

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1908

(From sworn Returns furnished by the several Railway Companies)

M. J. BUTLER

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

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OTTAWA

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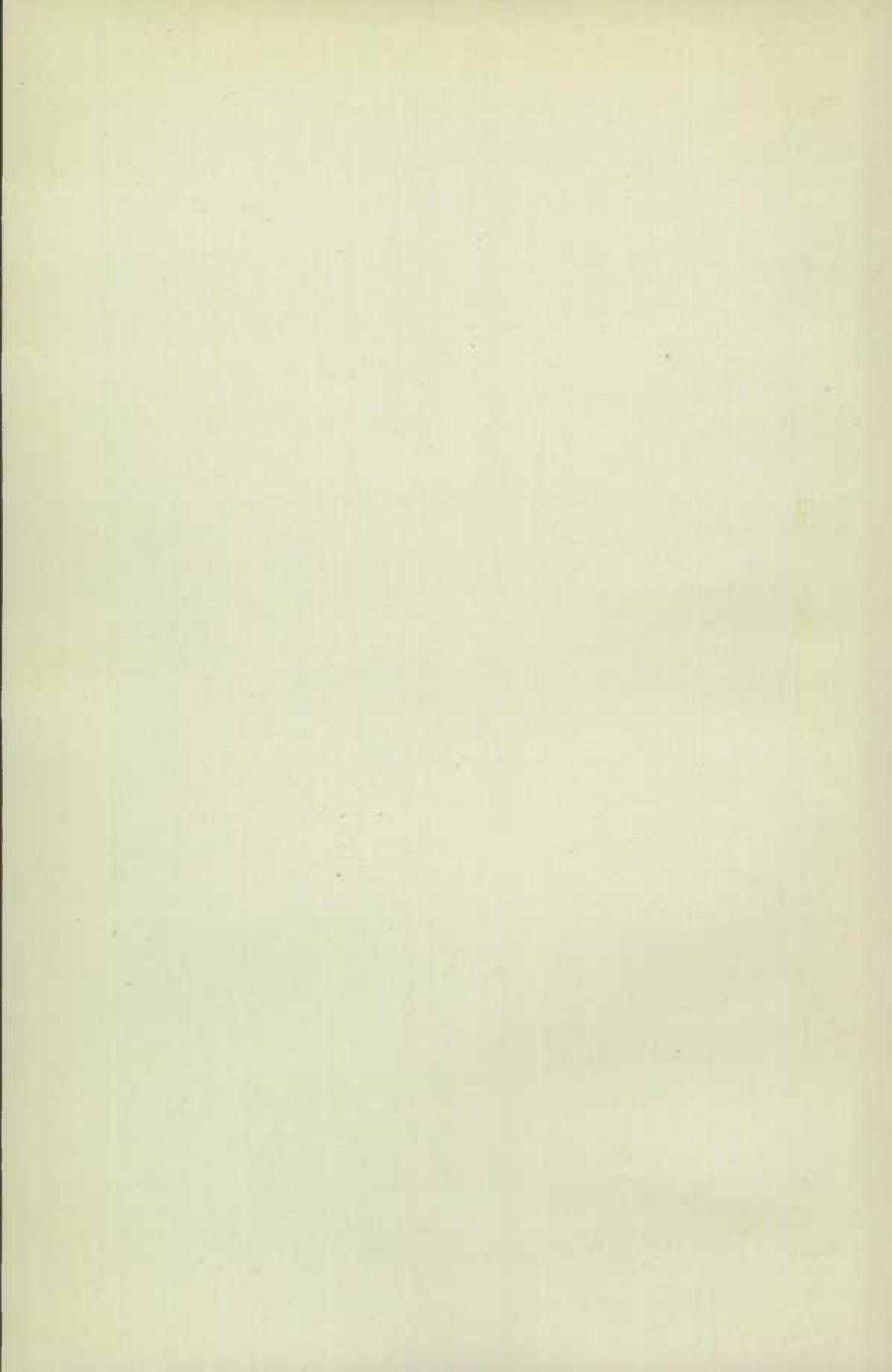
1909

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

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Railway Statistics for the year ended June 30, 1908.

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



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

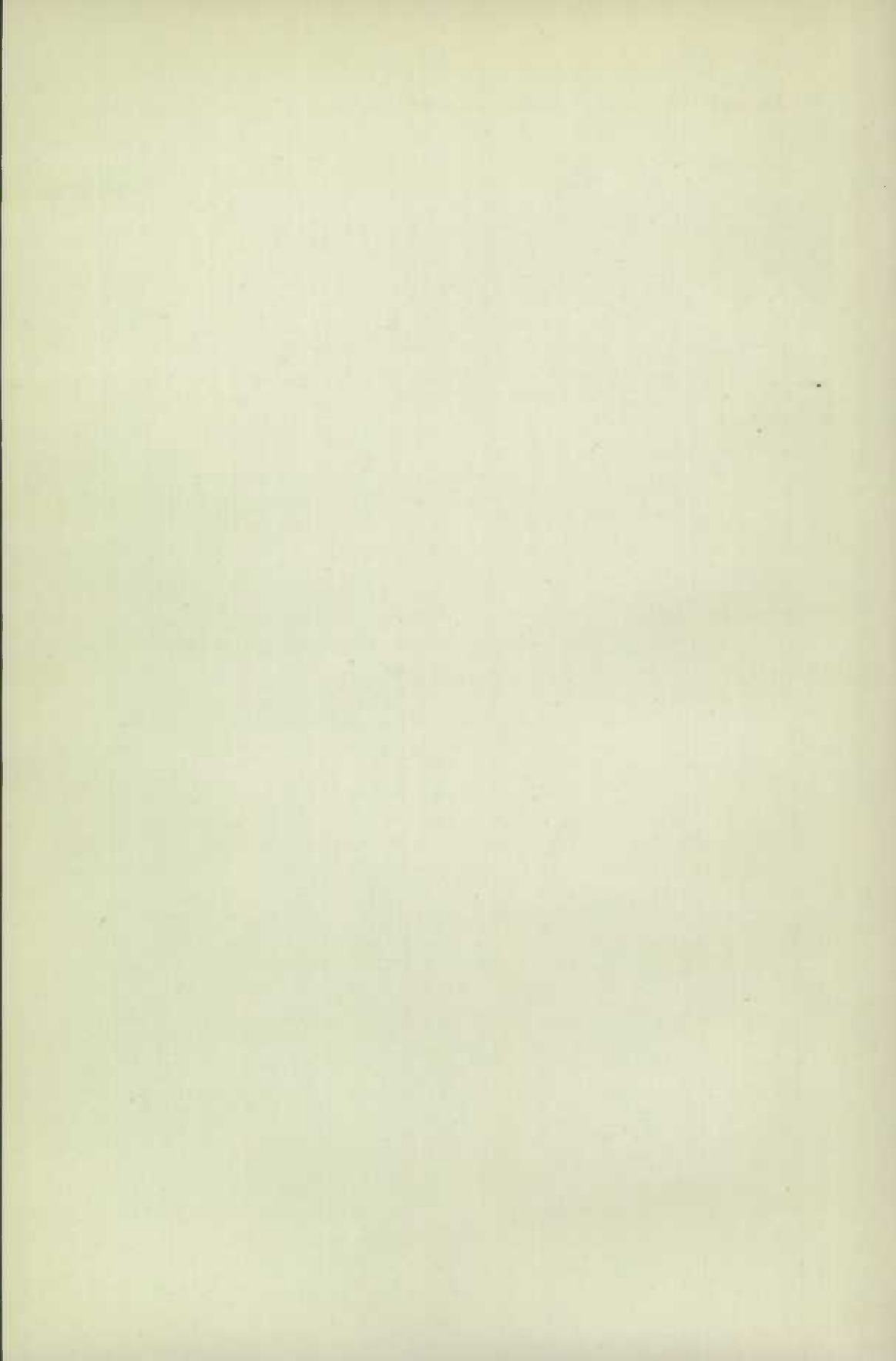
SIR,—I have the honour to submit the annual report of the Comptroller of Railway Statistics for the year ended June 30, 1908.

