 64	755 90	32,186 00	1 30102
85	Wellington Colliery Co.....	1,741,205 54	14,503 53	1,755,709 07	1 95866	69 18			2,538,911 10	1 56742
86	Wellington Colliery Co. (Ladysmith Extension).....	2,778 77		2,778 77	62180	53 85			5,160 57	1 27897
87	York and Carleton.....	36,839 22		36,839 22	1 97346	98 66			37,333 87	99998
		1,707 31		1,707 31		66 07			2,584 10	
	Total.....	94,995,087 81	742,991 40	95,738,079 21			122,537 75	5,146,945 43	146,738,214 68	

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

Number.	1	2	3	4	5	6	7	8	Number.						
	Name of Railway.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES.										
		Amount. Cols. 5+6+7+8	Total Operating Expenses per Train Mile.	Proportion to Earnings from Operation. 100 x Col. 2 T. 5, Col. 16	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Trans- portation.	General Expenses.							
										\$	cts.	\$	cts.	p. c.	\$
1	Alberta Railway and Irrigation Co.	136,243	47	2,155	95	74	95	48,317	25	11,056	16	57,629	25	19,240	81
2	Algoma Central and Hudson Bay	218,967	26	5,797	07	83	20	36,170	52	34,987	18	133,121	05	14,688	51
3	Atlantic and Lake Superior	70,120	99	83	97	-101	79	20,519	38	13,936	53	29,186	85	6,478	23
4	Bessemer and Barry's Bay	5,548	96			-587	14	3,337	42			1,632	42	579	12
5	Bay of Quinte	170,878	02	74	36	59	31	37,568	59	25,379	12	97,232	88	10,697	43
6	Bedlington and Nelson	14,303	98	6,144	32	-718	25	6,675	50	657	70	6,680	02	290	76
7	Beersville Coal and Railway Co.	4,395	38			-181	86	7	80	225	24	4,085	29	77	05
8	British Yukon	147,566	91	2,540	40	45	59	58,858	70	17,840	68	59,224	56	11,642	97
9	Brockville, Westport and Northwestern	27,067	37	46	24	43	64	3,087	54	1,646	49	17,318	99	5,014	35
10	Buctouche and Moncton	19,821	40	98	94	80	37	7,937	91	1,531	48	7,140	42	3,211	59
11	Brandon, Saskatchewan and Hudson Bay Ry. Co.	27,056	47	5,260	83	-428	88	14,035	36	2,542	64	9,769	28	709	19
12	Canada Coals and Ry. Co.	22,272	53	1,056	97	57	92	5,096	15	3,650	00	11,244	38	2,282	00
13	Canadian Southern	8,656,896	43			-102	34	1,736,949	25	1,751,149	96	4,954,969	57	213,827	65
14	Canadian Govt. Railways—Intercolonial	8,202,064	08	1,193	33	95	15	1,509,399	97	1,671,435	97	4,677,534	43	352,033	71
15	" Prince Edward Island	376,977	70	1,128	62	-130	74	106,837	70	62,912	63	198,921	70	8,305	67
16	Canadian Northern	5,375,701	26	1,565	69	64	37	1,228,957	26	852,799	62	3,097,495	06	196,449	32
17	Canadian Northern Ontario	141,836	10	1,030	09	-109	30	33,805	55	14,886	77	81,091	42	12,052	36
18	Canadian Northern Quebec	585,267	64	1,364	36	88	87	106,982	49	67,728	47	384,549	41	26,007	27
19	Canadian Pacific	45,310,918	08	1,449	99	63	63	9,885,597	01	8,930,329	96	25,064,822	03	1,430,169	08
20	Cape Breton	15,899	33	81	29	-195	00	3,769	04	1,075	27	7,674	55	3,380	47
21	Caraguet	51,193	43	1,146	54	-101	74	15,146	51	9,560	59	20,962	92	5,523	50
22	Carillon and Grenville	5,246	91	1,451	07	-173	00	1,978	53	1,104	38	2,124	00	40	00
23	Central Ontario	144,357	98	79	98	51	00	45,728	48	11,358	65	77,098	14	10,172	71
24	Crow's Nest Southern	113,040	62	1,837	61	84	00	39,864	26	18,627	76	50,727	54	3,821	06
25	Cumberland Railway and Coal Co.	44,042	34			45	89	22,321	32	12,927	02	8,794	00		25
26	Domintion Atlantic	497,985	43	867	45	72	10	104,175	83	55,530	53	296,345	54	41,933	50
27	Edmonton, Yukon and Pacific (Canadian Northern)														
28	Elgin and Havelock	10,713	68			84	81	4,181	91	895	14	5,384	09	252	54
29	Esquimalt and Nanaimo	305,241	67	2,194	00	66	62	68,287	60	30,100	48	205,977	59	876	00

30 Grand Trunk	21,765,115 45	1 26736	69 03	3,497,146 19	6,233,872 81	11,258,239 83	865,856 62	30
31 Canada Atlantic (G.T.R.)	1,874,762 96	1 17423	95 27	447,858 77	384,865 16	989,799 03	52,240 00	31
32 Gulf Shore (operated by Caraquet Ry.)								32
33 Halifax and Southwestern	291,029 42	1 02537	89 39	90,515 27	32,876 14	140,658 38	26,979 63	33
34 Hampton and St. Martins	3,757 49	43816	47 50	1,500 00	103 21	3,765 61	448 67	34
35 Hersford	97,327 53	1 22023	-134 00	28,988 58	13,215 26	52,564 33	2,559 36	35
36 Inverness Railway and Coal Co.	110,050 71	82056	59 00	32,451 42	20,848 74	50,262 66	6,487 89	36
37 Irondale, Bancroft and Ottawa	31,188 44	1 02418	98 00	11,314 70	2,683 21	12,808 19	4,382 34	37
38 Kaslo and Slooan	37,398 14	1 77654	-240 74	20,541 20	3,067 56	12,578 69	1,210 69	38
39 Kent Northern	10,831 00		61 90	3,416 00	950 00	4,935 00	1,530 00	39
40 Kettle River Valley (not reported)								40
41 Kingston and Pembroke	171,416 90	1 03328	73 31	52,430 51	21,116 95	90,109 53	7,759 91	41
42 Klondyke Mines	96,964 06	7 10880	-269 04	34,392 72	9,401 50	41,655 37	11,514 47	42
43 Lake Erie and Detroit River Ry.	1,073,422 34	1 28887	70 41	142,828 68	201,136 85	694,127 03	35,329 78	43
44 Liverpool and Milton	5,736 92		79 00	1,283 63	855 75	3,074 42	523 12	44
45 Lotbinière and Megantic	26,184 08	1 42614	76 65	6,292 96	3,261 92	10,924 81	5,704 39	45
46 Maganotawan River (operated by G.T.R.)								46
47 Manitoulin and North Shore	38,151 90	2 56414	63 11	8,611 25	4,999 27	18,524 35	6,017 03	47
48 Massawippi Valley	168,793 39	84823	87 99	43,755 53	13,765 87	108,621 06	2,650 93	48
49 Montreal and Atlantic	644,223 66	1 21674	81 79	169,529 43	81,678 40	371,187 71	21,828 12	49
50 Montreal and Province Line	74,540 68	77125	79 00	23,244 47	3,806 28	45,480 64	2,009 29	50
51 Montreal and Vermont Junction	99,292 94	80375	48 36	17,895 26	1,929 12	76,032 07	3,436 49	51
52 Morrissey, Fernie and Michel, B.C.	70,213 73	2 81623	78 00	8,886 26	11,790 30	41,229 35	8,307 82	52
53 Midland Railway Co. of Manitoba	31,471 35	4 39666	-312 06	10,404 53	4,283 65	15,306 94	1,476 23	53
54 Nelson and Fort Sheppard	127,920 10	2 01980	-157 16	39,354 25	14,451 90	63,481 47	10,632 48	54
55 New Brunswick Coal and Railway Co.	40,659 90	78887	-100 03	12,436 61	4,022 29	17,686 59	6,514 41	55
56 New Brunswick and Prince Edward Island	23,745 89	47484	76 94	8,343 48	3,902 48	10,055 00	1,444 93	56
57 New Brunswick Southern	47,940 29	80845	-117 66	12,945 06	5,757 31	23,099 36	6,138 56	57
58 New Westminster Southern	89,927 59	1 24381	82 47	28,445 16	7,650 44	49,078 73	4,753 26	58
59 Nosbonsing and Nipissing	34,279 20	1 20915	160 00	10,969 34	5,141 89	18,167 97	59	
60 Nova Scotia Steel and Coal Co.	13,883 87		-246 85	5,333 22	2,742 21	1,669 86	4,138 58	60
61 Orford Mountain	30,070 29	67736	-118 00	11,993 68	1,544 70	13,890 44	2,641 47	61
62 Ottawa and New York	123,133 23	1 05814	98 66	38,345 72	13,845 72	64,821 63	6,120 16	62
63 Philipsburg Railway and Quarry Co.	5,710 14		-413 77	1,224 97		1,385 17	3,100 00	63
64 Princeton Branch of Washington Co. Ry., U.S.A.	5,495 99	54965	26 74	2,445 82	810 43	1,964 17	275 57	64
65 Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern)								65
66 Quebec Central	618,833 41	1 04743	67 02	154,298 92	97,625 36	310,471 70	56,487 43	66
67 Quebec and Lake St. John	395,715 52	1 08823	65 77	86,215 05	59,469 58	211,935 85	38,095 04	67
68 Quebec Railway, Light and Power Co.	130,297 80	44970	70 24	20,687 26	14,005 55	68,487 71	27,117 28	68
69 Quebec, Montreal and Southern	252,137 03	1 24830	95 17	54,310 01	34,096 21	140,249 25	23,481 56	69
70 Red Mountain	35,201 68	2 74636	92 14	8,995 02	2,412 18	18,840 11	4,954 37	70
71 Rutland and Noyan	8,887 73	1 09468	56 57	1,285 64	1,675 58	5,247 83	678 68	71
72 Salisbury and Harvey	37,754 92		-162 89	18,110 64	4,016 08	13,821 47	1,806 73	72
73 Schomberg and Aurora	11,258 13	51011	-109 22	2,271 05	1,252 96	7,481 26	252 96	73
74 Stanstead, Shefford and Chambly	62,807 51	70863	76 18	17,581 31	3,074 97	40,767 22	1,384 01	74
75 St. Clair Tunnel, Yard and Approaches	146,367 51		46 94	12,414 24	99,581 09	32,177 81	2,194 37	75
76 St. Lawrence and Adirondack	195,640 25	90515	60 55	59,326 45	26,694 62	106,978 53	2,640 65	76
77 Sydney and Louisburg (Dominion Coal Co.)	399,299 70	3 30576	99 16	67,115 92	128,465 76	157,905 85	45,812 17	77
78 Temiscouata	135,645 16	87857	78 77	40,960 33	25,641 66	51,979 75	17,063 42	78

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

1		2		3		4		5		6		7		8	
Name of Railway.		TOTAL OPERATING EXPENSES.						DISTRIBUTION OF OPERATING EXPENSES.							
		Amount.		Total Operating Expenses per Train Mile.		Proportion to Earnings from Operation.		Maintenance of Way and Structures.		Maintenance of Equipment.		Conducting Transportation.		General Expenses.	
Number.	Cols. 5+6+7+8				100 x Col. 2										Number.
	\$	cts.	\$	cts.	p. c.		\$	cts.	\$	cts.	\$	cts.	\$	cts.	
79	Temiscaming and Northern Ontario.....		503,161	36	1,599	72	93,092	42	63,881	51	315,533	14	30,654	29	79
80	Thousand Islands.....		25,071	82	704	18	4,212	39	2,360	65	15,822	84	2,675	94	80
81	Toronto, Hamilton and Buffalo.....		538,206	21	1,376	77	103,531	49	70,421	52	327,411	21	36,841	99	81
82	Vancouver, Victoria and Eastern.....		178,881	54	2,624	93	48,661	70	20,018	09	101,046	70	9,155	05	82
83	Vancouver, Westminster and Yukon.....		63,138	69	1,485	48	13,684	62	838	76	45,218	77	3,396	54	83
84	Victoria Terminal Railway and Ferry Co.....		12,805	07	1,636	45	4,248	20	1,076	64	5,722	92	1,757	31	84
85	Victoria and Sydney, B.C.....		23,147	88	935	69	6,032	75	2,054	77	11,786	20	3,274	16	85
86	Wabash Railroad Co. in Canada.....		1,930,587	89	1,192	29	175,778	09	269,129	75	1,420,197	21	65,482	84	86
87	Wellington Colliery Co.....		34,400	84	7,635	62	—	666	60	8,441	05	10,873	90	87	
88	" (Ladysmith Extension).....		37,333	87	999	98	100	00	3,037	36	7,115	25	27,181	26	88
89	York and Carleton.....		3,780	75	—	—	1,080	25	125	00	2,542	00	33	59	89
Final total.....		103,748,677	27	—	—	—	20,887,091	66	21,666,373	08	57,325,543	26	3,869,669	27	

TABLE 7.—INCOME Account of Railways for the Year ending June 30, 1907, including Comparative Statement of Net Earnings.

No.	1 Name of Railway.	Earnings.				6 Operating Expenses.	7 Net Earnings. 1907. Col. 5-6.
		3	4	A	5		
		Passenger.	Freight.	Other Earnings from Operation.	Total Gross, including other Earnings from Operation.		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.		
1	Alberta Railway and Irrigation Co.	56,245 22	114,994 06	10,652 74	181,892 02	136,243 47	45,648 55
2	Algoma Central and Hudson Bay	17,348 88	243,323 30	2,494 25	263,166 43	218,967 26	44,199 17
3	Atlantic and Lake Superior	25,280 62	43,605 70		68,886 32	70,120 99	-1,234 67
4	Bessemer & Barry's Bay Railway		945 07		945 07	5,548 96	-4,603 89
5	Bay of Quinté	48,941 65	235,695 10	3,451 00	288,087 75	170,878 02	117,209 73
6	Bedlington and Nelson	332 97	1,658 51		1,991 48	14,303 98	-12,312 50
7	Beersville Coal and Railway Co.	147 87	2,269 00		2,416 87	4,395 38	-1,978 51
8	British Yukon	81,948 45	235,609 66	6,106 95	323,665 06	147,566 91	176,098 15
9	Brockville, Westport and Northwestern	34,868 83	27,154 17		62,023 00	27,067 37	34,955 63
10	Buctouche and Moncton	8,592 14	16,967 85		24,659 99	19,821 40	4,838 59
11	Brandon, Saskatchewan and Hudson Bay	2,037 07	3,996 51	275 00	6,308 58	27,056 47	-20,747 89
12	Canada Coals and Railway Co.	4,685 93	33,735 60	26 95	38,448 48	22,272 53	16,175 95
13	Canada Southern	2,141,260 34	6,111,298 23	206,120 82	8,458,679 39	8,656,896 43	-198,217 04
14	Canadian Government Railways—Intercolonial	2,934,231 83	5,685,268 73		8,619,500 56	8,202,064 08	417,436 48
15	Prince Edward Island	149,603 03	138,733 73		288,336 76	376,977 70	-88,640 94
16	Canadian Northern	1,729,424 38	5,741,729 25	888,044 45	8,350,198 08	5,375,701 26	2,974,496 82
17	Canadian Northern, Ontario	59,854 06	66,544 41	3,372 44	129,770 91	141,836 10	-12,065 19
18	Canadian Northern, Quebec	178,067 83	470,138 72	10,326 54	658,533 09	585,267 64	73,265 45
19	Canadian Pacific	22,688,334 74	45,477,512 85	3,045,491 51	71,211,339 10	45,310,918 08	25,900,421 02
20	Cape Breton	5,409 37	2,696 60	38 92	8,144 89	15,899 33	-7,754 44
21	Caraquet	13,647 91	36,667 72		50,315 63	51,193 43	-877 80
22	Carillon and Grenville	1,778 55	155 27	1,096 85	3,030 67	5,246 91	-2,216 24
23	Central Ontario	66,957 57	182,369 48	33,721 20	283,048 25	144,357 98	138,690 27
24	Crows Nest Southern	29,360 03	104,118 38	1,091 95	134,570 36	113,040 62	21,529 74
25	Cumberland Railway and Coal Co.	18,157 94	77,810 17		95,968 11	44,042 34	51,925 77
26	Dominion Atlantic	380,157 99	398,413 83		778,571 82	497,985 43	280,586 39
27	Edmonton, Yukon and Pacific (Canadian Northern)						
28	Elgin and Havelock	3,767 79	8,863 82		12,631 61	10,713 68	1,917 93

TABLE 7. (Concl.)—INCOME Account of Railways for the Year ending June 30, 1907, including Comparative Statement of Net Earnings.