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

I have the honour to be, Sir,

Your obedient servant,

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



OFFICE OF THE COMPTROLLER OF RAILWAY STATISTICS,

OTTAWA, November 28, 1908.

M. J. BUTLER, Esq.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the return of Railway Statistics for the year ended June 30, 1908.

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

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

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

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

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

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

MILEAGE.

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

Year.	Miles in Operation.	Year.	Miles in Operation.
1835.....	0	1872.....	2,899
1836.....	16	1873.....	3,832
1837.....	16	1874.....	4,331
1838.....	16	1875.....	4,804
1839.....	16	1876.....	5,218
1840.....	16	1877.....	5,782
1841.....	16	1878.....	6,226
1842.....	16	1879.....	6,858
1843.....	16	1880.....	7,194
1844.....	16	1881.....	7,331
1845.....	16	1882.....	8,697
1846.....	16	1883.....	9,577
1847.....	54	1884.....	10,273
1848.....	54	1885.....	10,773
1849.....	54	1886.....	11,793
1850.....	66	1887.....	12,184
1851.....	159	1888.....	12,585
1852.....	205	1889.....	12,585
1853.....	506	1890.....	13,151
1854.....	764	1891.....	13,838
1855.....	877	1892.....	14,564
1856.....	1,414	1893.....	15,005
1857.....	1,444	1894.....	15,627
1858.....	1,863	1895.....	15,977
1859.....	1,994	1896.....	16,270
1860.....	2,065	1897.....	16,550
1861.....	2,146	1898.....	16,870
1862.....	2,189	1899.....	17,250
1863.....	2,189	1900.....	17,657
1864.....	2,189	1901.....	18,140
1865.....	2,240	1902.....	18,714
1866.....	2,278	1903.....	18,988
1867.....	2,278	1904.....	19,431
1868.....	2,270	1905.....	20,487
1869.....	2,524	1906.....	21,353
1870.....	2,617	1907.....	22,452
1871.....	2,695	1908.....	22,966

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

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

		Increase.
Ontario.....	7,932-90	294-99
Quebec.....	3,573-65	69-51
Manitoba.....	3,110-91	36-45
Saskatchewan.....	2,081-30	56-44
British Columbia.....	1,732-83	64-78
New Brunswick.....	1,509-36	18-78
Nova Scotia.....	1,344-05	2-58
Alberta.....	1,323-02	.
Prince Edward Island.....	267-50	.
Yukon.....	90-91	0-31

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

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

HISTORY OF CANADIAN RAILWAYS.

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

RAILWAY CAPITAL.

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

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

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

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

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

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

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

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

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

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

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

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

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age was returned up to June 30), and the total mileage of 22,966 as the divisor, the result will be found to be \$65,968, and this, all things considered, should be regarded as the true average capital cost per mile of railways in Canada, apart from land subsidies.

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

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

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

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

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

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

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

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

AID TO RAILWAYS.

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

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

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

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

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

Year.	Dominion.		Provinces.		Municipalities.	
	\$	cts.	\$	cts.	\$	cts.
1876	*18,564,352	37	4,203,240	43	5,426,505	70
1877	16,235,185	33	4,338,498	02	5,689,299	31
1878	26,438,914	96	14,292,002	29	7,224,578	63
1879	26,438,914	96	14,593,001	91	7,450,978	63
1880	32,761,920	65	17,639,206	60	8,313,944	63
1881	37,629,207	33	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	18,312,102	80	9,162,552	94
1884	78,123,918	18	19,836,055	93	9,934,556	94
1885	†92,762,967	17	19,137,719	93	12,472,450	43
1886	87,426,814	52	19,338,679	93	12,599,292	43
1887	91,228,674	03	21,204,993	01	12,812,836	43
1888	c90,644,574	40	23,342,758	82	13,144,224	43
1889	91,888,491	21	24,036,306	80	13,461,224	43
1890	93,889,277	76	25,086,285	41	13,709,624	43
1891	96,529,524	07	25,731,965	43	13,817,509	43
1892	97,601,639	53	26,997,435	78	13,981,247	99
1893	100,422,165	09	28,229,355	49	14,017,956	99
1894	102,087,290	06	29,368,697	75	14,178,610	99
1895	†103,451,148	93	29,727,512	63	14,180,686	99
1896	101,961,763	91	30,055,946	30	14,494,756	99
1897	102,458,434	71	31,171,346	65	15,529,867	99
1898	103,878,261	66	31,495,555	48	15,660,667	99
1899	107,030,639	24	31,636,725	57	17,740,668	59
1900	107,760,795	70	31,310,170	06	15,884,542	16
1901	110,225,503	43	32,395,522	67	16,310,253	16
1902	112,324,091	13	33,145,320	84	16,465,604	03
1903	113,791,113	47	32,809,728	41	16,551,044	06
1904	115,875,668	31	34,496,917	84	17,157,810	19
1905	117,145,511	67	40,415,630	27	17,198,211	48
1906	118,474,316	04	43,278,022	12	17,125,163	98
1907	128,827,648	77	b35,123,130	89	17,346,633	34
1908	133,049,376	07	35,191,414	80	17,430,945	04

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

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

cEastern Extension \$1,284,495.76 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.

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

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

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

THE DOMINION.

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

ONTARIO.

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

Montreal and Western..	840,000
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NEW BRUNSWICK.

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

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

BRITISH COLUMBIA.

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

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

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

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

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

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

PUBLIC SERVICE OF RAILWAYS.

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

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

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

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

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

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

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

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

	1907.	1908.	Increase or Decrease.
Passengers carried.	32,187,319	34,044,992	+ 1,907,673
“ mileage.	2,049,549,813	2,081,960,864	+ 32,411,051
“ carried one mile per mile of line.	91,268	90,654	— *614
Average journey—miles.	64	61	— *3
“ passengers per train.	56	54	— *2
Passenger train mileage.	30,220,461	31,950,349	+ 1,729,888
Mixed “ “	5,971,414	6,210,807	+ 239,393
Average receipts per passenger.	1.219	1.175	— *044
“ “ “ “	1.191	1.920	— .009

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

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

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

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

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

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

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

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

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

Year.	Passengers carried.	Tons of Freight, 2,000 lbs.	Year.	Passengers carried.	Tons of Freight, 2,000 lbs.
1875.	5,190,416	5,670,837	1892.	13,533,414	22,189,923
1876.	5,544,814	6,331,757	1893.	13,618,027	22,003,599
1877.	6,073,233	6,859,796	1894.	14,462,498	20,721,116
1878.	6,443,924	7,883,472	1895.	13,987,580	21,524,421
1879.	6,523,816	8,348,810	1896.	14,810,407	24,266,825
1880.	6,462,948	9,938,858	1897.	16,171,338	25,300,331
1881.	6,943,671	12,065,323	1898.	18,444,049	28,785,903
1882.	9,352,335	13,575,787	1899.	19,133,365	31,211,753
1883.	9,579,384	13,266,255	1900.	21,500,175	35,946,183
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	1908.	34,044,992	63,071,167

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

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

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

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

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

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

EARNINGS AND OPERATING EXPENSES.

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

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

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

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

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

	1907.		1908.		Increase.	
	\$	cts.	\$	cts.	\$	cts.
Passengers.....	39,184,437	64	39,992,503	11	808,065	47
Mails.....	1,626,704	64	1,670,120	90	43,416	26
Express.....	3,277,695	09	3,486,300	63	208,605	54
Other sources.....	1,641,814	92	1,705,234	33	63,419	41
Total.....	45,736,652	29	46,854,158	97	1,123,506	68

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

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

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

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

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

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

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

	1907.	Per Cent.	1908.	Per Cent.
	\$ cts.		\$ cts.	
Maintenance of ways and structures--				
Repairs of roadway.....	11,160,086 67	11 79	10,640,542 68	9 93
Renewals of rails.....	1,205,088 24	1 27	1,604,594 76	1 49
" ties.....	2,230,575 56	2 35	2,204,083 47	2 05
Repairs and renewals—bridges and culverts.....	1,408,552 02	1 48	1,465,753 45	1 37
" " fences, crossings, &c.....	481,129 18	50	519,671 89	49
" " buildings, &c.....	2,144,109 98	2 26	2,690,915 90	2 51
" " docks and wharfs.....	103,280 37	10	167,017 45	16
" " telegraph.....	265,183 58	28	294,301 15	27
Stationery and printing.....	30,599 20	03	43,924 32	04
Other expenses.....	78,663 70	08	1,122,793 11	1 05
Maintenance of equipment—				
Superintendence.....	591,196 08	62	621,032 61	58
Repairs and renewals of locomotives.....	7,999,802 52	8 45	8,008,613 01	7 48
" " passenger cars.....	2,473,908 84	2 61	2,723,846 82	2 54
" " freight cars.....	6,933,574 61	7 32	6,855,843 98	6 40
" " work cars.....	146,148 39	15	608,109 17	57
" " marine equipment.....	33,221 35	03	52,181 21	05
" " shop machinery and tools.....	738,833 13	78	779,160 38	72
Stationery and printing.....	74,466 22	07	77,384 68	07
Other expenses.....	815,751 04	86	523,535 96	49
Conducting transportation—				
Superintendence.....	1,611,297 91	1 70	1,956,260 03	1 83
Engine and roundhouse men.....	7,814,573 02	8 25	9,471,240 67	8 84
Fuel for locomotives.....	15,137,504 48	15 99	17,718,468 24	16 54
Water supply for locomotives.....	656,730 03	69	764,790 58	71
Oil, tallow and waste for locomotives.....	409,397 18	43	383,670 36	36
Other supplies for locomotives.....	195,970 04	20	313,146 02	29
Train service.....	6,228,136 56	6 58	8,155,855 59	7 61
Train supplies and expenses.....	1,873,515 88	1 97	2,136,581 33	2 00
Switchmen, flagmen, &c.....	2,013,294 16	2 12	1,690,242 28	1 58
Telegraph expenses.....	2,562,478 44	2 70	1,757,495 05	1 64
Station service.....	5,634,176 10	5 95	6,748,608 03	6 30
Station supplies.....	671,972 51	71	765,240 87	71
Switching charges—balance.....	114,516 96	12	319,186 77	30
Car mileage—balance.....	1,156,891 46	1 22	1,467,775 90	1 31
Hire of equipment—balance.....	106,008 61	11	115,250 52	10
Loss and damage.....	892,937 26	94	1,232,518 70	1 15
Injuries to persons.....	642,248 43	67	758,011 23	70
Clearing wrecks.....	426,784 63	45	372,627 40	35
Operating marine equipment.....	918,769 17	97	1,138,272 64	1 06
Advertising.....	451,673 54	47	571,387 92	53
Outside agencies.....	1,180,134 05	1 24	1,500,272 23	1 40
Commissions.....	77,509 43	08	365,588 35	34
Stock yards and elevators.....	185,304 78	19	171,887 17	16
Rents for tracks, terminals, &c.....	542,199 81	57	1,333,401 74	1 24
Rents for buildings, &c.....	202,031 61	21	135,834 45	12
Stationery and printing.....	603,426 93	63	740,851 59	69
Other expenses.....	236,885 82	25	295,729 67	28
General expenses—				
Salaries of general officers.....	723,956 74	76	775,732 94	72
Salaries of clerks, &c.....	918,157 19	97	1,085,738 37	1 01
General office expenses and supplies.....	195,204 97	26	237,571 05	22
Insurance.....	509,547 71	53	615,638 68	58
Law expenses.....	396,383 18	41	445,076 69	41
Stationery and printing.....	163,863 19	17	161,271 64	15
Other expenses.....	265,972 77	28	386,499 27	36

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

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

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

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

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

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

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

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

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

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

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

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

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

The following items in tabular form afford further information:—

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

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

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

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	13,124,191	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	1,575,137	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.....	14,236,408	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	52,042,394
1894.....	15,432,420	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	53,986,072	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.....	28,359,649	27.20	68,203,320	64.13	3,961,769	3.07	5,342,459	5.01	106,467,198
1906.....	33,392,188	26.64	81,433,115	64.97	4,510,649	3.59	5,986,912	4.77	125,322,865

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

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875.....	19,470,539	15,775,532	81.1
1876.....	19,358,084	15,802,721	81.6
1877.....	18,742,053	15,290,091	81.5
1878.....	20,520,078	16,100,102	78.4
1879.....	19,925,066	16,188,282	81.2
1880.....	23,561,447	16,840,705	71.0
1881.....	27,987,508	20,121,418	71.9
1882.....	29,027,789	22,390,708	77.1
1883.....	33,244,586	24,691,667	74.3
1884.....	33,421,705	25,595,341	76.5
1885.....	32,227,469	24,015,351	74.5
1886.....	33,589,381	24,177,582	72.4
1887.....	38,841,609	27,624,683	71.1
1888.....	42,159,152	30,652,046	72.7
1889.....	42,149,615	31,038,045	73.6
1890.....	46,843,826	32,913,350	70.2
1891.....	48,192,099	34,960,449	72.5
1892.....	51,685,768	36,488,228	70.5
1893.....	52,042,396	36,616,033	70.3
1894.....	49,552,528	35,218,432	71.7
1895.....	46,785,486	32,749,668	69.9
1896.....	50,545,569	35,042,654	69.3
1897.....	52,353,276	35,168,665	67.1
1898.....	59,715,105	39,137,549	65.5
1899.....	62,243,784	40,706,217	65.3
1900.....	70,740,270	47,699,798	67.4
1901.....	72,898,749	50,368,726	69.0
1902.....	83,666,503	57,343,592	68.3
1903.....	96,064,526	67,481,523	70.2
1904.....	100,219,436	74,563,161	74.4
1905.....	106,467,198	79,977,573	75.2
1906.....	125,322,865	87,129,434	69.5
1907.....	146,738,214	103,748,672	70.7
1908.....	146,918,314	107,304,143	73.0

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

EQUIPMENT.

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

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

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

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

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

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

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

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

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

	1907.	1908.	Increase.
Box	68,149	72,863	4,714
Flat.....	20,477	21,759	1,282
Stock.....	4,817	5,047	230
Coal.....	10,358	11,616	1,258
Tank.....	132	197	65
Refrigerator.....	1,917	2,423	506
Other.....	1,557	1,894	247
Total	107,407	115,709	8,302

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

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

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

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

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

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

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

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

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TRAIN, CAR AND LOCOMOTIVE MILEAGE.

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

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

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

Following is a summary of train and locomotive mileage since 1875.