No.	Name of Railway.	EARNINGS.				Operating expenses.	NET EARNINGS.
		Passenger.	Freight.	Other earnings from operation.	Total gross, including other earnings from operation.			1907.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
29	Esquimalt and Nanaimo.....	205,403 19	244,391 93	8,381 00	458,176 12	305,241 67	152,934 45
30	Grand Trunk (Canada Atlantic).....	471,685 31	1,440,822 64	55,245 02	1,967,752 97	1,874,762 96	92,990 01
31	Grand Trunk in Canada.....	10,596,343 65	20,220,610 60	712,880 09	31,529,834 34	21,765,115 45	9,764,718 89
32	Gulf Shore (in Caraquet Ry.).....						
33	Halifax and South Western.....	162,357 22	156,711 40	4,299 24	323,367 86	291,029 42	32,338 44
34	Hampton and St. Martin's.....	4,178 22	7,921 90		12,100 12	5,757 49	6,342 63
35	Hereford.....	18,071 53	54,391 20		72,462 73	97,327 53	24,864 80
36	Inverness Railway and Coal Co.....	20,131 69	164,437 25	817 80	185,386 74	110,050 71	75,336 03
37	Irondale, Bancroft and Ottawa.....	7,781 86	23,903 70		31,685 56	31,188 44	497 12
38	Kaslo and Slocan B. C.....	6,301 73	8,942 78	3,759 29	19,003 80	37,398 14	18,394 34
39	Kent Northern.....	7,741 76	9,753 34		17,495 10	10,831 00	6,664 10
40	Kettle River Valley.....						
41	Kingston and Pembroke.....	56,659 99	167,501 54	9,669 51	233,831 04	171,416 90	62,414 14
42	Klondyke Mines.....	9,268 87	26,771 72		36,040 59	96,964 06	60,923 47
43	Lake Erie and Detroit River.....	242,769 74	1,275,861 86	5,978 33	1,524,609 93	1,073,422 34	451,187 59
44	Liverpool and Milton.....	1,212 00	6,239 84		7,451 84	5,736 92	1,714 92
45	Lotbiniere and Megantic.....	4,035 26	29,227 59	898 71	34,161 56	26,184 08	7,977 48
46	Maganetawan River (operated by G.T.R.).....						
47	Manitoulin and North Shore.....	1,482 45	58,068 87	901 80	60,453 12	38,151 90	22,301 22
48	Massawippi Valley.....	72,783 62	118,501 76	540 00	191,825 38	168,793 39	23,031 99
49	Montreal and Atlantic.....	214,355 46	553,271 18	20,217 07	787,843 71	644,223 66	143,620 05
50	Montreal and Province Line.....	49,448 10	42,986 37	1,766 36	94,200 83	74,540 68	19,660 15
51	Montreal and Vermont Junction.....	69,012 65	136,131 47	175 00	205,319 12	99,292 94	106,026 18
52	Morrissey, Fernie and Michel.....	7,104 05	74,290 51	8,856 04	90,250 60	70,213 73	20,036 87
53	Midland Railway of Manitoba.....	1,631 48	8,367 69	85 50	10,084 67	31,471 35	21,386 68
54	Nelson and Fort Sheppard.....	38,291 86	43,050 74	52 50	81,395 10	127,920 10	46,525 00
55	New Brunswick Coal and Railway Co.....	9,172 79	22,634 44	8,694 96	40,502 19	40,659 90	157 71
56	New Brunswick and Prince Edward Island.....	10,566 31	20,193 34	99 37	30,859 02	23,745 89	7,113 13

57 New Brunswick Southern	15,920 99	24,824 05		40,745 04	47,940 29	7,195 25
58 New Westminster Southern	85,995 81	23,020 30	21 98	109,038 09	89,927 59	19,110 50
59 Norbonsing and Nipissing		34,279 20		34,279 20	34,279 20	
60 Nova Scotia Steel and Coal Co.	2,047 50	3,576 83		5,624 33	13,883 87	8,259 54
61 Orford Mountain	6,580 07	18,512 70	189 55	25,282 32	30,070 29	4,787 97
62 Ottawa and New York	69,152 87	53,348 82	308 77	124,810 46	123,133 23	1,677 23
63 Phillipsburg Railway and Quarry Co.		1,380 00		1,380 00	5,710 14	4,330 14
64 Princeton Branch of Washington Co. Ry. (U.S.)	9,387 81	11,165 76		20,553 57	5,495 99	15,057 58
65 Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern)						
66 Quebec Central	301,976 56	611,438 60	9,029 30	922,444 46	618,883 41	303,561 05
67 Quebec and Lake St. John	206,761 94	365,045 41	29,812 33	601,619 68	395,715 52	205,904 16
68 Quebec Railway Light and Power Co.	145,908 75	30,585 03		185,493 78	130,297 80	55,195 98
69 Quebec, Montreal and Southern	103,824 40	144,506 69	16,596 44	264,927 53	252,137 03	12,790 50
70 Red Mountain	5,685 02	22,954 41	10,456 29	38,195 72	35,201 68	2,994 04
71 Rutland and Noyan	6,988 35	8,722 09		15,710 44	8,887 73	6,822 71
72 Salisbury and Harvey	10,976 61	25,492 56	225 26	36,694 43	37,754 92	1,060 49
73 Schomberg and Aurora	4,112 97	4,616 75	1,577 42	10,397 14	11,258 13	950 99
74 Stanstead, Shefford and Chambly	28,727 80	53,480 22	139 24	82,447 26	62,807 51	19,639 75
75 St. Clair Tunnel	59,784 00	252,003 00	22 00	311,809 00	146,397 51	165,441 49
76 St. Lawrence and Adirondack	142,432 16	180,397 84	258 85	323,088 85	195,640 25	127,448 60
77 Sydney and Louisburg (Dom. Coal Co.)	20,262 91	382,413 68		402,676 59	399,299 70	3,376 89
78 Temiscouata	59,331 57	110,707 58	2,156 00	172,195 15	135,645 16	36,549 99
79 Temiskaming and Northern Ontario	349,886 71	297,875 92	30,334 65	678,097 28	503,161 36	174,935 92
80 Thousand Islands	12,267 67	26,104 99	2,294 39	40,667 05	25,071 82	15,595 23
81 Toronto, Hamilton and Buffalo	247,404 61	566,544 87	40,036 83	853,986 31	538,206 21	315,780 10
82 Vancouver, Victoria and Eastern	36,292 78	227,934 94	61,630 02	325,857 74	178,881 54	146,976 20
83 Vancouver, Westminster and Yukon	33,245 60	86,225 76	5,731 71	91,957 47	63,138 69	28,818 78
84 Victoria and Sydney, B.C.	16,977 31	13,772 15	1,436 54	32,186 00	23,147 88	9,038 12
85 Victoria Terminal and Ferry Co.	3,330 47	6,898 91	1,596 45	11,825 83	12,805 07	979 24
86 Wabash Railroad Co. in Canada	782,392 03	1,753,709 07		2,538,011 10	1,930,587 89	607,423 21
87 Wellington Colliery Co.	2,381 80	2,778 77		5,160 57	34,400 84	29,240 27
88 " " (Ladysmith Extension)	494 65	36,839 22		37,333 87	37,333 87	
89 York and Carleton	876 79	1,707 31		2,584 10	3,780 75	1,196 65
Totals	45,730,652 29	95,738,079 21	5,269,483 18	146,738,214 68	103,748,477 27	42,989,537 41

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

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	₹ cts.	₹ cts.
1	Alberta Ry. and Irrigation Co.	23,762	1,299,909		47,728	51,078 97	56,245 22
2	Albert Southern (not in operation)						
3	Algoma Central and Hudson Bay	15,983	560,082	1,303	28,921	17,088 88	17,348 88
4	Atlantic and Lake Superior	16,635	918,525	9,500	55,300	21,686 38	25,280 62
5	Atlantic, Quebec and Western (under construction)						
6	Bay of Quinté	108,775	1,750,494		229,770	40,186 23	48,941 65
7	Bedlington and Nelson	945	5,779		2,328	328 02	332 97
8	Beersville Coal and Ry. Co.	591			5,008	147 87	147 87
9	British Yukon	11,737	1,042,832	498	53,634	71,958 21	81,948 45
10	Brockville, Westport and Northwestern	73,468	2,204,040	30,150	28,090	30,486 73	34,868 83
11	Bruce Mines and Algoma (not in operation)						
12	Buctouche and Moncton	17,837			20,032	8,151 13	8,592 14
13	Brandon, Saskatchewan and Hudson Bay	1,995	77,297	140	1,170	2,001 26	2,037 07
14	Bessemer and Barry's Bay Ry. Co.						
15	Canada Coals and Ry. Co.	13,250	110,891		14,040	3,993 29	4,685 93
16	Canada Southern	1,095,471	82,338,033	1,679,359		1,738,937 87	2,141,260 34
17	Canadian Govt. Rys.—						
	Intercolonial	2,672,926	148,412,096	2,678,249	504,245	2,615,893 24	2,934,231 83
	Prince Edward Island	303,437	7,933,260		334,014	124,181 55	149,603 03
18	Canadian Northern	703,988	60,683,505	1,185,080	265,510	1,464,256 18	1,720,424 38
19	Canadian Northern Ontario	60,582	2,403,339	106,449	31,243	56,778 32	59,854 06
20	Canadian Northern Quebec	296,938	8,128,920	211,405		159,949 90	178,067 83
21	Canadian Pacific	8,596,169	1,044,888,381	12,213,413	1,299,887	19,271,552 36	22,688,334 74
22	Cape Breton	7,933	177,604		19,406	5,098 62	5,409 37
23	Caraquet	11,074	498,330		44,650	11,200 51	13,647 91
24	Carillon and Grenville	5,148			2,860	1,778 55	1,778 55
25	Central Ontario	133,331	3,139,088	23,960	120,192	66,957 57	66,957 57
26	Crow's Nest Southern	17,212	697,236	32,391	26	26,467 25	29,360 03
27	Cumberland Ry. and Coal Co.	31,049			785,670	13,929 42	18,157 94
28	Dominion Atlantic	324,805	15,066,225	302,267	184,649	341,981 93	380,157 99
29	Edmonton, Yukon and Pacific (C.N.R.)						
30	Elgin and Havelock	8,913	109,035			3,030 35	3,767 79
31	Esquimalt and Nanaimo	176,039	4,231,538	90,669		192,575 26	205,403 19
32	Grand Trunk, in Canada	10,137,015	490,124,675	7,604,217	610,598	9,011,511 86	10,596,343 65

33	Grand Trunk (Canada Atlantic)	473,386	21,857,332	635,380	107,959	419,283 57	471,685 31
34	Gulf Shore (in Caraquet Ry.)						
35	Halifax and Southwestern	177,355	6,628,081	120,555		150,165 64	162,357 22
36	Hampton and St. Martins	7,296	110,302		13,140	3,933 71	4,178 22
37	Hereford	24,936	697,612	33,612	21,306	16,557 89	18,071 53
38	Indian River (not operated)						
39	International of New Brunswick						
40	Inverness Ry. and Coal Co.	27,700	816,374	40,024		18,825 87	20,131 69
41	Irondale, Bancroft and Ottawa	10,951	221,280		30,452	6,638 40	7,781 86
42	Kaslo and Slocan, B.C.	4,594	81,626		21,051	4,792 28	6,301 73
43	Kent Northern	9,010				6,629 01	7,741 76
44	Kettle River Valley						
45	Kingston and Pembroke	44,708	1,262,553	65,640	94,575	46,396 71	56,659 99
46	Klondyke Mines	2,655	59,369		13,640	8,905 37	9,268 87
47	Lake Erie and Detroit River	556,588	11,295,308	336,153	26,147	206,519 95	242,769 74
48	Liverpool and Milton	25,377	24,200		2,808	1,212 00	1,212 00
49	Lotbinière and Megantic	11,894	159,974		18,360	4,035 26	4,035 26
50	Maguetawan River. Operated by G.T.R.						
51	Manitoulin and North Shore	3,655	35,646		8,505	1,482 45	1,482 45
52	Massawippi Valley	169,990	2,998,271	78,298	18,012	68,319 06	72,783 62
53	Montreal and Atlantic	282,433	7,679,029	138,173	158,928	193,613 32	214,355 46
54	Montreal and Province Line	133,126	2,041,858	41,399	28,808	43,717 04	49,448 10
55	Montreal and Vermont Junction	142,790	2,945,500	67,363		63,981 94	64,012 65
56	Morrissey, Fernie and Michel	217,201	1,092,521		14,689	7,104 05	7,104 05
57	Midland of Manitoba	2,093	77,401	156	6,468	1,589 66	1,631 48
58	Nelson and Fort Sheppard	36,414	1,033,810	46,051		34,433 50	38,291 86
59	New Brunswick Coal and Ry. Co.	14,297	300,606		51,542	7,681 03	9,172 79
60	New Brunswick and Prince Edward Island	18,798	372,012	3,712	22,104	8,669 41	10,566 31
61	New Brunswick Southern	12,585	590,985		59,300	11,647 08	15,920 99
62	New Westminster Southern	101,643	2,304,162	47,380	14,708	77,978 69	85,995 81
63	Nosbonsing and Nipissing						
64	Nova Scotia Steel and Coal Co.	7,408				1,708 50	2,047 50
65	Orford Mountain	13,467	205,472	31,425	11,856	5,876 34	6,580 07
66	Ottawa and New York	110,300	2,846,678	78,114		62,616 84	69,152 87
67	Phillipsburg Ry. and Quarry Co.						
68	Pontiac and Renfrew (not in operation)						
69	Princeton Branch, of Washington Co. Ry.	90,132	459,673	3,578	6,365	8,764 79	9,387 81
70	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.)						
71	Quebec Central	280,374	12,572,334	209,022	200,914	274,528 23	301,976 56
72	Quebec and Lake St. John	325,629	8,140,965	200,371	27,756	187,128 77	206,761 94
73	Quebec and New Brunswick (not operated)						
74	Quebec Ry., Light and Power Co.	1,235,260	6,482,389	264,793		129,647 78	145,908 75
75	Quebec, Montreal and Southern	213,327	3,951,123	94,123	93,449	94,140 48	103,824 40
76	Red Mountain	14,507	139,122	822	5,111	4,633 13	5,685 02
77	Rutland and Noyan	91,527	310,276	4,644		6,785 73	6,988 35
78	Salisbury and Harvey	13,355				8,454 08	10,976 61
79	Schomberg and Aurora	34,848	182,220	18,230		4,112 97	4,112 97
80	Stanstead, Shefford and Chambly	182,305	1,219,301	45,003	18,247	24,959 58	28,827 80
81	St. Clair Tunnel					59,784 00	59,784 00
82	St. John Valley and Rivière du Loup						