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.	Engine Mileage.
1875.....	5,206,353	10,910,181	1,563,644	17,680,178	19,633,026
1876.....	5,837,461	9,616,148	2,650,019	18,103,628	21,001,052
1877.....	6,271,980	11,403,517	1,775,316	19,450,813	22,231,840
1878.....	6,225,327	9,981,786	3,462,334	19,669,447	24,091,600
1879.....	6,987,919	6,510,636	7,068,450	20,731,689	24,735,862
1880.....	7,412,168	10,777,380	4,157,292	22,427,449	26,579,969
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	16,123,357	10,951,424	37,416,092	47,688,528
1884.....	9,315,694	15,710,630	4,254,595	29,758,676	37,390,874
1885.....	9,511,455	16,382,553	4,729,681	30,623,689	38,749,234
1886.....	9,214,131	15,914,127	5,182,557	30,481,086	37,359,499
1887.....	10,838,993	17,997,819	4,539,900	33,638,748	43,276,468
1888.....	11,859,684	20,651,834	4,763,318	37,391,206	46,489,229
1889.....	12,900,483	20,739,391	5,179,506	38,819,380	47,708,138
1890.....	14,362,870	22,428,249	5,058,210	41,849,329	49,512,630
1891.....	14,987,647	23,592,370	4,819,161	43,399,178	56,950,343
1892.....	15,237,093	24,399,014	4,812,361	44,448,468	56,994,253
1893.....	15,859,978	23,220,761	5,305,214	44,385,953	57,587,382
1894.....	16,542,860	21,423,496	5,803,673	43,770,029	57,401,514
1895.....	15,332,276	19,939,699	5,389,915	40,661,890	51,339,885
1896.....	15,846,645	23,299,776	5,354,181	44,500,602	55,786,960
1897.....	17,237,974	23,595,000	4,947,877	45,780,851	54,729,490
1898.....	19,305,693	26,868,366	4,514,424	50,688,283	60,103,944
1899.....	20,093,378	26,922,348	5,199,481	52,215,207	64,582,807
1900.....	20,922,098	24,662,906	9,592,867	55,177,871	67,712,252
1901.....	19,115,472	23,888,302	10,345,620	53,349,394	68,621,424
1902.....	21,104,036	24,891,813	9,734,007	55,729,856	70,275,615
1903.....	22,095,705	28,840,434	9,446,781	60,382,920	77,178,493
1904.....	23,502,876	28,278,310	9,530,816	61,312,002	80,508,064
1905.....	25,428,018	34,372,998	6,133,098	65,934,114	84,335,732
1906.....	28,071,648	39,045,168	5,606,666	72,723,482	94,180,788
1907.....	30,220,461	39,923,890	5,971,414	75,115,765	100,154,966
1908.....	31,950,349	40,476,370	6,210,807	78,637,526	100,622,241

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

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Train Mile.	Average Earnings per Ton Carried.
	\$	Mileage.	Tons.	\$ cts.	\$ cts.
1875.....	12,073,570	12,473,825	5,670,837	.968	2.129
1876.....	12,211,158	12,265,167	6,331,757	.995	1.928
1877.....	11,321,264	13,178,833	6,859,796	.859	1.650
1878.....	13,129,191	13,444,120	7,883,472	.977	1.665
1879.....	12,509,093	13,579,086	8,348,810	.921	1.498
1880.....	15,506,935	14,932,672	9,938,858	1.038	1.560
1881.....	18,666,982	17,263,121	12,065,323	1.081	1.547
1882.....	17,729,945	18,013,406	13,575,787	.984	1.305
1883.....	21,320,208	27,074,761	13,266,255	.787	1.607
1884.....	20,763,243	19,965,225	13,712,269	1.039	1.514
1885.....	19,962,058	21,112,234	14,659,271	.946	1.371
1886.....	21,183,967	21,096,684	15,670,460	1.004	1.351
1887.....	24,581,047	22,537,719	16,356,335	1.091	1.502
1888.....	26,410,084	25,415,152	17,172,759	1.039	1.537
1889.....	26,671,049	25,918,897	17,928,626	1.029	1.487
1890.....	29,921,788	27,486,459	20,787,469	1.089	1.439
1891.....	30,548,645	28,411,531	21,753,021	1.075	1.404
1892.....	33,230,121	29,211,375	22,189,923	1.138	1.502
1893.....	32,935,028	28,525,975	22,003,599	1.155	1.496
1894.....	29,982,482	27,227,169	20,721,116	1.101	1.446
1895.....	29,545,490	25,329,614	21,524,421	1.166	1.372
1896.....	32,368,082	28,653,957	24,266,825	1.130	1.333
1897.....	33,522,102	28,542,877	25,300,331	1.174	1.324
1898.....	38,508,175	31,382,790	28,785,903	1.227	1.340
1899.....	40,101,036	32,121,829	31,211,753	1.248	1.284
1900.....	45,643,699	34,255,773	35,946,183	1.332	1.269
1901.....	46,665,103	33,233,922	36,999,371	1.363	1.261
1902.....	53,986,672	34,625,820	42,376,527	1.559	1.273
1903.....	63,089,448	38,287,715	47,373,417	1.648	1.331
1904.....	64,673,919	37,809,126	48,097,519	1.711	1.344
1905.....	68,203,320	40,506,096	50,893,957	1.684	1.340
1906.....	81,433,115	44,651,834	57,966,713	1.824	1.405
1907.....	94,995,087	44,895,304	63,866,135	2.116	1.472
1908.....	93,746,655	46,687,177	63,071,167	2.008	1.486

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

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

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

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

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

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FUEL CONSUMED BY LOCOMOTIVES.

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

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

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

Two cords of wood calculated as one ton of fuel.

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

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

ACCIDENTS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

YEAR.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.		PASSENGERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888.....	20	79	107	619	104	86	213	775	534,931	152,837
1889.....	37	103	89	637	84	135	210	875	323,408	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	1,238,092	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	207,608
1896.....	11	62	46	446	104	111	161	619	1,346,400	238,877
1897.....	7	70	76	579	130	158	213	807	2,310,191	231,019
1898.....	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899.....	20	119	119	882	145	184	284	1,185	956,668	160,784
1900.....	7	131	123	941	195	245	325	1,317	3,071,45	164,123
1901.....	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902.....	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903.....	53	258	186	956	181	239	420	1,453	417,900	85,848
1904.....	25	232	192	214	178	259	395	705	945,630	101,899
1905.....	35	244	206	920	227	193	468	1,357	722,535	103,642
1906.....	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907.....	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908.....	28	345	224	1,793	197	209	449	2,347	1,215,893	98,681

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

RAILWAY EMPLOYEES.

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

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

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

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

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

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

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

TAXATION OF RAILWAYS.

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

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

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

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

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

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

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

The municipalities also impose taxes on railways in Ontario.

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

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

A municipal tax also exists in the province of Quebec.

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

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

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

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

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

Alberta.—Although the specific terms of legislation on the subject are not available, it is apparent that a specific tax of about \$120 per mile is imposed. For the past year a mileage of 571:45 paid to the province \$68,490.51 in taxes. For the purposes of this measure the valuation of railways within the province of Alberta was fixed at \$11,985.34 per mile.

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ELECTRIC RAILWAYS.

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

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

	1907.	1908.
	\$	\$
Ordinary shares.....	39,251,746	45,425,558
Preference ".....	4,240,000	4,869,708
Bonds.....	28,459,537	33,859,651
Other sources.....	2,707,439	3,254,968
Subsidies.....	636,744	493,346
Total.....	75,195,475	87,903,231

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

The floating debt on June 30, 1908, amounted to \$5,363,319.70, as against \$7,567,624.90 in 1907.

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

The operating expenses amounted to \$8,695,879.91—an increase of \$958,628.14 over 1907. The items making up this total, compared with the preceding year, were as follow:—

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

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

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

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

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

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

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

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

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

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

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The causes assigned for the accidents during 1908 were:—

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

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

	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
Total mileage.....	*674.58	557.59	759.36	766.50	793.12	813.74	814.52	992.03
Paid up Capital.....	\$39,076,018	41,593,063	47,096,453	50,399,188	61,033,321	63,857,967	73,567,795	87,903,231
Gross earnings.....	\$5,768,283	6,486,438	7,233,677	8,453,609	9,357,125	10,966,871	12,630,430	14,007,049
Net earnings.....	\$2,333,120	2,683,583	2,760,819	3,127,092	3,438,931	4,291,834	4,971,624	5,311,170
Earnings—passenger traffic	\$5,529,687	6,195,915	6,888,409	8,082,373	8,932,913	10,438,000	12,013,421	13,233,724
" freight.....	\$95,082	127,917	164,188	182,143	216,022	288,105	344,367	346,021
" mails and express.....	\$33,135	15,952	20,276	30,738	31,753	35,041	41,951	54,883
" other sources.....	\$110,377	146,652	160,803	158,353	176,435	205,724	233,190	372,421
Total operating expenses.....	\$3,435,162	3,802,855	4,472,858	5,326,516	5,918,194	6,675,037	7,737,251	8,695,880
Maintenance of way and buildings.....	\$310,892	445,837	481,236	606,146	629,656	608,767	765,684	912,929
Cost of motive power.....	\$502,101	541,087	777,201	1,377,199	1,240,001	1,242,075	1,412,358	1,803,723
Maintenance of cars.....	\$322,700	353,891	606,602	659,213	747,073	894,460	1,060,783	1,118,925
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	4,860,303
Total car mileage.....	\$1,750,754	\$5,833,841	\$8,028,529	\$42,066,124	\$45,959,101	\$50,618,836	\$53,361,227	\$56,964,881
Passengers carried.....	120,934,656	137,681,402	155,662,812	181,689,998	203,467,317	237,655,074	273,999,404	299,099,309
Tons of freight carried.....	287,926	266,182	371,286	400,161	510,350	506,024	479,731	732,475

* Improperly included, double track and sidings.

ACCIDENTS.

Année.	KILLED.				INJURED.				PASSENGERS.		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed one in every	Injured one in every
1901.....	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902.....	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903.....	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904.....	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905.....	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906.....	11	2	34	47	1,085	127	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
1908.....	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736

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

I have the honour to be, Sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Railway Statistics.

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

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

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

Name of Railway.	Description.	Distance.		
		Miles.	Total.	
Canadian Northern— <i>Com.</i>	Branches—Edmonton Junction to Mornville.....	22 90		
	" Edmonton to Stony Plains.....	21 40		
	" Oakland to Tobogan.....	17 30		
	" Thunderhill Junction to Provincial boundary.....	20 10	2,245 02	
Canada Coals and Railway Co., formerly Joggins	Maccan Station, I.C.R., to Joggins Coal Mine		12 00	
Canada Southern.....	Main Line—Windsor, Ont., to Suspension Bridge....	226 18		
	Amherstburg Branch—Essex Centre to Amherstburg.	16 83		
	St. Clair Branch—St. Clair Junction to Courtright...	62 63		
	Fort Erie Branch—Fort Erie to Welland Junction...	17 50		
	Erie and Niagara Branch—Old Fort Erie to Niagara.	30 60		
	Oil Springs Branch—Oil Springs to Oil City.	5 50		
	Leased.....	Sarnia, Chatham and Erie—Oil City to Petrolia....	7 00	
	".....	Leamington and St. Clair—Comber to Leamington...	15 95	382 19
	Canada Eastern, now included in Intercolonial Railway.....	Late Northern and Western of New Brunswick....		
		Fredericton to Loggieville.....	125 00	
Canadian Pacific : Owned	Main Line—Quebec to St. Martin's Junction	159 80		
	" Montreal to Ottawa.....	120 30		
	" Ottawa to Bonfield.....	223 60		
	" Bonfield to Vancouver.....	2,564 50	3,068 20	
	Branches—	Dunnore to Crows Nest	213 90	
		Piles Junction to Grand Piles.....	26 90	
		Berthier Junction to Berthier.....	2 10	
		Joliette Junction to St. Félix.....	16 60	
		Ste. Thérèse Junction to St. Jérôme	13 30	
		" " to St. Eustache.....	6 00	
St. Jerome to Labelle.....		66 90		
St. Lin Junction to St. Lin.....		15 10		
Buckingham Stn. to Buckingham Village		3 20		
Carleton Junction to Brockville.....		44 90		
Brockville and Ottawa Railway..	Sudbury to Sault St. Marie.....	179 20		
	Sudbury to Copper Mines.....	5 60		
	Dynnet to Ottawine.....	6 90		
	Molson to Lac du Bonnet.....	22 00		
	McGregor to Varcoe	54 90		
	Whittier Junction to Emerson.....	63 80		
	Rugby Junction to Manitou.....	99 60		
	Rugby Junction to Winnipeg Beach.....	56 10		
	Rosenfeldt to Gretna.....	13 70		
	Rugby Junction to Komarno.....	45 80		
Souris Branch	Rudyard to Kaleida	8 00		
	Kenmay to Estevan	156 20		
	Glenboro' to Souris	46 00		
	Deloraine to Napinka	18 60		
	Branches—	Schwitzer Junction to Regina.....	207 89	
		North Portal to Pasque	160 30	
		New Westminster Jct. to New Westminster	8 20	
		Mattawa to Kippewa	47 90	
		Mission Junction to Sumas	10 00	
		Revelstoke to Arrow Head	27 40	
Vancouver to Coal Harbour.....		1 20		
Three Forks to Sandon.....		4 30		
Wood Bay to Mowbray.....		25 70		
North Star Junction to Kimberly.....		19 10		
Lake Temiscamingue Colonization	Deloraine to Lyleton.....	37 40		
	Fernie to Fernie Mines.....	5 00		
	Kirkella to Nokomis.....	231 60		
	Marysville Junction to Marysville.....	0 90		
	Crows Nest to Kootenay Landing.....	180 90		

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued.			
Lake Témiscamingue Colonization	Branches—Selkirk Junction to Selkirk	0 90	
	" Wolsley to Reston	121 90	
	" Lauder to Jackson Creek	29 10	
	" Bolton Junction to Romford	226 00	
			2,531 00
	Total mileage owned		5,599 20
Leased lines	Atlantic and North-west (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que.	182 60	
	Renfrew Jct. to Eganville, Ont.	18 80	201 40
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont.	51 70	
	Chaudière Junction to Sussex St., Ottawa.	6 60	58 30
	Ontario and Quebec—		
	Montreal (Windsor Sta.,) to Toronto Jct. . .	338 90	
	Mile End to Adirondack Jct.	10 00	
	St. Luc Jct. to Western Jct.	1 70	
	Toronto Jct. to Toronto (Union Station) . .	4 70	
	Leaside Jct. " "	5 30	
	London to Windsor.	112 60	473 20
	Credit Valley—		
	Toronto Junction to St. Thomas.	116 80	
	Streetsville Junction to Melville Jct.	31 60	
	Cataract to Elora.	27 30	175 70
	West Ontario Pacific—Woodstock to London		26 60
	Toronto, Grey and Bruce—		
	Toronto Junction to Owen Sound.	116 60	
	Orangeville Junction to Teeswater.	67 90	
	Wingham Junction to Wingham.	4 60	
	Mount Forest Tank to Mount Forest.	1 20	190 30
	Guelph Junction—		
	Guelph Junction on Credit Valley Ry. to Guelph . .		15 00
	Montreal and Lake Maskinongé—		
	St. Félix to St. Gabriel de Brandon		11 00
	Montreal and Ottawa—		
	Vaudreuil to Jct. with the Canada Atlantic	86 70	
	Rigaud to Pt. Fortune	6 80	93 50
	Lindsay, Bobcaygeon and Pontypool—		
	Burketon Junction to Bobcaygeon.		38 70
	Toronto, Hamilton and Buffalo—		
	Hamilton Junction to Hamilton.		2 70
	Cap de la Madeleine—		
	From Main Line C. P. R., at Junction with		
	Piles branch to Cap de la Madeleine.		2 30
	New Brunswick—		
	Woodstock to Maine boundary.	59 50	
	Newburg Junction to Fredericton.	58 00	
	Aroostook Junction to Edmondston.	57 10	174 60
	St. John and Maine—		
	Vanceboro to St. John.	90 30	
	Fairville to West St. John.	3 50	93 80
	Fredericton—		
	Fredericton Junction to Fredericton		22 10