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

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.
83	St. Lawrence and Adirondack.....	342,870	8,934,062	142,015	.....	135,728 67	142,432 16
84	Sydney and Louisburg (Dominion Coal Co.).....	44,631	734,647	33,117	.....	16,922 47	20,262 91
85	Temiscouata.....	62,197	.....	72,826	69,609	49,281 55	59,331 57
86	Temiskaming and Northern Ontario.....	447,142	12,643,073	147,880	11,575	326,814 49	349,886 71
87	Thousand Islands.....	36,561	219,366	.....	35,604	8,732 74	12,267 67
88	Toronto, Hamilton and Buffalo.....	416,626	11,094,865	236,051	5,484	234,122 25	247,404 61
89	Vancouver, Victoria and Eastern.....	44,370	907,792	26,300	1,774	33,588 31	36,292 78
90	Vancouver, Westminster and Yukon.....	95,256	1,177,551	29,406	4,572	31,508 18	33,245 60
91	Victoria and Sydney, B.C.....	60,800	800,400	12,869	11,870	16,554 99	16,977 31
92	Victoria Terminal Ry. and Ferry Co.....	66,393	113,630	912	6,913	3,297 81	3,330 47
93	Wellington Colliery (Ladysmith Ry.).....	1,345	13,369	18,667	18,667	494 65	494 65
94	Wellington Colliery Co.....	4,283	46,042	4,504	.....	2,141 80	2,381 80
95	Wabash Ry. Co., in Canada.....	509,823	35,858,517	722,843	13,819	743,775 12	782,302 03
96	York and Carleton.....	4,100	.....	.....	6,356	816 79	876 79
	Total.....	32,137,319	2,049,549,813	30,220,461	5,971,414	39,244,221 64	45,730,652 29

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

No.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Average Mileage Operated during Year.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.	Miles.	\$ cts.	\$ cts.	Miles.
1	Alberta Ry. & Irrigation Co.	98,894	4,857,009	47,728	15,466	114,994 06	114,994 06	63,194	181,892 02	136,243 47	113 40
2	Albert Southern (not in operation).										
3	Algoma Central & Hudson Bay	237,198	5,879,786	28,921	7,548	98,715 11	243,323 30	37,772	263,166 43	218,967 26	62 00
4	Atlantic and Lake Superior.	32,373	2,325,707	55,300	19,700	43,605 70	43,605 70	83,500	68,886 32	70,120 99	100 00
5	Atlantic, Quebec and Western (under construction).										
6	Bay of Quinte	336,873	11,993,386	229,770		235,695 10	235,695 10	229,770	288,087 75	170,878 02	
7	Bedlington and Nelson	4,943	55,405	2,328		1,658 51	1,658 51	2,328	1,991 48	14,303 98	23 97
8	Beersville Coal and Ry. Co.	5,673		5,008		2,269 00	2,269 00	5,008	2,416 87	4,395 38	
9	British Yukon	31,871	2,838,431	53,634	3,956	235,609 66	235,609 66	58,088	323,665 06	147,566 91	90 32
10	Brockville, Westport & North-western	21,865	655,950	28,090	295	27,154 17	27,154 17	58,535	62,023 90	27,067 37	45 00
11	Bruce Mines and Algoma (not in operation).										
12	Buctouche and Moncton.	237,375				15,853 50	16,067 85	20,032	24,659 99	19,821 40	
13	Brandon, Saskatchewan & Hudson Bay	10,433	463,851	1,170	3,813	3,988 51	3,996 51	5,123	6,308 58	27,056 47	16 74
14	Bessemer & Barry's Bay Ry. Co.	10,621				945 07	945 07		945 07	5,548 96	
15	Canada Coals and Ry. Co.	96,391	932,809	14,040	7,032	33,735 60	33,735 60	21,072	38,448 48	22,272 53	12 00
16	Canada Southern.	6,087,427			2,151,776	6,111,298 23	6,111,298 23	3,831,135	8,458,679 39	8,656,896 43	382 19
17	Canadian Government Rys.—										
	Intercolonial.	3,695,641	966,919,251	504,245	3,690,468	5,647,224 44	5,685,268 73	6,872,962	8,619,500 56	8,202,064 08	1,445 65
	Prince Edward Island.	92,347	3,336,959	334,014		138,733 73	138,733 73	334,014	288,336 76	376,977 70	267 00
18	Canadian Northern.	1,822,220	657,437,305	265,510	2,013,782	5,741,729 25	5,741,729 25	3,464,372	8,350,198 08	5,375,701 26	2,509 00
19	Canadian Northern Ontario.	65,212	4,009,207	31,243		66,544 41	66,544 41	137,692	129,770 91	141,836 10	
20	Canadian Northern Quebec.	449,298	32,611,672		217,563	465,391 24	470,138 72	428,968	658,533 09	585,267 64	251 00
21	Canadian Pacific	14,910,429	5,812,386,819	1,299,847	17,721,206	45,195,217 24	45,477,512 85	31,234,506	71,211,339 10	45,310,918 08	8,734 80
22	Cape Breton	3,394	72,871	19,406		2,696 60	2,696 60	19,406	8,144 89	15,899 33	31 00
23	Caraquet.	25,099	1,129,455	44,650		36,667 72	36,667 72	44,650	50,315 63	51,193 43	
24	Carillon and Grenville.	104		2,860		155 27	155 27		3,030 67	5,246 91	13 00
25	Central Ontario.	239,180	6,940,520	120,192	36,308	182,369 48	182,369 48	180,460	283,048 25	144,357 98	135 00
26	Crow's Nest Southern.	178,367	8,905,176	26	29,098	103,951 33	104,118 38	61,515	134,570 36	113,040 62	53 20
27	Cumberland Ry. & Coal Co.	373,213		785,670		77,810 17	77,810 17	785,670	95,968 11	44,042 34	
28	Dominion Atlantic.	362,497	15,587,371	184,649	87,160	398,413 83	398,413 83	574,076	778,571 82	497,985 43	

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

No.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Average Mileage Operated during Year.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.	Miles.	\$ cts.	\$ cts.	Miles.
29	Edmonton, Yukon and Pacific (C. N. R.)										
30	Elgin and Havelock		153,016			8,863 82	8,863 82		12,631 61	10,713 68	
31	Esquimaux and Nainaimo	183,115	5,781,477		48,456	244,391 93	244,391 93	139,125	458,176 12	305,241 67	
32	Grand Trunk (Canada Atlantic)	1,686,377	209,010,079	107,959	853,256	1,440,822 64	1,440,822 64	1,596,595	1,967,752 97	1,874,762 96	451 82
33	Grand Trunk, in Canada	15,342,677	3,008,720,055	610,598	8,958,771	20,220,610 60	20,220,610 60	17,173,586	31,529,834 34	21,765,115 45	3,116 90
34	Gulf Shore (in Caraquet)										
35	Halifax and South Western	179,011	7,863,317		124,887	156,711 40	156,711 40	245,442	323,367 86	291,029 32	307 00
36	Hampton and St. Martin's			13,140		7,420 76	7,921 90	13,140	12,100 12	5,757 49	
37	Hereford	175,923	4,203,002	21,306	24,803	52,977 91	54,391 20	79,721	72,462 73	97,327 53	52 85
98	Indian River										
39	International of New B'k. (not in operation)										
40	Inverness Ry. and Coal Co.	283,015	13,318,966		91,442	164,437 25	164,437 25	131,466	185,386 71	110,050 71	60 91
41	Irondale, Bancroft and Ottawa	34,130	1,151,586	30,452		23,903 70	23,903 70	30,452	31,685 56	31,183 44	
42	Kaslo and Slocan, B.C.	6,108	124,355	21,051		8,942 78	8,942 78	21,051	19,003 80	37,398 18	31 73
43	Kent Northern					9,753 34	9,753 34		17,495 10	10,831 00	
44	Kettle River Valley										
45	Kingston and Pembroke	124,826	6,344,805	94,575	5,689	167,501 54	167,501 54	165,904	233,831 04	171,416 90	
46	Klondyke Mines	2,314	70,452	13,640		26,771 72	26,771 72	13,640	36,640 59	96,964 06	31 05
47	Lake Erie and Detroit River	2,365,056	211,157,627	26,147	470,538	1,275,861 86	1,275,861 86	832,838	1,524,609 93	1,073,422 34	229 22
48	Liverpool and Milton	14,700	66,150	2,808		6,239 84	6,239 84	2,808	7,451 84	5,736 92	
49	Lutbinière and Megantic	55,712	803,445	18,360		29,227 59	29,227 59	18,360	34,161 56	26,184 08	30 00
50	Magametawan River	13,581									
51	Manitoulin and North Shore	290,755	3,195,291	8,505	6,374	58,068 87	58,068 87	14,879	60,453 12	38,151 90	13 00
52	Massawippi Valley	481,960	13,803,631	18,012	102,684	118,501 76	118,501 76	198,994	191,825 38	168,793 39	38 41
53	Montreal and Atlantic	907,378	47,771,985	158,928	232,364	553,271 18	553,271 18	529,465	787,843 71	644,223 66	184 40
54	Montreal and Province Line	84,435	1,942,841	28,808	25,016	42,986 37	42,986 37	95,223	94,200 83	74,540 68	58 60
55	Montreal and Vermont Junction	889,743	18,752,823		56,174	136,131 47	136,131 47	123,537	205,319 12	99,292 94	23 60
56	Morrissey, Fernie and Michcl.	473,558	5,824,763	14,689	9,980	74,290 51	74,290 51	24,669	90,250 60	70,213 73	6 15
57	Midland Ry. of Manitoba	120,450	617,180	6,468	539	8,355 69	8,367 69	7,163	10,084 67	31,471 35	23 42
58	Nelson and Fort Sheppard	30,945	1,001,922		17,282	41,857 51	43,050 74	63,333	81,395 10	127,920 10	60 12
59	New Brunswick Coal & Ry. Co.	40,358	2,018,656	51,542		22,634 44	22,634 44	51,542	40,502 19	40,659 90	58 00
60	New Brunswick and Prince Edward	29,259	438,885	22,104	24,192	20,193 34	20,193 34	50,008	30,859 02	23,745 89	36 00

61	New Brunswick Southern	27,183	852,939	59,300		24,824 05	24,824 05	59,300	40,745 04	47,940 29	
62	New Westminster Southern	67,438	1,205,020	14,708	10,212	23,020 30	23,020 30	72,300	109,038 09	89,927 59	25 58
63	Nosbonsing and Nipissing	26,966	148,478		13,500	34,279 20	34,279 20	13,500	34,279 20	34,279 20	
64	Nova Scotia Steel and Coal Co.	8,578				3,576 83	3,576 83		5,624 33	13,883 87	
65	Orford Mountain	29,248	438,720	11,856	1,112	18,512 70	28,512 70	44,393	25,282 32	30,070 29	48 10
66	Ottawa and New York	100,700	3,762,260		38,254	53,711 39	55,348 82	116,368	124,810 46	123,133 23	58 80
67	Phillipsburg Ry. & Quarry Co.	4,885				1,380 00	1,380 00		1,380 00	5,710 14	
68	Pontiac and Renfrew (not in operation)										
69	Princeton Branch of Washington Co. Ry (U.S.)	86,736	442,354	6,365	56	11,165 76	11,165 76	9,999	20,553 57	5,496 99	5 10
70	Qu'Appelle, Long Lake & Saskatchewan (C. N. R.)										
71	Quebec Central	580,876	42,176,068	200,914	180,921	611,438 60	611,438 60	590,851	922,444 46	618,883 41	222 00
72	Quebec and Lake St. John	344,820	38,969,405	27,756	135,593	365,045 41	365,045 41	363,630	601,619 68	395,715 52	273 21
73	Quebec and New Brunswick (under construction)										
74	Quebec Ry. Light and Power Co., Ltd.	84,897	1,331,680		24,950	39,585 03	39,585 03	289,743	185,493 78	130,297 80	37 00
75	Quebec Montreal and Southern	398,091	10,147,807	93,449	14,412	144,506 69	144,506 69	201,984	264,927 53	252,137 03	
76	Red Mountain	93,064	846,882	5,111	6,921	21,799 12	22,054 41	12,854	38,195 72	35,201 68	9 50
77	Rutland and Noyan	239,152	810,725		2,829	8,722 09	8,722 09	7,473	15,710 44	8,887 73	3 39
78	Salisbury and Harvey	63,389				25,492 56	25,492 56		36,694 43	37,754 92	
79	Schouberg and Aurora	2,800	40,320		3,840	4,616 75	4,616 75	22,070	10,307 14	11,258 13	
80	Stanstead, Shefford & Chambly	891,726	2,999,538	18,247	25,382	53,480 22	53,480 22	88,632	82,447 26	62,807 51	43 00
81	St. Clair Tunnel					252,003 00	252,003 00		311,809 00	146,367 51	2 25
82	St. John Valley & River du Loup (under construction)										
83	St. Lawrence and Adirondack	530,358	16,911,290		74,127	179,387 23	180,397 84	216,142	323,088 85	195,640 25	54 82
84	Sydney and Louisburg	3,273,183	57,105,680		87,672	382,413 68	382,413 68	120,789	402,676 59	399,299 70	39 30
85	Temiscouata	113,845		69,609	11,957	110,707 58	110,707 58	154,392	172,195 15	135,645 16	113 00
86	Temiskaming and Northern Ontario	313,530	19,619,604	11,575	155,076	297,875 92	297,875 92	311,531	678,097 28	503,161 36	134 00
87	Thousand Islands	38,763	231,978		35,004	26,104 99	26,104 99	35,604	40,667 05	25,071 82	6 33
88	Toronto, Hamilton and Buffalo	988,475	41,677,789	5,484	149,383	566,544 87	566,544 87	390,918	853,986 31	538,206 21	83 67
89	Vancouver, Victoria & Eastern	525,578	14,017,098	1,774	40,073	227,569 53	227,934 94	68,147	325,857 74	178,881 54	64 43
90	Vancouver, Westminster and Yukon	57,172	660,793	4,572	8,526	52,980 16	52,980 16	42,504	91,957 47	63,138 69	14 81
91	Victoria and Sidney	19,193	261,711	11,870		13,750 65	13,772 15	24,739	32,186 00	23,147 88	16 26
92	Victoria Terminal Ry. and Ferry Co.	27,843	109,338	6,913		6,898 91	6,898 91	7,825	11,825 83	12,805 07	18 38
93	Wellington Colliery (Ladysmith Ry.)	455,733	4,529,986	18,667		36,839 22	36,839 22	37,334	37,333 87	37,333 87	9 94
94	Wellington Colliery Co.	2,801	30,111			2,778 77	2,778 77	4,504	5,169 57	34,400 84	
95	Wabash Ry. Co., in Canada	1,314,791	322,596,769	13,819	882,566	1,741,205 54	1,755,709 07	1,619,228	2,538,011 10	1,930,587 89	244 30
96	York and Carleton	17,027		6,356		1,707 31	1,707 31	6,356	2,584 10	3,780 75	
Total		63,866,135	11,687,711,830	5,971,414	38,923,890	95,247,090 81	95,738,079 21	75,115,765	146,738,214 68	103,748,677 27	

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

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p. c.	Miles.	Miles.	Miles.	p. c.	Miles.	Miles.
1	Alberta Railway and Irrigation Co.				47,728	15,466			63,194	3,820
2	Albert Southern (not in operation)									
3	Algoma Central and Hudson Bay Co.	1,303			28,921	7,548			37,772	13,009
4	Atlantic and Lake Superior	9,500			55,300	18,700			83,500	
5	Atlantic, Quebec and Western (under construction)									
6	Bay of Quinté				229,770				229,770	
7	Bedlington and Nelson				2,328				2,328	99
8	Beersville Coal and Railway Co.				5,008				5,008	
9	British Yukon	498			53,634	3,956	3,740	6.49	58,088	8,116
10	Brockville, Westport and Northwestern	30,150			28,090	295			58,535	
11	Bruce Mines and Algoma (not in operation)									
12	Buctouche and Moncton				20,032				20,032	
13	Brandon, Saskatchewan and Hudson Bay	140			1,170	3,813			5,123	3,421
14	Canada Coals and Railway Co.				14,040	7,032			21,072	
15	Canada Southern	1,679,359				2,151,776			3,831,135	173,769
16	Canadian Govt. Railways—									
	Intercolonial	2,678,249	70,144	2.62	504,245	3,690,468	306,640	7.31	6,872,962	329,866
	Prince Edward Island				334,014		11,398	3.41	334,014	43,600
17	Canadian Northern	1,185,080	22,592	1.90	265,510	2,013,782	40,543	17	3,464,372	245,497
18	Canadian Northern Ontario	106,449			31,248				137,692	27,908
19	Canadian Northern Quebec	211,405				217,563			428,968	
20	Canadian Pacific	2,213,413	173,611	1.42	1,299,887	17,721,206	542,621	2.85	31,234,506	1,173,285
21	Cape Breton				19,406				19,406	
22	Caraquet				44,650				44,650	1,250
23	Carillon and Grenville				2,860				2,860	
24	Central Ontario	23,960			120,192	36,308			180,460	
25	Crow's Nest Southern	32,391	71		26	29,098			61,515	5,212
26	Cumberland Railway and Coal Co.				785,670				785,670	
27	Dominion Atlantic	302,267			184,649	87,160			574,076	4,498
28	Edmonton, Yukon and Pacific (C.N.R.)									
29	Elgin and Havelock									
30	Esquimalt and Nanaimo	90,669				48,456	1,045	2.16	139,125	8,952
31	Grand Trunk—In Canada	7,604,217	101,559	1.34	610,598	8,958,771	889,434	9.29	17,173,586	1,042,872
32	Canada Atlantic (G. T. R.)	635,380	354	.05	107,959	853,256	15,718	1.61	1,596,595	208,861
33	Gulf Shore (in Caraquet Ry.)									

34	Halifax and Southwestern	120,555			124,887			245,442	12,715	
35	Hampton and St. Martins				13,140			13,140		
36	Hereford	33,612	130	39	21,506	24,803	4,730	10 25	79,721	1,896
37	Indian River (not in operation)									
38	International of N. Brunsw'k (not in operation)									
39	Inverness Railway and Coal Co.	40,024				91,442			131,466	38,940
40	Iroindale, Bancroft and Ottawa				30,452				30,452	
41	Kaslo and Slocum				21,051				21,051	
42	Kent Northern									
43	Kettle River Valley									
44	Kingston and Pembroke	65,640			94,575	5,689			165,904	
45	Klonilyke Mines				13,040				13,040	
46	Lake Erie and Detroit River	336,153	117		26,147	470,538	18,097		832,838	22,190
47	Liverpool and Milton				2,808				2,808	
48	Lotbinière and Megantic				18,360				18,360	
49	Maganetawan River (G. T. R.)									
50	Manitoulin and North Shore				8,505	6,374			14,879	173
51	Massawippi Valley	78,298	476		18,012	102,684	9,538	4 79	198,994	41,930
52	Montreal and Atlantic	138,173	619	45	158,928	232,364	10,860	2 78	529,465	14,465
53	Montreal and Provincial Line	41,399			28,808	25,016			95,223	6,378
54	Montreal and Vermont Junction	67,353				56,174			123,537	3,397
55	Morrissey, Fernie and Michel, B.C.				14,689	9,980			24,669	
56	Midland Railway of Manitoba	156			6,468	539			7,163	6,109
57	Nelson and Fort Sheppard	46,051				17,282			63,333	
58	New Brunswick Coal and Railway Co.				51,542				51,542	
59	New Brunswick and Prince Edward Island	3,712				24,192			50,008	
60	New Brunswick Southern					59,300			59,300	
61	New Westminster Southern	47,380			14,708	10,212			72,300	1,585
62	Nosbonsing and Nipissing					13,500			13,500	
63	Nova Scotia Steel and Coal Co.									
64	Orford Mountain	31,425			11,856	1,112			44,393	680
65	Ottawa and New York	78,114				38,254			116,368	1,864
66	Phillipsburg Railway and Quarry Co.									
67	Princeton Branch of Washington Co. Ry., U.S.A.	3,578			6,365	56			9,999	136
68	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.)									
69	Quebec Bridge and Approaches									
70	Quebec Central	209,022			200,914	180,921			590,857	168,278
71	Quebec and Lake St. John	200,371			27,756	135,503			363,630	
72	Quebec & New Brunswick (under construction)									
73	Quebec Railway, Light and Power Co.	264,793				24,950			289,743	
74	Quebec, Montreal and Southern	94,123			93,449	14,412			201,984	
75	Red Mountain	822	159		5,111	6,921	2,138		12,854	254
76	Rutland and Noyan	4,644				2,829			7,473	646
77	Salisbury and Harvey									
78	Schomberg and Aurora	18,230				3,846			22,076	
79	Stanstead, Shefford and Chambly	46,003			18,247	25,382			88,632	13,235
80	St. Clair Tunnel Yard and Approaches									
81	St. Lawrence and Adirondack	142,015	40			74,127	777		216,142	4,593

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

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p. c.	Miles.	Miles.	Miles.	p. c.	Miles.	Miles.
82	Sydney and Louisburg (Dominion Coal Co.)	33,117				87,672			120,789	
83	Temiscouata	72,826			69,609	11,957			154,392	
84	Temiscaming and Northern Ontario	147,880			11,575	155,076			314,531	
85	Thousand Islands				35,604				35,604	
86	Toronto, Hamilton and Buffalo	236,051			5,484	149,383			390,918	4,050
87	Vancouver, Victoria and Eastern	26,300	632		1,774	40,073	10,061		68,147	36,356
88	Vancouver, Westminster and Yukon	24,406			4,572	8,526			42,504	
89	Victoria Terminal Railway and Ferry Co	912			6,913				7,825	
90	Victoria and Sydney, B.C.	12,869			11,870				24,739	
91	Wellington Colliery (Ladysmith Ry.)	18,667			18,667				37,334	
92	Wellington Colliery Co	4,504							4,504	13,459
93	Wabash Railway Co—In Canada	722,843	3,230	0.44	13,819	882,566	7,662	7.88	1,619,228	465,154
94	York and Carleton				6,356				6,356	
	Final total	30,220,461	373,734		5,971,414	38,923,890	1,875,002		75,115,765	4,152,518

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

No.	NAME OF RAILWAY.	LOCOMOTIVES.					CARS IN PASSENGER SERVICE.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, ex- press, and postal.	Other cars in passenger service.	Total.
1	Alberta Railway and Irrigation Co	2	3	2	7		4									5
2	Algoma Central and Hudson Bay	1	6	12	19		5									9
3	Atlantic and Lake Superior	5			5			4								4
4	Bay of Quinté		7		7		8									10
5	Bedlington and Nelson		1		1		1						2			1
6	Beersville Coal and Railway Co.	1		1	2		1									1
7	British Yukon		11		11		10									13
8	Brockville, Westport and Northwestern	4			4		5						3			10
9	Buctouche and Moncton		2		2		2		2							4
10	Brandon, Saskatchewan and Hudson Bay	1			1		1									1
11	Canada Coals and Railway Co	2	1		3								1			1
12	Canada Southern	41	87	26	154		17	20	7	25	2		23			94
13	Canadian Government Railways—															
	Intercolonial	107	240	23	370		129	43	89	40	9	9	41	62	1	423
	Prince Edward Island		25	2	27		22	12	7				14			55
14	Canadian Northern	42	137	7	186	137	38	49	6	6	5	14	43			161
15	Canadian Northern Ontario	10	17		27	22	10	8					7			26
16	Canadian Northern Quebec	14	10	1	25	9	10	12	3				4			29
17	Canadian Pacific	369	799	128	1,296		445	149	86	195	72	16	152	306	8	1,431
18	Cape Breton	3			3		2							2		4
19	Caraguet	3			3		2									2
20	Carillon and Grenville	2			2		2	2								5
21	Central Ontario	10		1	11		7							4		11
22	Crow's Nest Southern	1	1		2		2	2								4
23	Cumberland Railway and Coal Co	4	2	1	7		4		3							7
24	Dominion Atlantic	12	12		24		22		11		1	2	16			52
25	Elgin and Havelock	1	1		2		2		1							2
26	Esquimaux and Nanaimo	2	5	1	8		5	4					3			14
27	Grand Trunk (Canada Atlantic)	15	41	5	61		15	7	7			2		7		40
28	Grand Trunk, in Canada	196	585	87	868	3	373	75	102	6	15	14	222			807
29	Halifax and Southwestern	11	6	1	18	8	15	5	2					8		30
30	Hampton and St. Martin's	1			1		1									2
31	Inverness Railway and Coal Co	2	4	1	7	1	2		1							4
32	Irondale, Bancroft and Ottawa	2		1	3				2					1		4
33	Kaslo and Slocan, B.C.		3		3			3								3

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

No.	NAME OF RAILWAY.	LOCOMOTIVES.					CARS IN PASSENGERS SERVICE.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
34	Keit Northern	1	1		2		1									1
35	Kingston and Pembroke		8		8		4	2	2							12
36	Klondyke Mines		3		3		1									3
37	Lake Erie and Detroit River	17	21	3	41	9	15	6	1					6		28
38	Liverpool and Milton	1			1				1							1
39	Lotbinière and Mégantic		3		3			1	1							2
40	Manitoulin and North Shore		1		1	1										1
41	Massawippi Valley	10			10		7							6		13
42	Montreal and Atlantic		12		12		12	11			2			3		24
43	Morrissey, Fernie and Michel, B.C.		2		2		5									5
44	Midland Railway Co. of Manitoba	2			2		2									2
45	Nelson and Fort Sheppard	1	1		2		1		1					1		3
46	New Brunswick Coal and Railway Co.		5		5		1		2							3
47	New Brunswick and Prince Edward Island		3		3		2	1								3
48	New Brunswick Southern		2		2		1		1							2
49	New Westminster Southern	1	1		2		3	2								5
50	Noshonong and Nipissing		1		1											1
51	Nova Scotia Steel and Coal Co.		1		1				1							1
52	Orford Mountain	3			3		1		2							3
53	Phillipsburg Railway and Quarry Co.	1			1				1							1
54	Quebec Central		22		22		13	6	1							20
55	Quebec and Lake St. John	11	10	2	23		9	9								30
56	Quebec Railway, Light and Power Co.	5			5		9	16	2			5				35
57	Quebec, Montreal and Southern		11		11		8		3							15
58	Red Mountain	2			2		2		2							4
59	Salisbury and Harvey		3		3		1									3
60	Schonberg and Aurora	1			1				2							2
61	St. Clair Tunnel		4		4											4
62	St. Lawrence and Adirondack	4	5		9	5	4	2	1							11
63	Sydney and Louisburg (Dominion Coal Co.)	2	13	10	25		2	1	3							6
64	Temisconata	6			6		2	2	2							6
65	Temiskaming and Northern Ontario	6	8	2	16		14	16								30
66	Thousand Islands	2			2				1							1
67	Toronto, Hamilton and Buffalo	8	9	3	20		9	3	4					3		19
68	Vancouver, Victoria and Eastern	6			6		2	2	2							6

69	Vancouver, Westminster and Yukon			2		2		1		1							
70	Victoria and Sidney, B.C.			2		2		2		1							
71	Victoria Terminal Railway and Ferry Co.			1		1		1		1							
72	Wellington Colliery (Ladysmith Railway)			1	6	7										6	
73	Wellington Colliery Co.				6	6				1							1
74	Wabash Railway Co., in Canada	10	42	2		54				3			1	13			3
75	York and Carleton			2		2				1							
Final total		964	2,206	334	3,504	195	1,300	472	405	272	105	63	212	782	31		3,642

Number.	NAME OF RAILWAY.	CARS IN FREIGHT SERVICE.							CARS IN COMPANY'S SERVICE.					Total cars in service.	Cars leased.	Fast freight line ser-vice.	
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.				Other road.	Total.
1	Alberta Railway and Irrigation Co.	4	10		50				64	2		3	4	9	78		
2	Albert Southern (not in operation)																
3	Algoma Central and Hudson Bay	34	389		26			411	860	1	2	12	20	35	904		
4	Atlantic and Lake Superior	4						10	14			1		1	19		
5	Atlantic, Quebec and Western (under construction)																
6	Bay of Quinté	18	126						144		20	2	3	25	179		
7	Bedlington and Nelson	2							2						3		
8	Beersville Coal and Railway Co.	1	1						2						3		
9	British Yukon	97	76	33	12		4	222	222	1	1	8	3	13	248		
10	Brockville, Westport and North-western	8	4	2	4				18				2	2	30		
11	Bruce Mines and Algoma (not in operation)																
12	Buctouche and Moncton	5	37						42						46		
13	Brandon, Saskatchewan & Hudson Bay								16						17		
14	Canada Coals and Railway Co.	2			5				7						8		
15	Canada Southern	1,513	185	53	50	35		1,836	1,836			3	76	111	2,120		
16	Canadian Govt. Railways																
	Intercolonial	5,996	2,780	123	1,624	25	109	50	10,707	7	130		119	21	277	11,407	
	Prince Edward Island	260	147	21	22		3	4	457	2			19	21	533		
17	Canadian Northern	5,186	984	121	48		52	160	6,551	6	3	9	97	110	225	6,937	6,276
18	Canadian Northern Ontario	100	383	2			1	36	516				9	1	10	522	302
19	Canadian Northern Quebec	539	215	48	69		5	30	906	1			15	90	106	1,041	331
20	Canadian Pacific	27,840	6,947	2,275	1,555	3	926	859	40,405	35	1,150	36	722	922	2,865	44,701	400
21	Cape Breton		50						50						54		
22	Caraquet	5	25						30						32		