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued. Leased Lines	New Brunswick and Canada— McAdam Junction to St. Stephen.....	33 90	
	Watt Junction to St. Andrews.....	27 50	
	McAdam Junction to Woodstock.....	51 10	
	Debec Junction to Maine boundary.....	5 10	
			117 60
	St. Stephen and Milltown Ry.— St. Stephen to Milltown.....		4 60
	Tobique Valley— Perth Centre to Plaster Rock.....		27 50
	Manitoba and Northwestern— Portage la Prairie to Yorkton.....	222 90	
	Binscarth to Russell.....	12 30	
	Yorktown to Shebo.....	42 20	
	Saskatchewan and Western—Minnedosa to Rapid City.....	18 20	
			295 60
	Manitoba Southwestern Colonization— Manitou to Deloraine.....	100 30	
	La Riviere to Glenboro.....	102 70	
	Elm Creek to Carman.....	12 10	
			215 10
	Great Northwest Central— Chater to Miniota.....	71 60	
	Forrest to Lenore.....	40 70	
			111 70
	British Columbia Southern— Nelson to Proctor.....	20 40	
	Curzon to Kingsgate.....	8 50	
			28 90
	Northern Colonization— Labelle to Nominique.....		23 50
	Shuswap and Okanagan— From Jet. with C.P.R. at Sicamous to Lake Okanagan.....		50 80
	Nakusp and Slocan— Nakusp on Arrow Lake to Three Forks of Carpen- ter's Creek, B.C.....		36 40
	Columbia and Western— Castlegar Junction to Midway.....	103 20	
	Castlegar Junction to Rossland.....	29 30	
	Trail to Smelter Junction.....	2 00	
	Mining Spurs, including Rossland to Le Roi.....	24 80	
			159 30
	Kootenay and Arrowhead— Lardo to Gerrard.....		33 20
	Columbia and Kootenay— Nelson to Robson.....	27 40	
	Spur to mouth of Kootenay River.....	80	
	Slocan Junction to Slocan.....	31 30	
			59 50
	Vancouver and Lulu Island, Vancouver, to Steveston..		16 90
	Calgary and Edmonton— Calgary Junction to Strathcona.....	190 60	
	" " to MacLeod Junction.....	105 20	
	Wetaskiwin to Hardesty.....	95 00	
	Lacombe to Stettler.....	49 60	
			440 40
	Ottawa Northern and Western— Hull to Waltham.....	77 50	
	Hull Junction to Maniwaki.....	80 90	
			158 40
	Tilsonburg, Lake Erie and Pacific— Ingersoll to Port Burwell.....		33 40

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

Name of Railway.	Description.	Distance.		
		Miles.	Total.	
Canadian Pacific— <i>Con.</i> Leased lines.....	Guelph and Goderich— Guelph to Goderich.....	79 90		
	Nicola, Kamloops, and Similkameen— Nicola to Spence's Bridge.....	47 00		
	Walkerton and Lucknow— Walkerton to Saugeen Junction.....	37 70		
	Total mileage leased.....		3,556 60	
	" owned.....		5,599 20	
	" in Can. Pac. system.....		9,155 80	
Canadian Government Railways.	Intercolonial—			
	Halifax to St. Rosalie Junction.....	796 43		
	Dartmouth Branch.....	12 38		
	Tyuro to Sydney.....	214 55		
	Pt. du Chene to St. John.....	100 74		
	Indian Town Branch.....	13 51		
	St. Leonard Junction to Nicolet.....	14 61		
	River Onelle Branch.....	6 25		
	St. Charles Junction to Chaudiere Junction	16 98		
	Dalhousie Branch.....	7 00		
	Pictou to Oxford Junction.....	69 10		
	Brown's Point to Stellarton.....	12 23		
	New Glasgow Junction to Pictou Landing.	7 76		
	Pugwash Junction to Pugwash.....	4 70		
	Fredericton to Loggieville.....	125 00		
	Sydney Mines Branch.....	7 08		
	Freight Branches.....	42 90		
				1,451 22
		Windsor Branch (32 miles) of I.C. Ry. is operated by Dominion Atlantic Ry.		
		Prince Edward Island—		
		Main Line—Tignish to Georgetown.....	158 60	
		Charlottetown to Murray Harbour.....	52 30	
		Branch—Mount Stewart to Souris.....	38 40	
		" Montague Junction to Montague.	6 20	
		" Emerald to Cape Traverse.....	12 00	
				267 50
				1,718 72
Canadian Northern, Ontario.....	Toronto to Parry Sound.....		146 80	
Canadian Northern, Quebec.....	Hawkesbury to River à Pierre.....	169 00		
	Montfort Junction to Huberdeau.....	33 00		
	St. Jerome to Montfort Junction.....	15 20		
	Montreal to Joliette.....	36 20		
	Branches.....	13 40		
			266 80	
Cape Breton Railway.....	Point Tupper to St. Peters.....	30 00		
	Terminal at St. Peters.....	1 00		
			31 00	
Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.-B.....		68 00	
Carillon and Grenville.....	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).....		13 00	

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Central Ontario.....	Picton to Trenton Junction..... 32 17 Trenton Junction to Coe Hill..... 72 60 Ormsby Junction to Maynooth..... 35 36		
Central Railway of New Brunswick, now New Brunswick Coal and Railway Company.....	From Norton Station, on the Intercolonial Railway, to Chipman..... 44 66 Extension, Chipman to Minto..... 13 34		140 13
Campbellford, Lake Ontario and Western.....	From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction.		58 00
Crows Nest Southern.....	International Boundary to Michel, B.C.....		74 18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro).....	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro, on the Bay of Fundy..... Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R., not in operation.		32 00
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia.....	Windsor to Yarmouth..... Branches— Wilmot to Torbrook..... From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)..... Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased..... Windsor to Truro.....	169 68 5 26 14 00 32 00 57 44	278 38 4 50
Edmonton, Yukon and Pacific.....	Strathcona to Edmonton, N.W.T.....		
Elgin and Havelock.....	From Elgin, County of Albert, N.B., to Petiteodiac Junction with Intercolonial Railway; thence to Havelock in County of King's, N.B..... Havelock to Keith's Mills.....	27 00 1 00	28 00
Esquimalt and Nanaimo.....	Victoria to Wellington, Island of Vancouver.....		78 00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry.	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's...		
Grand Trunk (owned)— Eastern Division.....			736 36
Northern Division.....			884 64
Middle Division.....			1,326 14
			2,947 14
Leased and partly owned.....	Buffalo and Lake Huron Ry Fort Erie to Goderich.....	161 30	161 30
	Total mileage owned and leased.....		3,108 44

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

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

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

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Philipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co.		6 00
Pontiac and Renfrew.	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que.		4 25
Princeton Branch of Washington Co., Ry., (U.S.)	International Boundary near Waring to International boundary near Woodland		5 10
Qu'Appelle, Long Lake and Saskatchewan (in Can. Northern System)	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert		255 50
Quebec Bridge and approaches to connect adjacent railways.	(Across St. Lawrence River at Quebec, under construction 10 miles).		
Quebec and Lake St. John.	Quebec to Chambord Junction	176 00	
	Chambord Junction to Chicoutimi	51 00	
	Valcartier to Gosford	5 50	
	Chambord Junction to Roberval	14 00	
			246 50
Quebec Central.	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Lévis, Que.	138 00	
	Beauce Junction to St. George	24 00	
	Tring Megantic—Tring Junction to Megantic	60 00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke).		222 00
Quebec and New Brunswick.	From Chaudiere Junction to Connors, N.B., 135 miles, 3 miles under construction).		
Quebec, Montmorency and Charlevoix.	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente		26 00
Quebec Southern, comprising East Richelieu Valley Railway and United Counties—	Noyan Junction to St. Robert Junction	82 00	
And South Shore Railway	From Pierreville to Junction with Grand Trunk at St. Lambert	61 75	
			143 75
Red Mountain.	From International boundary Line, B.C., to Rossland		9 59
Restigouche and Western, now International of New Brunswick	Campbellton, N.B., to St. Leonard's, 110 miles (67 miles under construction).		43 00
Rutland and Noyan.	International Boundary to Noyan Jct.		3 39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo		43 00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry.	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 00 miles.		
St. John Valley and Rivière du Loup.	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built		
Salisbury and Harvey (formerly Albert Railway).	Salisbury to Albert, N.B.		50 00
Schomberg and Aurora.	Bond Lake, Ont., to Schomberg		14 40
St. Lawrence and Adirondack.	From Jct. with Canada Atlantic near Valleyfield to International boundary	19 92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12 90	
	Leased—Valleyfield to Beauharnois.	13 30	
			46 12
Sydney and Louisburg (Dominion Coal Co).	Sydney Harbour to Louisburg Harbour	39 31	
	Branches to coal mines	13 44	
	Sydney Junction to Sydney	1 25	
			54 30