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

Number.	NAME OF RAILWAY,	CARS IN FREIGHT SERVICE.							CARS IN COMPANY'S SERVICE.					Total cars in service.	Cars leased	Fast freight line service.	
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Demick.	Caboose.				Other road.	Total.
23	Carillon and Grenville.....		2					1	3						8		
24	Central Ontario.....	53	141	1	10				205	1			5	6	222		
25	Crow's Nest Southern.....	51	17						68						72		
26	Cumberland Railway and Coal Co.	2	33		485				520			1		1	528		
27	Dominion Atlantic.....	191	235	14	25				465			4	4	8	525		
28	Edmonton, Yukon and Pacific (C. N. R.).....																
29	Elgin and Havelock.....		7	1					8						10		
30	Esquimalt and Nanaimo.....	12	63	1	10				86		8	1	4	16	116		
31	Grand Trunk (Canada Atlantic)....	1,897	383	57	87		25		2,449	1	3	1	25	63	93	2,582	
32	Grand Trunk (in Canada).....	17,954	4,734	1,812	3,487	68	607		28,662	10	700	22	346	813	1,891	31,360	
33	Gulf Shore (in Caraquet).....																
34	Grand Trunk Pacific.....	3,700							3,700						3,700		
35	Halifax and South-western.....	44	275	2	3	1			325			4	13	17	372	82	
36	Hampton and St. Martin's.....	1	6						7						9		
37	Hereford.....																
38	Indian River (not in operation)....																
39	International of New Brunswick (not in operation).....																
40	Inverness Railway and Coal Co.....	8	29		98				135			3	5	8	147		
41	Irondale, Bancroft and Ottawa.....	2	30						32						34		
42	Kaslo and Slocan (B.C.).....	26	7		9				42			1	5	6	51		
43	Kent Northern.....	1	1						2						3		
44	Kettle River Valley.....																
45	Kingston and Pembroke.....	7	43					2	52	1	1		1	3	67		
46	Klondike Mines.....	7	16						23						25		
47	Lake Erie and Detroit River.....	242	30	35	567		2		876			13	7	20	924	828	
48	Liverpool and Milton.....	1	10						11						12		
49	Lotbinière and Megantic.....	2	25						27						29		
50	Maganetawan River.....																
51	Manitoulin and North Shore.....																
52	Massawippi Valley.....	350	150						500			3	2	5	518		
53	Montreal and Atlantic.....	301	218	38			1		558			12	57	69	655	100	
54	Montreal and Province Line.....																
55	Montreal and Vermont Junction.....																
56	Morrissey, Fernie and Michel.....	1	1		55				57			1		1	63		

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

Number.	NAME OF RAILWAY.						
	BOX CARS.		FLAT CARS.		STOCK CARS.		
	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	
	Tons.	Tons.	Tons.		Tons.		
1	Alberta Railway and Irrigation Co.	4	80	10	200		
2	Algoma Central and Hudson Bay	34	1,195	339	14,215		
3	Atlantic and Lake Superior	4	60	10	150		
4	Bay of Quinté	18	370	126	2,820		
5	Beersville Coal and Railway Co.	1	15	1	15		
6	British Yukon	97	1,868	76	1,448	33	660
7	Brockville, Westport and Northwestern	8	200	4	80	2	80
8	Buctouche and Moncton	5	100	37	605		
9	Canada Coals and Railway Co.	2	20				
10	Canada Southern	1,513	50,220	185	4,280	53	1,060
11	Canadian Government Railways—Intercolonial Prince Edward Island.	5,996	164,315	2,780	63,030	123	2,525
		260	2,600	147	1,470	21	210
12	Canadian Northern	5,186	153,930	984	29,520	121	3,490
13	Canadian Northern Ontario	100	3,000	383	11,490	2	60
14	Canadian Northern Quebec	539	15,740	215	5,665	48	1,200
15	Canadian Pacific	27,840	775,275	6,947	208,185	2,275	60,945
16	Cape Breton			50	1,500		
17	Carquet	5	75	25	375		
18	Central Ontario	53	1,270	141	3,420	1	20
19	Cumberland Railway and Coal Co.	2	40	33	430		
20	Dominion Atlantic	191	3,955	235	5,385	14	245
21	Elgin and Havelock			7	20	1	10
22	Esquimaux and Nanaimo	12	240	63	1,333	1	20
23	Grand Trunk (Canada Atlantic)	1,897	51,420	383	9,890	57	1,500
24	Grand Trunk, in Canada	17,954	474,505	4,734	118,475	1,812	46,595
25	Grand Trunk Pacific	3,700	111,000				
26	Halifax and Southwestern	44	1,210	275	7,200	2	40
27	Hampton and St. Martin's	1	15	6	120		
28	Inverness Railway and Coal Co.	8	160	29	870		
29	Irondale, Bancroft and Ottawa	2	40	30	600		
30	Kaslo and Slocan, B.C.	26	520	7	140		
31	Kent Northern	1	12	1	12		
32	Kingston and Pembroke	7	140	43	860		
33	Klondyke Mines	7	165	16	240		
34	Lake Erie and Detroit River	242	6,710	30	750	35	700
35	Liverpool and Milton	1	5	10	50		
36	Lotbinière and Mégantic	2	30	25	750		
37	Montreal and Atlantic	301	5,395	218	5,565	38	840
38	Morrissey, Fernie and Michel, B.C.	1	20	1	14		
39	New Brunswick Coal and Railway Co.	6	160	55	1,350		
40	New Brunswick and Prince Edward Island	4	70	41	615		
41	Nosbonsing and Nipissing			58	290		
42	Orford Mountain			13	260		
43	Phillipsburg Railway and Quarry Co.			1	10		
44	Quebec Central	308	7,415	325	7,350	49	1,215
45	Quebec and Lake St. John	369	10,870	281	6,770	22	525
46	Quebec Railway, Light and Power Co.	17	340	49	980		
47	Red Mountain	9	180	6	120		
48	Salisbury and Harvey	3	30	29	435	1	10
49	Schomberg and Aurora			15	150		
50	Sydney and Louisburg (Dominion Coal Co.)	16	320	66	1,020		
51	Temiscouata	39	780	61	1,320		
52	Temiskaming and Northern Ontario	50	1,500	347	10,410	10	300
53	Thousand Islands			1	20		
54	Toronto, Hamilton and Buffalo	48	1,440	91	2,580	10	300
55	Vancouver, Victoria and Eastern						
56	Vancouver Copper Co.			2	20		
57	Wellington Colliery Co. (Ladysmith Railway)			17	175		
58	York and Carleton	1	20	4	120		
	Final total	66,934	1,848,980	20,118	535,167	4,731	122,550

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

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
50	1,000							64	1,280	1
26	790					411	14,405	860	30,605	2
								14	210	3
								144	3,190	4
								2	30	5
12	240			4	80			222	4,296	6
4	80							18	440	7
								42	705	8
5	50							7	70	9
50	1,140	35	710					1,836	57,410	10
1,624	19,983	25	625	109	2,955	50	1,500	10,707	254,933	11
22	330			3	30			453	4,640	
48	1,920			1,552	1,560	160	6,400	6,551	196,826	12
				1	30	30	120	516	14,700	13
69	1,725			5	125	30	1,200	906	25,655	14
1,555	61,310	3	60	926	24,765	859	22,700	40,405	1,153,240	15
								50	1,500	16
								30	450	17
10	400							205	5,110	18
485	5,805							520	6,275	19
25	500					8	140	473	10,225	20
								8	30	21
10	300							86	1,893	22
87	3,080			25	750			2,449	66,640	23
3,487	139,635	68	1,198	607	18,090			28,632	798,498	24
								3,700	111,000	25
3	45	1	30					325	8,525	26
								7	135	27
98	2,940							135	3,970	28
								32	640	29
9	180							42	840	30
								2	24	31
						2	40	52	1,040	32
								23	345	33
567	16,220			2	60			876	24,440	34
								11	55	35
				1	30			27	780	36
55	1,650							558	11,830	37
10	250							57	1,684	38
								71	1,760	39
								43	685	40
						1	5	59	295	41
								13	260	42
								1	10	43
				6	180			688	16,160	44
69	1,405			4	90			745	19,660	45
14	280							80	1,600	46
								15	300	47
								33	475	48
								15	150	49
1,430	26,000							1,512	27,340	50
								100	2,100	51
								407	12,210	52
								1	20	53
								149	4,320	54
						250	12,500	250	12,500	55
						8	80	10	100	56
236	4,390					11	110	264	4,665	57
								5	140	58
10,060	291,638	132	2,623	1,745	48,745	1,820	59,200	105,540	2,908,903	

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

Name of Railway.	BRIDGES.											
	STONE.			IRON.			WOODEN.					
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	
Alberta Ry. and Irrigation Co.									4	615 0	80 0	300 0
Albert Southern.....												
Algoma Central and Hudson Bay.....				2	473 0	290 0	423 0					
Atlantic and Lake Superior.....				5	1,277 0	40 0	500 0					
Atlantic, Quebec and Western (under construction).												
Bay of Quinté.....									1	75 0		
Bedlington and Nelson.....												
Beersville Coal and Ry. Co.												
British Yukon.....												
Brockville, Westport and Northwestern.....				1	69 0	69 0	69 0	31	306 0	3 0	65 0	
Bruce Mines and Algoma.....												
Buctouche and Moncton.....												
Brandon, Saskatchewan & Hudson Bay.....									1	252 0		
Canada Coals and Ry. Co.....									2			
Canada Southern.....	32	645 9	8 0	93 0	47	6,027 5	11 0	1,735 0	3	263 0	9 6	145 6
Canadian Government Railways—												
Intercolonial.....					*396	37,071 0	10 0	1,785 6	94	4,583 2	12 0	497 0
Prince Edward Island.....					44	4,858 0	12 0	2,520 0	14	252 0	12 0	30 0
Canadian Northern.....					11	10,690 2	762 0	2,216 5	36	4,175 8	30 0	383 9
Canadian Northern, Ontario.....					20	2,314 0	20 0	223 0				
Canadian Northern, Quebec.....					20	5,251 7	20 0	1,416 6				
Canadian Pacific.....	57	3,267 0	10 0	172 0	{ 594 110*	{ 81,492 4 19,778 6	{ 10 0 23 0	{ 3,654 0 629 0	1698	71,300 5	3 0	1,878 0
Cape Breton.....												
Caruquet.....									9	1,775 0	50 0	400 0
Carillon and Grenville.....												
Central Ontario.....					10	1,034 0	34 0	490 0	1	45 0	45 0	
Crows Nest Southern.....									3	804 0	44 0	450 0
Cumberland Ry. and Coal Co.....					5				1			

*Steel.

Dominion Atlantic...					17	4,074 8	29 0	1,207 3	7	2,263 0	40 0	586 0
Edmonton, Yukon and Pacific.....												
Elgin and Havelock.....												
Esquimalt and Nanaimo.....					4	351 0	32 0	233 0	12	413 0	4 0	160 0
Grand Trunk.....	90	1,498 0	4 0	49 0	1,074	101,822 8	8 0	6,594 0	276	14,030 4	10 0	560 0
" (Canada Atlantic).....					69	10,743 4	19 6	3,930 0	75	13,197 1	14 0	784 0
Gulf Shore.....												
Halifax and South Western.....	2	17 0	6 0	11 0	48	4,337 6	16 0	406 0	114	1,589 0	8 0	56 0
Halifax and St. Martins.....												
Howford.....					6	292 8	23 0	71 6	4	637 1	40 6	318 6
Hillcrest Ry., Coal and Coke Co.....									2	600 0		300 0
International of New Brunswick.....					9	525 0	20 0	120 0	5	52 0	8 0	14 0
Inverness Ry. and Coal Co.....					1	90 0			16	575 0		
Iroquois, Bancroft and Ottawa.....									15	2,397 0	48 0	395 0
Kaslo and Slocan.....												
Kent Northern.....	1	20 0										
Kettle River Valley.....												
Kingston and Pembroke.....					10	448 0	24 0	105 0	78	753 0	4 0	47 0
Klondyke Mines.....					2	486 11	80 0	406 11				
Lake Erie and Detroit River.....					9	3,217 0	55 0	1,215 0				
Liverpool and Milton.....									1	210 0		
Lotbiniere and Megantic.....					1	34 0		34 0				
Magnetawan River.....												
Manitoulin and North Shore.....					3	304 3	183 0	51 3	11	2,223 0	26 0	403 0
Massawippi Valley.....	1	12 0							11	391 8	10 0	141 0
Montreal and Atlantic.....					18	1,531 0	25 0	287 0	5	1,115 0	47 4	387 9
Montreal and Province Line.....					1	94 0	94 0	94 0	12	955 0	8 0	724 9
Montreal and Vermont Junction.....					1	289 3½	289 3½	280 3½	1	25 0	25 0	25 0
Morrissey, Fernie and Michel, B.C.....									2	430 0	30 0	
Midland of Manitoba.....									1	400 0		
Nelson and Fort Sheppard.....									37	5,122 0	12 6	
New Brunswick Coal and Ry. Co.....					2	320 0	100 0	220 0	6	793 0	17 0	150 0
New Brunswick and Prince Edward Isld.....									7	1,035 0	52 0	350 0
New Brunswick Southern.....					4	255 0	33 0	100 0	32	1,278 0	8 0	242 0
New Westminster Southern.....									1	70 0		
Nosbonsing and Nipissing.....												
Nova Scotia Steel and Coal Co.....												
Oxford Mountain.....									9	382 0	20 0	80 0
Ottawa and New York.....					3	2,566 0	150 0	2,236 0				
Philipsburg Ry. and Quarry Co.....												
Princeton Branch of Washington Co. Ry., U.S.A.....					3	1,013 8	253 1	468 8				
Qu'Appelle, Long Lake & Saskatchewan.....					1	1,014 0	1,014 0	1,014 0				
Quebec Bridge and Approaches.....												
Quebec Central.....					26	2,286 0	17 6	515 0				
Quebec and Lake St. John.....					26	3,569 0	24 0	220 0	1	77 0		
Quebec and New Brunswick.....												
Quebec Ry. Light and Power Co.....												
Quebec, Montreal and Southern.....												
Red Mountain.....									6	1,228 3½	14 3	352 0

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

NAME OF RAILWAY.	BRIDGES.											
	STONE.				IRON.				WOODEN.			
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	
Rutland and Noyan.....												
Salisbury and Harvey.....									13	185 0		
Schomberg and Aurora.....												
Stanstead, Shefford and Chambly.....				1	112 6	112 6	112 6		5	549 0	14 0	334 0
St. Clair Tunnel Yard and Approaches.....												
St. Lawrence and Adirondack.....				10	1,318 0	33 0	598 0					
Sydney and Louisburg (Dom. Coal Co.).....				11	567 0	12 0	330 0					
Temiscouata.....				5	834 0	54 6	292 0					
Temiscaming and Northern Ontario.....				9	1,518 8	28 0	650 8					
Thousand Islands.....				5	795 1	103 0	250 4					
Toronto, Hamilton and Buffalo.....				10	1,426 5	15 6	480 0		3	710 0	100 0	400 0
Vancouver, Victoria and Eastern.....												
Vancouver, Westminster and Yukon.....												
Victoria and Sydney, B.C.....												
Vancouver Copper Co's. Ry.....												
Wellington Colliery Co.....												
York and Carleton.....												
Totals.....	183			2,654					2,666			

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

NAME OF RAILWAY.	BRIDGES.								TRESTLES.			
	COMBINATION.				TOTAL.				No.	Aggregate Length.	Minimum Length.	Maximum Length.
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.				
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.				
Alberta Ry. and Irrigation Co.					4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0
Albert Southern (not in operation)												
Algoma Central and Hudson Bay.	2	991 0	481 0	510 0	4	1,464 0						
Atlantic and Lake Superior	2	950 0	450 0	500 0	7	1,277 0			9	1,346 0	50 0	350 0
Atlantic, Quebec and Western (under construction.)												
Bay of Quinte.	13	1,070 0	24 0	200 0	13	1,070 0	24 0	200 0				
Bedlington and Nelson.					1	75 0			12	3,398 0	65 0	767 0
Beersville Coal and Railway Co.												
British Yukon.	1	150 0			1	150 0			30	2,522 40	16 0	702 40
Brockville, Westport and Northwestern.	19	179 0	6 0	12 0	51				2	1,275 0	575 0	706 0
Bruce Mines and Algoma												
Buctouche and Moncton					1							
Brandon, Saskatchewan and Hudson Bay					1	252 0			28	3,126 0	56 0	420 0
Canada Coals and Railway Co.					2							
Canada Southern					82				35	2,215 0	9 0	508 0
Canadian Govt. Rys.—Intercolonial					490	41,654 2			22	9,669 0	41 0	2,964 0
Prince Edward Island.					58	5,110 0						
Canadian Northern					47	14,865 10			1,554	163,279 0	8 0	3,750 0
Canadian Northern Ontario.	2	49 0	22 0	27 0	22	2,363 0			81	9,983 0	15 0	675 0
Canadian Northern Quebec.	11	8,460 0	16 0	3,485 0	31	13,711 0			34	4,137 0	12 0	450 0
Canadian Pacific.	6	1,766 6	23 0	1,158 0	2,465	177,604 9			1,499	224,455 11	5 0	9,640 0
Cape Breton.	4	509 0	33 0	370 0	4	509 0	33 0	370 0	1	200 0		
Caracquet					9	1,775 0	50 0	400 0				
Carillon and Grenville.												
Central Ontario.					11	1,034 0	45 0	490 0				
Crow's Nest Southern					3	804 0	44 0	450 0	13	3,589 0	14 0	1,712 0
Cumberland Coal and Railway Co.					6							
Dominion Atlantic.					24	4,074 8	29 0	1,207 3	29	8,418 0		
Edmonton, Yukon and Pacific.												
Elgin and Havelock.												
Esquimalt and Nanaimo.	1	216 0			17	980 0			32	6,693 0	15 0	989 0

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

NAME OF RAILWAY.	BRIDGES.								TRESTLES.							
	COMBINATION.				TOTAL.				No.	Aggregate Length.	Minimum Length.	Maximum Length.				
	No.	Aggregate Length.		Minimum Length.		No.	Aggregate Length.						Minimum Length.	Maximum Length.		
		Ft.	In.	Ft.	In.		Ft.	In.							Ft.	In.
Grand Trunk	25	4,075	0	21	0	637	0	1,465	111,426	0						
Canada Atlantic (G. T. R.)	4	827	0	100	0	371	0	148	24,767	5						
Gulf Shore (included in Caraquet Ry.)																
Halifax and Southwestern								164	5,943	6						
Hampton and St. Martin's																
Hereford								10	929	0	2	475	9	119	9	
Hillcrest Railway Coal and Coke Co.								2	300	0				600	0	
International of New Brunswick																
Inverness Railway and Coal Co.								14	577	0	14	2,139	0	48	0	
Irondale, Bancroft and Ottawa								17	575	0	1	1,800	0		420	0
Kaslo and Slocan								15	2,397	0						
Kent Northern								1	20	0						
Kettle River Valley																
Kingston and Pembroke								88	1,201	0	3	423	0	36	0	
Klondyke Mines								2	486	11	15	2,965	6	32	0	
Lake Erie and Detroit River								9	3,217	0	103	2,378	8	8	0	
Liverpool and Milton								1	210	0					245	0
Lotbinière and Mégantic								1	34	0	1	600	0			
Maganetawan River	1	215	0	215	0	215	0	1	215	0	1	162	0	162	0	
Manitoulin and North Shore								14	2,527	3						
Massawippi Valley								12	463	8	7	878	5	40	0	
Montreal and Atlantic								23	2,646	0	459	8,687	8	5	0	
Montreal and Province Line								13	1,049	3	39	1,119	0	6	0	
Montreal and Vermont Junction								2	289	3½	5				113	0
Morrissey, Fernie and Michel, B.C.								2	430	0	6	2,080	0	20	0	
Midland of Manitoba								1	400	0	49	5,949	0	28	0	
Nelson and Fort Sheppard	1	530	0			530	0	38	5,702	0					900	0
New Brunswick Coal and Ry. Co.								8	1,113	0					602	0
New Brunswick and Prince Edward Island								7	1,035	0					500	0
New Brunswick Southern								36	1,533	0					220	0
New Westminster Southern								1	70	0	4	1,402	0	11	0	

Nosbonsing and Nipissing.....												
Nova Scotia Steel and Coal Co.....												
Orford Mountain.....					9	382 0	20 0	80 0	5	460 0	40 0	240 0
Ottawa and New York.....					3	2,566 0	150 0	2,236 0	18	1,805 0	30 0	400 0
Philipsburg Ry. and Quarry Co.....												
Princeton Branch of Washington Co. Ry., U.S.A.....					3	1,013 8	253 1	468 8	1	48 0	48 0	48 0
Qu'Appelle, Long Lake & Saskatchewan.....					1	1,014 0	1,014 0	1,014 0	51	2,250 0	10 0	166 0
Quebec Bridge and Approaches.....												
Quebec Central.....					26	2,236 0			10	2,680 0	105 0	390 0
Quebec and Lake St. John.....					27	3,646 0			17	1,139 0	20 0	260 0
Quebec and New Brunswick.....												
Quebec Ry. Light and Power Co.....												
Quebec, Montreal and Southern.....												
Red Mountain.....					6	1,228 3	14 3	352 0				
Rutland and Noyan.....												
Salisbury and Harvey.....					13	185 0			2	15 0		
Schomberg and Aurora.....												
Stanstead, Shefford and Chambly.....					6	661 6			23	2,233 8	11 0	1,526 6
St. Clair Tunnel.....												
St. Lawrence and Adirondack.....					10	1,318 0	33 0	598 0	1	20 0		
Sydney and Louisburg (Dom. Coal Co.).....					11	567 0	12 0	330 0	4	680 0	150 0	380 0
Temiscouata.....	43	6,271 0	29 0	558 0	48	7,105 0						
Temiscamingue and Northern Ontario Ry.....					9	1,518 8	28 0	650 8	17	4,645 0	60 0	950 0
Thousand Islands.....					5	795 1	103 0	250 4				
Toronto, Hamilton and Buffalo.....	2	151 10	40 0	111 10	12	1,426 5	15 0	111 10	41	1,639 2	8 0	247 0
Vancouver, Victoria and Eastern.....					3	710 0	100 0	400 0	39	12,028 0	28 0	1,253 0
Vancouver, Westminster and Yukon.....									15	18,444 0	16 0	4,400 0
Victoria Terminal Ry. and Ferry Co.....									16	2,349 0	28 0	964 0
Victoria and Sidney, B.C.....									6	935 0	22 0	520 0
Vancouver Copper Co.....	20	1,000 00	15 00	300 00	20	1,000 00	15 0	300 0				
Wellington Colliery Co.....												
York and Carleton.....												
Total.....	157				5,660				4,389			

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

NAME OF RAILWAY.	TUNNELS.			OVERHEAD HIGHWAY CROSSINGS.								
	No.	Aggregate length.	Minimum length.	Maximum length.	Bridges.		Conduits.		Trestles.		Total.	
					No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
						Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
Alberta Ry. and Irrigation Co.												
Alberta Southern (not in operation)												
Algoma Central and Hudson Bay												
Atlantic and Lake Superior					3	21 0					3	21 0
Atlantic, Quebec & Western (under construction)					3	21 0					3	21 0
Bay of Quinte												
Bedlington and Nelson												
Beersville Coal and Ry. Co.												
British Yukon												
Brockville, Westport and Northwestern												
Bruce Mines and Algoma												
Buctouche and Moncton												
Brandon, Saskatchewan and Hudson Bay												
Canada Coals and Ry. Co.												
Canada Southern								17	21 0		17	21 0
Canadian Govt. Rys.—Intercolonial	1	150 0			33	18 9					33	18 9
" Prince Edward Island					2	16 6					2	16 6
Canadian Northern												
Canadian Northern Ontario					1	24 0		5	22 6		6	21 0
Canadian Northern Quebec												
Canadian Pacific	62	26,702 0	110 0	1,711 0	50	15 0		22	19 0		72	15 0
Cape Breton												
Caraquet												
Carillon and Grenville					1	16 0					1	16 0
Central Ontario												
Crow's Nest Southern	1	201 0										
Cumberland Ry. and Coal Co.												
Dominion Atlantic					5	22 0					5	22 0
Edmonton, Yukon and Pacific												
Elgin and Havelock												
Esquimaux and Nanaimo	1	145 0										
Grand Trunk	1	5,950 0	5,950 0	5,950 0	52	15 9½		178	17 4		230	15 9½

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

NAME OF RAILWAY.	TUNNELS.				OVERHEAD HIGHWAY CROSSINGS.											
	No.	Aggregate length.		Minimum length.		Maximum length.		Bridges.		Conduits.		Trestles.		Total.		
		Ft.	In.	Ft.	In.	Ft.	In.	No.	Height of lowest above rail.		No.	Height of lowest above rail.		No.	Height of lowest above rail.	
									Ft.	In.		Ft.	In.		Ft.	In.
Sydney and Louisburg (Dominion Coal Co.)							2	16	6					2	16	6
Temiscouata																
Temiscaming and Northern Ontario																
Thousand Islands																
Toronto, Hamilton and Buffalo	1	1,903	0								7	21	6	7	21	6
Vancouver, Victoria and Eastern	4	1,479	0	113	0	900	0				2	22	0	2	22	0
Vancouver, Westminster and Yukon																
Victoria Terminal Railway and Ferry Co.																
Victoria and Sydney, B.C.																
Vancouver Copper Co.																
Wellington Colliery Co.																
York and Carleton																
Total	72						161			1		239		401		

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

NAME OF RAILWAY.	OVERHEAD RAILWAY CROSSINGS.								TUNNELS.		TELEGRAPH.		
	Bridges.		Conduits.		Trestles.		Total.		No.	Height of lowest above rail.	Miles of line operated by		
	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.			Company.	Other Company.	
		Ft. In.		Ft. In.		Ft. In.		Ft. In.					
Alberta Railway and Irrigation Co.....											66 21		
Albert Southern.....													
Algoma Central and Hudson Bay.....													
Atlantic and Lake Superior.....													
Atlantic, Quebec and Western.....													
Bay of Quinté.....	2							2			20 00	59 00	
Bedlington and Nelson.....											23 87		
Beersville Coal and Railway Co.....													
British Yukon.....											90 32		
Brockville, Westport and Northwestern.....	1	32 5						1	32 5			45 00	
Bruce Mines and Algoma.....													
Buctouche and Moncton.....													
Brandon, Saskatchewan and Hudson Bay.....											69 44	69 44	
Canada Coals and Railway Co.....													
Canada Southern.....	2	21 4						2	21 4		3 79	343 80	
Canadian Government Railways—Intercolonial. Prince Edward Island.....	1	16 8						1	16 8				
Canadian Northern.....											263 90	206 20	
Canadian Northern Ontario.....	3	22 1						3	22 1		2,639 40		
Canadian Northern Quebec.....											149 00		
Canadian Pacific.....	18	14 6			3	17 2		21	14 6	62	17 2	43 00	10,615 00
Cape Breton.....													
Caraquet.....													
Carillon and Grenville.....													
Central Ontario.....	1	20 1½						1	20 1½				
Crows Nest Southern.....										1	22 0	52 48	
Cumberland Railway and Coal Co.....											32 00		
Dominion Atlantic.....											82 44	169 68	
Edmonton, Yukon and Pacific.....													
Elgin and Havelock.....													
Esquimalt and Nanaimo.....					2	20 8		2	20 8			78 00	

Nobonsing and Nipissing									
Nova Scotia Steel and Coal Co.									
Orford Mountain	1	55	0			1	55	0	
Ottawa and New York									60 00
Phillipsburg Ry. and Quarry Co.									5 10
Princeton Branch of Washington Co. Ry., U.S.A.									250 02
Qu'Appelle, Long Lake and Saskatchewan									
Quebec Bridge and approaches									
Quebec Central									
Quebec and Lake St. John									
Quebec and New Brunswick									
Quebec Railway, Light and Power Co.									
Quebec, Montreal and Southern									88 00
Red Mountain									88 00
Rutland and Noyan									55 00
Salisbury and Harvey									3 39
Schomberg and Aurora									46 00
Stanstead, Shefford and Chambly									43 00
St. Clair Tunnel, yard and approaches									
St. Lawrence and Adirondack									46 12
Sydney and Louisburg (Dominion Coal Co.)	1	16	5		1	16	6	2	16 6
Temiscouata									
Temiscaming and Northern Ontario	1	22	0			1	22	0	139 00
Thousand Islands									103 00
Toronto, Hamilton and Buffalo	2	18	8½			2	18	8½	79 88
Vancouver, Victoria and Eastern									77 47
Vancouver, Westminster and Yukon									14 81
Victoria Terminal Railway and Ferry Co.									
Vancouver Copper Co.	1	24	0			1	24	0	12 00
Wellington Colliery Co.									
York and Carleton									
Total	72			1		8			81
									21,693 11
									3,073 53

* Miles of wire.

7-8 EDWARD VII., A. 1908

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

Accidents resulting from the Movement

PASSEN

NAME OF RAILWAY.	KIND OF									
	COLLISIONS.		DERAILMENTS.		PARTING OF TRAINS.		LOCOMOTIVES OR CARS BREAKING DOWN.		FALLING FROM TRAINS, LOCOMOTIVES OR CARS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Canada Southern.....				1						
2 Canadian Northern.....				1						
3 Canadian Northern Quebec.....		1								
Canadian Govt. Rys.—										
4 Intercolonial.....		31		4		3			1	3
5 Canadian Pacific.....	26	31	14	30					1	11
6 Esquimalt and Nanaimo.....										
7 Grand Trunk, in Canada.....		26	3	82						18
8 Grand Trunk (Canada Atlantic).....		2		1						
9 Lake Erie and Detroit River.....		2		3						
10 Montreal and Vermont Junction.....										
11 Morrissey, Fernie and Michel.....										
12 Nelson and Fort Sheppard.....			4	5						
13 Quebec, Montreal and Southern.....										
14 Quebec Ry., Light and Power Co.....										
15 Stanstead, Shefford and Chambly.....										
16 St. Lawrence and Adirondack.....										1
17 Temiskaming and Northern Ontario.....										2
18 Toronto, Hamilton and Buffalo.....										1
Total.....	26	93	21	127		3			2	36

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

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

SESSIONAL PAPER No. 20b

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

of Trains, Locomotives or Cars.

GERS.

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

7-8 EDWARD VII., A. 1908

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

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

SESSIONAL PAPER No. 20b

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

MENT OF TRAINS, LOCOMOTIVES, OR CARS.

TRAINMEN.

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

* Not shown.

7-8 EDWARD VII., A. 1908

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

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

SESSIONAL PAPER No. 206

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

OF TRAINS, LOCOMOTIVES OR CARS.

TRACKMEN.

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

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

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

EMPLOYEES—SWITCH TENDERS

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

EMPLOYEES—

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

EMPLOYEES—

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

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

OF TRAINS, LOCOMOTIVES OR CARS.

STATION MEN.

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

CROSSING TENDERS AND WATCHMEN.

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

TELEGRAPH EMPLOYEES.

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

OTHER EMPLOYEES.

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

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TABLE 11, D. (*Concluded*).—Summary of Accidents to Persons
ACCIDENTS RESULTING FROM THE MOVEMENT
EMPLOYEES

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

SESSIONAL PAPER No. 20b

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

OF TRAINS, LOCOMOTIVES OR CARS.