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

Name of Railway.	Distribution.	Distance.	
		Miles.	Total.
St. Mary's River, now Alberta Railway and Irrigation Co.	North Bay to Matheson.		209.40
Temiscamingue and Northern Ontario	Gananoque on St. Lawrence River to Thousand Island Junction.		6.33
Thousand Islands	Rivière du Loup, Que., on International, to Edmundston, N. B., on the New Brunswick Railway.	81.00	
Temiscouata	Branch—Edmundston to Connors, on St. John River.	32.00	118.00
Tilsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry.		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie.	Waterford Jet. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton.	79.88	
	Hamilton to Grand Trunk Junction.	.27	
	Belt Line, Hamilton.	3.52	83.67
Trans-Canada	From Roberval to Port Simpson across the continent, 60 miles from Roberval, westward under construction.		
Victoria and Sidney	Victoria to Sidney, B.C.		16.26
Victoria Terminal Railway and Ferry	City of Victoria.		1.14
Vancouver, Victoria and Eastern	Laurier to Grand Forks.	16.47	
	Grand Forks Junction to Phoenix.	25.82	
	Grand Forks to Granby Snelter.	4.74	
	Midway to International Boundary.	28.89	
	Chopaka to Keremoes.	18.20	
	New Westminster to Vancouver.	14.79	
	Cloverdale to Port Guichen.	17.31	
			126.22
Wellington Colliery	Union Bay to Cumberland.		10.75
	Wellington Extension to Ladysmith.		9.94
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N. B.		10.50
	Total mileage.		22,066.43

8-9 EDWARD VII., A. 1909

TABLE 2.—Summary of Mileage Operated for the

Number.	Name of Railway.	SINGLE TRACK.						Total mileage operated.
		Line represented by Capital Stock.		Line of Proprietary companies.	Line operated under lease.	Line operated under contract &c.	Line operated under trackage rights.	
		Main line.	Branches and spurs.					
1	Alberta Ry. & Irrigation Co . . .	111 29	53			1 60	113 42	
2	Albert Southern . . .	19 00					19 00	
3	Algoma Central & Hudson Bay . . .	89 64					89 64	
4	Atlantic & Lake Superior . . .	100 00					100 00	
5	Atlantic, Quebec & Western (under construction) . . .	20 00					20 00	
6	Bay of Quinte . . .	78 00	11 37			19 00	108 37	
7	Bedlington and Nelson . . .	15 30		8 67			23 97	
8	Beersville Coal & Ry. Co., (now North Shore Ry) . . .	6 13	2 50				8 63	
9	Bessemer & Barry's Bay . . .	5 00					5 00	
10	Brandon, Saskatchewan & Hud- son Bay . . .	69 45					69 45	
11	British Yukon . . .	85 80	4 52				90 32	
12	Brockville, Westport & North- western . . .	45 00					45 00	
13	Bruce Mines and Algoma . . .	17 28					17 28	
14	Buctouche and Moncton . . .	32 00					32 00	
15	Canada Coals & Ry Co. (now Maritime Ry. & Power Co) . . .	12 00					12 00	
16	Canada Southern . . .	226 18	156 01				382 19	
	Canadian Govt. Rys.—							
17	Intercolonial . . .	1,408 32	42 90			40 30	1,491 52	
18	Prince Edward Island . . .	150 90	116 60				267 50	
19	Canadian Northern . . .	1,146 26	1,100 06	349 44	255 50		2,851 26	
20	Canadian Northern, Ontario . . .	144 80	2 00			4 00	150 80	
21	Canadian Northern, Quebec . . .	169 00	97 80				266 80	
22	Canadian Pacific . . .	2,564 50	2,110 46	3,018 00	1,294 50	168 40	9,249 70	
23	Cape Breton . . .	31 00					31 00	
24	Caraquet . . .	68 00		16 78			84 78	
25	Carillon and Grenville . . .	13 00					13 00	
26	Central Ontario . . .	140 13					140 13	
27	Crow's Nest Southern . . .	74 18					74 18	
28	Cumberland Ry. & Coal Co. . .	32 00					32 00	
29	Dominion Atlantic . . .	241 12	5 26	32 00		14 51	292 89	
29½	Edmonton, Yukon & Pacific . . .	4 50					4 50	
30	Elgin & Havelock . . .	27 00	1 00				28 00	
31	Esquimalt & Nanaimo . . .	78 00					78 00	
32	*Grand Trunk Pacific . . .							
33	Grand Trunk (in Canada) . . .	2,947 14		161 30		9 87	3,118 31	
34	Grand Trunk (Canada Atlantic) . . .	396 41		59 85			456 26	
35	Halifax & Southwestern . . .	246 80	123 01			2 30	372 11	
36	Hampton and St. Martins . . .	30 00					30 00	
37	Hereford . . .	52 85					52 85	
38	Hillcrest Ry. Coal & Coke Co. . .	1 50					1 50	
39	International of New Brunswick . . .	43 00					43 00	
40	Inverness Ry. & Coal Co . . .	65 50					65 50	
41	Irondale, Bancroft & Ottawa . . .	48 00					48 00	
42	Kaslo and Slocan, B. C. . .	28 33	3 40				31 73	
43	Kent Northern . . .	27 00					27 00	
44	Kettle River Valley . . .	3 86					3 86	
45	Kingston & Pembroke . . .	103 40	6 40				109 80	
46	Klondyke Mines . . .	31 81					31 81	
47	Lake Erie & Detroit River (Pere Marquette System) . . .	198 81				142 13	340 94	
48	Liverpool & Milton . . .	5 28	25				5 53	
49	Lotbinière & Megantic . . .	30 00					30 00	
50	London & Port Stanley . . .	23 66				42	24 08	
51	Magametawan River . . .	1 91					1 91	
52	Manitoulin and North Shore . . .	12 15	1 54				13 69	
53	Massawippi Valley . . .	31 95	3 51				35 46	

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

8-9 EDWARD VII., A. 1909

TABLE 2.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	SINGLE TRACK.						
		Line represented by Capital Stock.		Lines of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	Total mileage operated.
		Main line.	Branches and spurs.					
54	Midland of Manitoba.....	92 26					92 26	
55	Montreal and Atlantic.....	102 90			60 50		163 40	
56	Montreal and Province Line....	50 00	8 60				58 60	
57	Montreal and Vermont Junction..	23 60					23 60	
58	Morrissey, Fernie and Michel...	5 82			5 03		10 85	
59	Marmora Ry. and Mining Co.....	9 60					9 60	
60	Napierville Junction.....	27 11					27 11	
61	Nelson and Fort Sheppard.....	55 42			4 70		60 12	
62	New Brunswick Coal and Ry. Co.	58 00					58 00	
63	New Brunswick and Prince Edward Island.....	36 00					36 00	
64	New Brunswick Southern.....	82 19	0 16				82 35	
65	New Westminster Southern.....	24 10				1 48	25 58	
66	Nosbonsing and Nipissing.....	5 50					5 50	
67	Nova Scotia Steel and Coal Co...	12 50					12 50	
68	Orford Mountain.....	28 60	26 50				55 10	
69	Ottawa and New York.....	56 90				1 90	58 80	
70	Phillipsburg Ry. and Quarry Co.	6 00					6 00	
71	Pontiac and Renfrew.....	4 25					4 25	
72	Princeton Branch of Washington Co. Ry.....	5 10					5 10	
73	Quebec Bridge and Ry. Co. (under construction.....							
74	Quebec Central.....	138 00	84 00				222 00	
75	Quebec and Lake St. John.....	227 00	19 50				246 50	
76	Quebec Ry. Light and Power Co.	24 00				2 00	26 00	
77	Quebec, Montreal and Southern..	143 75					143 75	
78	Red Mountain.....	9 59					9 59	
79	Rutland and Noyan.....	3 39					3 39	
80	Salisbury and Harvey.....	45 00	5 00				50 00	
81	Schomberg and Aurora.....	14 40					14 40	
82	Stanstead, Shefford and Chambly	43 00					43 00	
83	St. Clair Tunnel.....	2 25					2 25	
84	St. Lawrence and Adirondack...	32 82			13 30	8 92	55 04	
85	Sydney and Louisburg.....	39 51	14 79				54 30	
86	St. Louis and Richibucto.....	7 00					7 00	
87	Temiscouata.....	113 00					113 00	
88	Temiskaming & Northern Ontario	205 00	4 40				209 40	
89	Thousand Islands.....	6 08	25				6 33	
90	Toronto, Hamilton and Buffalo..	79 88	3 79			4 36	88 03	
91	Vancouver Copper Co. (formerly Lenora Mt. Sicker).....	12 00					12 00	
92	Vancouver, Victoria and Eastern	126 22					126 22	
93	Victoria and Sydney, B.C.....	16 26					16 26	
94	" Terminal Ry. & Ferry Co.....	1 14					1 14	
95	Wellington Colliery Co.....	10 75					10 75	
96	" Ladysmith Extension.....	9 94					9 94	
97	York and Carleton.....	10 50					10 50	
	Final Totals.....	13,560 47	3,955 99	3,018 00	2,006 07	425 90	344 69	23,311 12