SHOPMEN.

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

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

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.
OTHER PERSONS—TRESPASSING.

Number.	NAME OF RAILWAY.	KIND OF ACCIDENT.														Total Accidents to other Persons—Trespassing.				
		Collisions.		Derailments.		Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives, or Cars—						Other Causes		Killed.	Injured.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	At Highway Crossings.		At Stations.		At other points along Track.		Killed.	Injured.			
										Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	
1	Algoma Central and Hudson Bay																		1	
2	Bay of Quinté							1											1	
3	Canada Southern								2			8	1				2		10	3
4	Canadian Northern							1	1					4	2				5	3
5	Canadian Northern Quebec— Canadian Govt. Railways—													3	1			1	3	2
6	Intercolonial					1	1	2	2			2		12	7			2	17	12
7	Prince Edward Island																		1	
8	Canadian Pacific	1		1		8	7	6	2	1	5	4	7	2	41	5	4	1	73	21
9	Esquimalt and Nanaimo															2				2
10	Grand Trunk, in Canada					1	4	3	11	15	11	2	2	48	37			2	69	67
11	" (Canada Atlantic)														5				5	
12	Hereford											1							1	
13	Kingston and Pembroke																			1
14	Lake Erie and Detroit River																			3
15	Montreal and Atlantic						1													1
16	Morrissey, Fernie and Michel																			1
17	Nelson and Fort Sheppard																			1
18	New Brunswick Coal and Ry. Co.																			1
19	New Westminster Southern																			1
20	Quebec Central																			1
21	Stanstead, Shefford and Chambly																			4
22	St. Lawrence and Adirondack																			2
23	Sydney and Louisburg																			1
24	Temiskaming & Northern Ontario																			4
25	Vancouver, Westminster & Yukon																			2
	Final total	1		1		10	14	13	24	21	18	21	7	122	55	6	7	195	125	

OTHER PERSONS—NOT TRESPASSING.

1	Canada Southern.....	2						9	4				1	1	1	10	7
2	Canadian Northern.....		1	1									1	4	3	5	5
3	Canadian Northern Quebec.....												1			1	
4	Canadian Govt. Railways—																
	Intercolonial.....							2	5				1	1	1	3	7
5	Canadian Pacific.....	2			1			20	18	2	1	4	2			26	24
6	Central Ontario.....							1								1	
7	Grand Trunk, in Canada.....			3				14	19	1	2	4	8		8	19	40
8	" (Canada Atlantic).....							2		1						3	
9	Lake Erie and Detroit River.....								1						1		2
10	Massawippi Valley.....								1								1
11	Morrissey, Fernie and Michel.....									1							1
12	Quebec Central.....									1						1	
13	St. Lawrence and Adirondack.....								1								1
14	Temiskaming & Northern Ontario.....									1						1	
	Final Total.....	4	1	4	1			48	49	6	4	10	12	5	14	70	88

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

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

PASSENGERS AND OTHER PERSONS.

No.	Name of Railway.	Passengers.		Total Accidents to Passengers.		Other Persons.		Total Accidents to Other Persons.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Brockville, Westport and Northwestern.....		1		1				
2	Canadian Northern.....					1		1	
3	Canadian Government Rys.—								
	Intercolonial.....						1		1
4	Canadian Pacific.....	2		2			2		2
5	Grand Trunk, in Canada.....						2		2
6	Grand Trunk (Canada Atlantic).....						3		3
	Total.....		3		3	1	8	1	8

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

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

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

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

MEN AND SHOPMEN.

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

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

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

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

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

AND OTHER EMPLOYEES.

Total Accidents to Trackmen.		OTHER EMPLOYEES.										Total Accidents to other Employees.		S Z
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	
	13				3		1				2		6	1
	1									1		1		2
	11		7				6				4		17	3
										1		1		4
	6		3		1						2		6	5
2	30		12		3					3	17	3	32	6
	1										4		4	7
	15		3		5		10		1	1	75	1	94	8
	1				2		2						4	9
	2										1		1	10
	5		1										1	11
							1							12
	1													13
	2													14
					1								1	15
										1		1		16
2	88		26		15		20		1	7	105	7	167	

ELECTRIC RAILWAY STATISTICS

7-8 EDWARD VII., A. 1908

No. 1.—SUMMARY STATEMENT of Capital of Electric

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

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Railways for the Year ended June 30, 1907.

PREFERENCE SHARE CAPITAL.			BONDED DEBT.		
Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
			30,000 00	30,000 00	30,000 00
			125,000 00	125,000 00	125,000 00
2,920,000 00	2,920,000 00	2,920,000 00	3,747,332 00	3,318,479 00	3,318,479 00
250,000 00	234,000 00	234,000 00	1,500,000 00	865,000 00	865,000 00
100,000 00	100,000 00	100,000 00			
			175,000 00	175,000 00	175,000 00
			450,000 00	450,000 00	450,000 00
			300,000 00	300,000 00	300,000 00
			100,000 00	100,000 00	100,000 00
			150,000 00	150,000 00	150,000 00
74,900 00	74,900 00	74,900 00	160,000 00	160,000 00	160,000 00
			500,000 00	500,000 00	500,000 00
50,000 00	43,100 00	43,100 00	1,000,000 00	1,000,000 00	300,000 00
			100,000 00	100,000 00	100,000 00
408,800 00	315,000 00	315,000 00	750,000 00	500,000 00	500,000 00
			1,025,000 00	1,025,000 00	1,025,000 00
			9,000,000 00	2,473,333 00	2,473,333 00
			750,000 00	613,000 00	613,000 00
			50,000 00	50,000 00	35,000 00
			600,000 00	600,000 00	600,000 00
				910,000 00	910,000 00
			100,000 00	100,000 00	100,000 00
			88,452 16	88,452 16	88,452 16
			1,000,000 00	500,000 00	500,000 00
			500,000 00	50,000 00	50,000 00
			167,000 00	167,000 00	167,000 00
			60,000 00	60,000 00	60,000 00
500,000 00	453,000 00	453,000 00	2,500,000 00	2,500,000 00	2,500,000 00
			600,000 00	400,000 00	400,000 00
			56,900 00	56,900 00	56,900 00
			150,000 00	150,000 00	150,000 00
			725,000 00	667,500 00	667,500 00
			1,000,000 00	700,000 00	700,000 00
			100,000 00	100,000 00	100,000 00
			50,000 00	50,000 00	50,000 00
			500,000 00	400,000 00	400,000 00
			3,613,373 33	3,613,373 33	3,613,373 33
			300,000 00	140,000 00	
			1,000,000 00	1,000,000 00	1,000,000 00
			5,000,000 00	5,000,000 00	5,000,000 00
100,000 00	100,000 00	100,000 00	200,000 00	140,000 00	113,800 00
			100,000 00	15,000 00	12,700 00
4,403,700 00	4,240,000 00	4,240,000 00	38,323,057 49	29,343,637 49	28,459,537 49

7-8 EDWARD VII., A. 1908

No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	TOTAL CAPITAL.		FLOATING			
		Subscribed.		Paid up.		Amount.	
		\$	cts.	\$	cts.	\$	cts.
1	Berlin and Waterloo.....			97,674	39		
2	Leased Line—Berlin and Bridgeport.....			31,557	37		
3	Brantford Street.....			325,000	00		
4	British Columbia.....	8,472,599	76	8,472,599	76	287,454	76
5	Cape Breton.....	2,099,000	00	2,099,000	00	10,000	00
6	Cornwall Street.....	200,000	00	200,000	00		
7	Egerton Tramway Co., N.S.....	425,000	00	425,000	00	5,000	00
8	Galt, Preston and Hespeler.....			31,310	00	100,000	00
9	Least Line—Preston to Berlin.....			1,000	00		
10	Grand Valley.....			1,150,000	00		
11	Guelph Radial.....			108,000	00		
12	Halifax Tramway.....	800,000	00	800,000	00	85,000	00
13	Hamilton and Dundas.....	450,000	00	450,000	00		
14	Hamilton, Grimsby and Beamsville.....	563,000	00	413,000	00		
15	Hamilton Radial.....	2,271,150	00	2,271,150	00		
16	Hamilton Street.....	705,000	00	705,000	00	113,756	30
17	Hull.....	292,700	00	292,000	00		
18	International Transit Co.....	450,000	00	456,000	00	138,366	03
19	Kingston, Portsmouth and Cataraqui.....	190,000	00	183,100	00		
20	Levis County.....						
21	London Street.....	1,500,000	00	1,040,024	00	33,901	00
22	Montreal Park and Island.....	2,060,900	00	2,060,900	00	1,095,060	73
23	Montreal Street.....	11,473,333	00	10,850,233	00	3,282,645	05
24	Montreal Terminal.....	1,613,000	00	1,613,000	00	43,624	01
25	Nelson Tramway Co.....	300,000	00	285,000	00		
26	Niagara Falls, Park and River.....	1,200,000	00	1,200,000	00		
27	Niagara, St. Catharines and Toronto.....	2,013,400	00	2,013,400	00		
28	Niagara Falls, Wesley Park and Clifton.....	150,000	00	150,000	00		
29	Oshawa.....	155,862	16	155,862	16	10,288	35
30	Ottawa.....	1,498,200	00	1,498,200	00	190,000	00
31	Peterborough Radial.....	150,000	00	150,000	00	26,315	74
32	Port Arthur Street.....	167,000	00	167,000	00		
33	Port Dalhousie, St. Catharines and Thorold.....	137,500	00	137,500	00		
34	Quebec Ry., Light & Power Co. (Citadel).....						
35	Quebec Ry., Light & Power Co. (Montmorency).....	5,855,945	50	5,855,945	50	137,660	98
36	Sandwich, Windsor and Amherstburg.....	750,000	00	697,000	00	282,281	91
37	Sarnia.....	134,100	00	132,180	00		
38	Sherbrooke Street.....	350,000	00	350,000	00	7,800	00
39	South-western Traction Co.....	1,131,500	00	1,105,226	00		
40	St. John.....	1,500,000	00	1,500,000	00	215,649	36
41	St. Stephen, N.B.....	200,000	00	200,000	00	13,766	80
42	St. Thomas Street.....	50,000	00	50,000	00		
43	Sydney and Glace Bay.....	900,000	00	900,000	00		
44	Toronto Street.....	11,613,373	33	11,598,913	33	500,235	15
45	Toronto Suburban.....	220,000	00	80,000	00	100,000	00
46	Toronto and York Radial.....	3,000,000	00	3,000,000	00	887,093	49
47	Winnipeg Street.....	9,500,000	00	9,500,000	00		
48	Woodstock, Thames Valley and Ingersoll.....	358,700	00	332,500	00	1,125	24
49	Yarmouth Street.....	69,500	00	67,200	00		
	Totals.....	74,970,763	75	75,195,475	51	7,567,024	90

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

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

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

from other sources" were reported: Berlin and Waterloo, \$36,724.39; Berlin and Bridgeport, \$14,559.37; Thames Valley & Ingersoll, \$18,700. Dominion Government aid: Niagara, St. Catharines & Toronto, \$306,945.50. Municipal aid: Hamilton, Grimsby & Beamsville, \$28,000; Niagara, St. Catharines &

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

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

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

Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average Rate of Speed of Passenger Cars. Miles per Hour.	Average Rate of Speed of Freight Cars. Miles per Hour.	Number.	Remarks.
733,864		7		1	
402,090		10		2	
16,281,766	31,162	9	9	3	
1,563,316		8		4	
375,064		12	5	5	
888,722				6	
594,815	84,871	10	6	7	
219,038		15		8	
616,046	12,600			9	
3,783,801		6		10	
407,880	1,650	14		11	
432,997	21,160	15	15	12	
941,767	3,600	15		13	
7,201,908		12		14	
1,026,939	15,559	23	19	15	
1,076,417		8		16	
847,559		9		17	
1,477,005		10	10	18	
6,420,807		9		19	
3,176,587	28,184	15	10	20	
83,747,540		8		21	
923,139	86,633	20	12	22	
155,136		8		23	
1,414,621		7	7	24	
920,048	92,381	20	15	25	
755,585		8		26	
166,000	101,931			27	
12,048,531		8		28	
722,497		8		29	
1,442,991		15		30	
392,554		8		31	
5,515,128		8		32	
1,114,456		21		33	
2,607,122		12		34	
621,678		8		35	
811,501		10		36	
172,199		26		37	
3,120,031		7½		38	
583,614				39	
551,280		11		40	
2,143,000				41	
81,290,847				42	
774,366		9		43	
2,708,782		20	15	44	
20,224,239		10		45	
397,937		15		46	
206,794		8		47	
273,999,404	479,731				

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No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Electric Railway.	Mileage.	Passenger	Freight	Mails and
			Traffic.	Traffic.	Express
			\$	\$	\$
			cts.	cts.	cts.
1	Berlin and Waterloo	3 12	31,127 07		911 43
	Leased—Berlin and Bridgeport	2 40	1,807 44		
2	Brantford Street	7 00	26,191 16		
3	British Columbia	59 13	945,834 25	61,680 46	1,455 52
4	Cape Breton	12 73	86,195 57	604 47	211 27
5	Cornwall Street	6 00	16,815 75	7,245 33	
6	Egerton Tramway Co.	8 10	41,686 82	1,926 33	
7	Galt, Preston and Hespeler	9 00	49,864 40	51,843 53	4,159 16
	Leased—Preston to Berlin	10 75			
8	Grand Valley	21 00	38,195 75	1,189 45	
9	Guelph Radial	6 00	25,906 43	1,513 33	
10	Halifax Tramway Co.	12 13	168,091 37		
11	Hamilton and Dundas	7 25	35,845 07	2,568 36	108 91
12	Hamilton, Grimsby and Beamsville	23 00	57,942 37	18,190 71	7,692 97
13	Hamilton Radial	24 75	96,452 32	5,683 18	860 32
14	Hamilton Street	22 00	281,073 96		
15	Hull	14 50	58,771 72	7,448 83	1,203 11
16	International Transit Co.	3 30	43,441 68		
17	Kingston, Portsmouth and Cataraqui	8 00	28,746 87	588 76	
18	Levis County	10 25	52,740 45	2,145 08	
19	London Street	26 46	214,219 47		1,256 25
20	Montreal, Park and Island	22 41	242,810 50	4,376 55	
21	Montreal Street	67 04	3,336,110 44		
22	Montreal Terminal	18 23	67,185 23	25,880 84	500 00
23	Nelson Tramway Co.	3 00	7,756 00		
24	Niagara Falls, Park and River	11 75	143,921 34	4,717 58	480 71
25	Niagara, St. Catharines and Toronto	26 50	93,336 90	56,301 59	1,101 16
26	Niagara Falls, Wesley Park and Clifton	4 50	34,055 09		
27	Oshawa	8 02	8,432 41	50,693 63	2,617 09
28	Ottawa	22 87	512,871 42		8,030 00
29	Peterborough Radial	6 00	32,587 18		
30	Port Arthur Street	9 00	66,296 80	414 00	
31	Port Dalhousie, St. Catharines and Thorold	8 17	19,602 70		
32	Quebec Railway, Light and Power Co. (Cita- del Division)	17 22	233,020 33		750 00
33	Quebec Railway, Light and Power Co. (Mont- morency Division)	25 00	115,903 42		1,233 04
34	Sandwich, Windsor and Amherstburg	34 63	126,372 38		2,793 34
35	Sarnia	7 00	26,669 65	3,915 26	890 00
36	Sherbrooke Street	7 00	30,431 31		
37	South-western Traction Co.	18 25	28,462 06		594 95
38	St. John, N. B.	12 50	139,830 22		
39	St. Stephen, N. B.	3 00	28,030 90		
40	St. Thomas Street	7 50	19,423 38		
41	Sydney and Glace Bay	18 80	103,961 32	7,293 70	1,559 25
42	Toronto Street	51 05	3,254,853 70		
43	Toronto Suburban	9 81	33,263 72		
44	Toronto and York Radial	50 44	209,647 82	28,146 99	2,000 00
45	Winnipeg Street	34 33	860,830 20		
46	Woodstock, Thames Valley and Ingersoll	11 50	25,025 03		1,368 40
47	Yarmouth Street	2 13	9,280 33		175 00
Totals		814 52	12,010,921 70	344,367 96	41,951 88

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for the Year ended June 30, 1907.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Working Expenses to Gross Earnings.	Earnings per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	Cts.		
1,246 74	33,285 24	8,217 84	75 31	40 00	1	Three months in separate operation.
1,477 87	3,285 31	1,873 87		42 65	2	
5,102 94	31,294 10	6,743 97	78 45	25 88	3	
5,186 88	914,157 11	380,633 46	58 36	29 71	4	
1,760 90	88,772 21	26,876 85	69 72	28	5	
1,752 84	25,813 92	5,211 65	79 81		6	
2,059 51	45,672 66	10,724 07	56 65	332	7	
1,226 27	107,093 36	42,453 39	51 02	49 00	8	
1,679 07	41,064 27	9,367 75	77 18	23 60	9	
1,089 89	28,509 65	8,340 62	29 25	15 62	10	
690 04	163,781 41	55,139 89	67 33	22 10	11	
3,399 89	41,922 23	19,497 21	53 49	46 30	12	
1,430 70	85,256 75	24,094 99	71 73		13	
3,369 12	106,364 94	38,916 25	63 41	28 21	14	
757 00	281,830 96	63,271 29	77 55	19 92	15	
34,480 94	101,904 60	15,304 30	84 98		16	
302 06	43,743 74	10,439 55	76 13	15 26	17	
1,357 24	30,692 87	2,744 07	91 05		18	
2,101 08	56,986 61	1,931 77	103 39	17 60	19	
3,378 24	218,853 96	45,757 33	79 09	15 29	20	
2,977 08	250,164 13	73,446 01	70 64	29 29	21	
65,479 37	3,401,589 81	1,332,464 58	60 83	22 84	22	
1,960 02	95,526 09	15,159 11	115 87	13 19	23	
210 00	7,966 00	6,257 11	178 67	19 00	24	
6,201 04	155,320 67	68,396 33	55 96	41 48	25	
5,149 85	155,889 50	50,478 32	66 97	30 78	26	
	34,055 09	17,165 36	50 37		27	
1,288 37	63,031 50	15,261 13	75 78	1 21	28	
23,550 48	544,451 90	198,798 22	63 49		29	
1,010 28	33,597 46	5,934 26	82 34		30	
2,470 49	69,181 29	24,414 53	64 70	33 40	31	
	19,602 70	6,561 11	33 48		32	
	233,770 33	67,626 50	71 07	18 25	33	
10,225 79	127,362 25	46,822 98	63 23	49 65	34	Includes Windsor and Tecumseh Electric
6,351 67	135,517 39	67,565 77	52 25	24 06	35	
5,444 63	36,919 54	5,739 88	54 21		36	
2,467 94	32,899 25				37	
132 00	29,189 01	642 30			38	
400 00	140,230 22	8,076 18	94 24	17 47	39	
435 10	28,466 00	3,922 17	113 78	15 48	40	
639 76	20,063 14	1,759 54	75 48		41	
799 44	113,613 71	49,173 63	56 71	3 69	42	
16,339 27	3,271,192 97	1,576,160 23	51 81		43	
2,993 31	36,257 03	8,407 14	76 81		44	
1,590 96	241,385 77	80,412 92	66 63	24 66	45	
3,160 00	863,990 20	437,347 28	49 33	30 16	46	
373 00	26,766 43	12,376 38	53 76	14 23	47	
3,164 74	12,620 07	2,044 41	83 80	28 00		
238,663 81	12,635,905 35	4,898,653 58				

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No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Electric Railway.	Mileage	Maintenance of Way, Buildings, &c.		Cost of Motive Power.		Maintenance of Cars.	
			\$	cts.	\$	cts.	\$	cts.
1	Berlin and Waterloo.....	3.12	775	07	5,850	87	3,046	55
	Leased—Berlin and Bridgeport.....	2.40			395	25		
3	Brantford Street.....	7.00	1,362	50	11,126	10		
3	British Columbia.....	59.13	38,920	14			50,697	50
4	Cape Breton.....	12.73	7,742	23	17,227	07	6,238	61
5	Cornwall Street.....	6.00	3,301	02	1,645	48	3,293	29
6	Egerton Tramway Co.	8.10	2,471	18	8,678	80	5,894	83
7	Galt, Preston and Hespeler.....	9.00	9,955	49	24,802	75		
	Leased—Preston and Berlin.....	10.75						
8	Grand Valley.....	21.00			13,463	05		
9	Guelph Radial.....	6.00	1,576	65	4,307	35	2,827	74
10	Halifax Tramway Co.	12.13	18,868	22	20,963	43	17,763	58
11	Hamilton and Dundas.....	7.25	3,208	56	2,716	50	1,905	14
12	Hamilton, Grimsby and Beamsville.....	23.00	9,877	83	473	26	7,649	62
13	Hamilton Radial.....	24.75	7,701	89	14,407	21	7,367	55
14	Hamilton Street.....	22.00	15,856	91	37,885	72	24,133	49
15	Hull.....	14.50	19,784	20	17,977	59	13,712	67
16	International Transit Co.	3.30	2,432	42	6,750	00	4,353	85
17	Kingston, Portsmouth and Cataraqui.....	8.00	2,495	88			3,629	70
18	Levis County.....	10.25	8,019	72	10,471	92	7,373	81
19	London Street.....	26.46	19,668	79	32,914	83	28,501	82
20	Montreal Park and Island.....	22.41	23,056	60	36,222	27	19,849	94
21	Montreal Street.....	67.04	207,303	99	384,952	81	257,243	97
22	Montreal Terminal.....	18.23	30,485	93	20,563	09	14,094	09
23	Nelson Tramway Co.	3.00	359	18	2,321	00	2,777	20
24	Niagara Falls, Park and River.....	11.75	15,733	00	9,000	60	7,545	07
25	Niagara, St. Catharines and Toronto.....	26.50	12,620	34	19,591	50	9,509	03
26	Niagara Falls, Wesley Park and Clifton.....	4.50	1,905	14	255	13	2,652	74
27	Oshawa.....	8.02	9,512	18	16,862	99	3,658	19
28	Ottawa.....	22.87	38,091	03	34,178	31	41,580	87
29	Peterborough Radial.....	6.00	2,249	33	1,625	00	4,166	45
30	Port Arthur Street.....	9.00	11,229	16	4,106	66	9,862	23
31	Port Dalhousie, St. Catharines and Thorold.....	8.17	1,751	66	620	36	2,425	30
32	Quebec Railway, Light and Power Co. (Citadel Division).....	17.22	26,992	09	94,375	93	17,289	81
33	Quebec Railway, Light and Power Co. (Montmorency Division).....	25.00	14,791	18	16,566	29	6,401	87
34	Sandwich, Windsor and Amherstburg.....	34.63	10,294	50	21,004	39	4,189	47
35	Sarnia.....	7.00	1,112	38			3,042	11
36	Sherbrooke Street.....	7.00	3,962	72	922	35	4,688	25
37	Southwestern Traction Co.	18.25						
38	St. John, N.B.	12.50	8,852	97	19,257	75	86,068	40
39	St. Stephen, N.B.	3.00	3,250	94	9,577	20	4,224	95
40	St. Thomas Street.....	7.50	1,038	82	3,159	50	12,953	28
41	Sydney and Glace Bay.....	18.80	6,728	06	19,980	56	10,832	47
42	Toronto Street.....	51.05	101,783	76	317,104	19	278,903	30
43	Toronto Suburban.....	9.81	2,751	44	9,297	77	2,500	30
44	Toronto and York Radial.....	50.44	23,221	66	35,454	07	17,728	51
45	Winnipeg Street.....	34.33	31,640	62	90,436	09	47,727	56
46	Woodstock, Thames Valley and Ingersoll.....	11.50	814	92	6,415	48		
47	Yarmouth Street.....	2.12	131	38	6,447	44	578	33
	Totals.....	814.52	765,684	68	1,412,358	91	1,060,783	44

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Expenses for the Year ended June 30, 1907.

General and Operating Charges.	Total.	Cost of Operating per Train Mile.	Number.	Remarks.
\$ cts.	\$ cts.	Cts.		
15,394 91	25,067 40	30	1	
1,016 19	1,411 44			
12,061 53	24,550 13	49	2	
443,906 01	533,523 05	17	3	
30,687 45	61,895 36	19	4	
12,362 48	20,602 27		5	
17,903 78	34,948 59	25	6	
29,881 73	64,639 97	25 10	7	
18,233 47	31,696 52		8	
11,457 29	20,169 03	11 05	9	
56,046 29	113,641 52	14 88	10	
14,594 82	22,425 02	24 76	11	
43,161 05	61,161 76	21 95	12	
37,972 04	67,448 69	17 89	13	
140,683 55	218,559 67	15 44	14	
35,125 84	86,600 30		15	
19,766 92	33,304 19	11 62	16	
21,823 22	27,948 80	13	17	
33,052 93	58,918 38	18 20	18	
92,011 19	173,096 63	12 36	19	
97,589 31	176,718 12	20 96	20	
1,219,624 46	2,069,125 23	14 17	21	
45,542 09	110,685 20	20 83	22	
8,765 73	14,223 11	34	23	
54,645 67	86,924 34	23 21	24	
63,687 31	105,411 18	20 81	25	
12,076 72	16,889 73		26	
17,737 01	47,770 37	92	27	
231,803 47	345,653 68		28	
19,622 42	27,663 20	10	29	
19,568 71	44,766 76		30	
8,244 27	13,041 59	10 52	31	
27,486 00	166,143 83	12 86	32	
42,779 93	80,539 27	31	33	
37,938 26	73,426 62		34	
27,025 17	31,179 66		35	
23,325 93	32,899 25		36	
29,831 31	29,831 31		37	
17,974 92	132,154 04	16 47	38	
15,335 08	32,388 17	14 66	39	
1,152 00	18,303 60		40	
26,898 99	64,440 08	20 90	41	
907,341 49	1,695,032 74		42	
13,300 38	27,849 89	13 22	43	
84,568 61	160,972 85	16 44	44	
256,838 65	426,642 92	14 89	45	
7,159 65	14,390 05		46	
3,418 51	10,575 66	23 40	47	
4,498,424 74	7,737,251 77			

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees or Others.	Fell from Cars in motion.		Jumping on or off Cars.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Berlin and Waterloo	3.12	Others						
2	Brantford Street	7.00	Passengers						
3	British Columbia	59.13	Employees		8		16		
			Others		1		1		
			Employees						
4	Cape Breton	12.73	Others				1		
5	Egerton Tramway Co., N.S.	8.10	Others						
6	Galt, Preston and Hespeler	19.75	Employees						
			Others						
7	Grand Valley	21.00	Employees						
			Others						
8	Halifax Tramway	12.13	Passengers				4		
			Employees						
9	Hamilton and Dundas	7.25	Passengers						
10	Hamilton, Grimsby and Beamsville	23.00	Passengers						
			Employees					1	1
11	Hamilton Radial	24.75	Passengers	1					
12	Hamilton Street	22.00	Passengers		9		17		
			Others						
13	Hull	14.50	Passengers				5		
			Employees						
14	Lévis County	10.25	Others						
			Passengers		2		60		
15	London Street	33.25	Employees						
16	Montreal Park and Island	22.41	Passengers				8		
			Employees				1		
17	Montreal Street	67.04	Others				7		
			Passengers				281		
18	Montreal Terminal	18.23	Passengers						
			Employees		3		3		
19	Niagara Falls Park and River	11.75	Employees						
			Others				1		
20	Niagara, St. Catharines and Toronto	26.50	Others		2				
21	Oshawa	8.02	Employees						2
			Passengers		2	1	21		
22	Ottawa	22.86	Employees						
			Others						
23	Peterborough Radial	6.00	Others				1		
24	Port Arthur	9.00	Passengers				2		
25	Quebec Railway, Light and Power Co. (Citadel Division)	17.22	Passengers		3		29		
			Employees				1		
26	Sandwich, Windsor and Amherstburg	34.63	Employees		2				
			Others						
27	Sarnia	7.00	Passengers	1					
28	Sherbrooke Street	7.00	Others						
29	Sydney and Glace Bay	18.80	Others						
30	Toronto Railway Co.	51.05	Passengers	1	9	8	321		
			Employees		25				
31	Toronto Suburban	9.81	Passengers		2				
			Employees						
32	Toronto and York Radial	50.44	Passengers						
			Employees		1				
33	Winnipeg	34.33	Passengers		1	4	11		
			Employees						
Totals				3	70	13	791	1	3

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

SUMMARY.

(Steam Railways.)

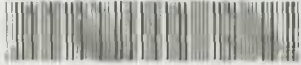
Miles of railway	22,452	
Population to each mile of railway	289	
Square miles to each mile of railway	161.8	
Aid to railways	\$181,298,412.91	
Land granted by Dominion	31,762,945 acres	
" " Provinces	20,420,109 "	
Total capital	\$1,171,937,808	
Capitalization per mile	\$56,995	
Passengers carried	32,137,319	
Tons of freight hauled	63,866,135	
Earnings, gross	\$146,738,214.68	
" net	\$42,989,537.41	
" from freight service	\$95,738,079.21	
" " passenger service	\$45,730,652.29	
" average per ton	\$1.472	
" " passenger	\$1.219	
" per freight train mile	\$2.116	
" " passenger train mile	\$1.513	
" " train mile, all trains	\$1.953	
" " mile of railway	\$6,535.64	
Operating expenses	\$103,748,672.27	
" " per mile of railway	\$4,620.90	
" " " train mile	\$1,381	
Proportion of operating expenses to earnings	70.70	
Average revenue per passenger per mile	2.083 cents	
" " ton per mile	2.328 "	
" for 75 per cent of freight hauled .....	.702 "	
" cost of running a train 1 mile, all trains	\$1.249	
" freight haul	183 miles	
" journey per passenger	64 "	
Passengers carried one mile	2,049,549,813	
" " " per mile of road	91,286	
" " per mile of road	1,431	
" " per train	56	
Tons hauled one mile	11,687,711,830	
" " per mile of railway	520,564	
Train mileage, total	75,115,765	
" " freight	38,923,890	
" " passenger	30,220,461	
" " mixed	5,971,414	
Locomotive mileage	100,154,966	
Locomotives, number of	3,504	
Freight cars, number of	113,514	
Passenger cars, number of	3,642	
Freight cars per 1,000 miles of railway	5,218	
Locomotives " " "	156	
Employees, number of	124,012	
" " compensation to	\$58,719,493	
Fuel consumed by locomotives	5,608,954 tons.	
Accidents—Passengers killed	70	Injured..... 352
" Employees "	249	" 1,126
" Trespassers "	195	" 125
" Non-trespassers killed	70	" 88
" Postal clerks "	3	" 7
" Total persons "	587	" 1,698

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