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

New line constructed during year.	Rails.		SECOND TRACK.					New line constructed during year.	Rails. Steel.	Number.
	Iron.	Steel.	Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.			
			Main line.	Branches and spurs.						
15.25		92.26								54
		163.40	6.40				6.40		6.40	55
		58.60								56
		23.60								57
		10.85								58
		9.60								59
		27.11								60
		60.12								61
		58.00								62
		36.00								63
		82.35								64
		24.10								65
		5.50								66
		12.50								67
		55.10								68
		56.90								69
		6.00								70
		4.25								71
		5.10								72
		222.00								73
		246.50								74
		26.00	6.00				6.00		6.00	75
		143.75								76
		9.59								77
		3.39								78
	30.00	20.00								79
		14.40								80
		43.00								81
		2.25								82
		46.12								83
		54.30								84
		7.00								85
		113.00								86
		209.40								87
		6.33								88
		83.67	2.04				2.04		2.04	89
		12.00								90
		126.22								91
		16.26								92
		1.14								93
		10.75								94
		9.94								95
		10.50								96
										97
	37.70	22,928.73	1,118.44	16.80	47.50	28.18	1,210.92		1,182.74	

8-9 EDWARD VII., A. 1909

TABLE 2.—SUMMARY of Mileage operated for

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

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the year ending June 30, 1908.—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 &c.	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
122.88	.53				1.60	125.01			123.41	1
19.00						19.00			19.00	2
111.64	9.93					121.57			121.57	3
100.00						100.00			100.00	4
20.00						20.00			20.00	5
89.30	15.37				19.00	123.67			104.67	6
16.58			8.67			25.25			25.25	7
7.50	2.50					10.00			10.00	8
85.80	4.52					90.32			90.32	11
47.00						47.00			47.00	10
17.28						17.28			17.28	11
32.00						32.00			32.00	12
76.61						76.61			76.61	10
5.00						5.00			5.00	9
14.50						14.50			14.50	15
596.00	217.77					813.77	2.58		813.77	16
1,805.98	42.90				68.48	1,917.36			1,848.88	17
161.80	125.76					287.50		13.00	274.50	18
1,283.19	1,172.03		393.02	255.60		3,103.74			3,103.74	19
144.80	2.00				4.00	150.80			146.80	20
183.20	110.60					293.80			293.80	21
4,623.70	2,110.40	3,018.00	1,342.00	168.40	93.90	11,356.40		8.60	11,253.90	22
31.00						31.00			31.00	23
71.50			16.78			88.28			88.28	24
13.00						13.00			13.00	25
155.49						155.49			155.49	26
87.15						87.15	26.16		87.15	27
48.00						48.00			48.00	28
258.51	14.06		38.18		14.51	325.26		8.78	301.97	29
4.50						4.50			4.50	30
27.00	1.00					28.00			28.00	31
78.00						78.00			78.00	32
4,721.27			161.30		9.87	4,892.44			4,882.57	33
491.49			65.14			556.63			556.63	34
259.22	128.92				2.30	390.44			388.14	35
30.00						30.00			30.00	36
61.68						61.68			61.68	37
1.50						1.50			1.50	38
43.00						43.00			43.00	39
65.50						65.50			65.50	40
49.00						49.00			49.00	41
28.33	3.40					31.73			31.73	42
27.00						27.00			27.00	43
3.86						3.86			3.86	44
126.40	7.40					133.80		6.40	127.40	45
33.81						33.81			33.81	46
258.94					142.13	401.07			258.94	47
5.28	.25					5.53			5.53	48
33.00						33.00			33.00	49
33.78					42	34.20			33.78	50
9.60						9.60			9.60	50
1.91						1.91			1.91	51
17.51	1.54					19.05			19.05	52
31.95	3.51					35.46			35.46	53
101.14						101.14	17.58		101.14	54

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TABLE 2.—Summary of Mileage Operated for

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

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

TOTAL MILEAGE OPERATED—ALL TRACKS.										
Line Represented by Capital Stock.		Line of pro- prietary com- panies.	Line operated under lease.	Line operated under contract etc.	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and spurs.							Iron.	Steel.	
144 20			60 50			204 70			204 70	55
52 50	8 60					61 10			61 10	56
25 60						25 60			25 60	57
5 82			5 03			10 85			10 85	58
30 31						30 31			30 31	59
58 92			4 70			63 62			63 62	60
65 00						65 00			65 00	61
37 50						37 50			37 50	62
84 95	16					85 11			85 11	63
25 64					1 48	27 12			25 64	64
6 75						6 75			6 75	65
12 50						12 50			12 50	66
29 60	27 80					57 40			57 40	67
62 57					1 90	64 47	1 07		62 57	68
6 00						6 00			6 00	69
4 25						4 25			4 25	70
5 24						5 24			5 24	71
138 00	84 00					222 00			222 00	72
260 12	19 59					279 71			279 71	73
35 00				2 00		37 00			37 00	75
166 65						166 65			166 65	76
13 58						13 58			13 58	74
4 16						4 16			4 16	77
45 00	5 00					50 00	30 00		20 00	78
15 10						15 10			15 10	79
46 23						46 23			46 23	80
2 25						2 25			2 25	81
37 37			15 84		8 92	62 13			53 21	82
67 22	14 79					82 01	27 71		54 30	83
7 00						7 00			7 00	84
118 86	2 74					121 60			121 60	85
265 40	4 90					270 30			270 30	86
7 08	25					7 33			7 33	87
111 83	6 12				4 36	122 31			117 95	88
12 00						12 00			12 00	89
150 42						150 42			150 42	90
17 46						17 46			17 46	91
1 14						1 14			1 14	92
10 75						10 75			10 75	93
17 88						17 88			17 88	94
10 50						10 50			10 50	95
18,991 43	4,148 28	3,018 00	2,111 16	425 90	372 87	29,067 64		94 49	28,600 28	

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

NOVA SCOTIA.

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

PRINCE EDWARD ISLAND.

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

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

NEW BRUNSWICK.

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

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

QUEBEC.

Number.	Name of Railway.	Mileage owned in Quebec on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Atlantic and Lake Superior.....	100 00	100 00		
2	Atlantic, Quebec and Western (under construction).....	20 00		20 00	
3	Canadian Government Railways—Intercolonial.....	464 39	464 39		
4	Canadian Pacific Railway and leased lines.....	939 80	939 80		
5	Carillon and Grenville.....	13 00	13 00		
6	Canadian Northern, Quebec.....	266 80	251 60	15 20	
7	Grand Trunk System.....	451 40	451 40		
8	" " (Canada Atlantic Division).....	66 38	66 38		
9	Hereford.....	52 85	52 85		
10	Lotbinière and Megantic.....	30 00	30 00		
11	Massawippi Valley.....	35 46	35 46		
12	Montreal and Atlantic.....	163 40	163 40		
13	Montreal and Province Line.....	58 60	61 13		2 53
14	Montreal and Vermont Junction.....	23 60	23 60		
15	Napierville Junction.....	27 11		27 11	
16	Orford Mountain.....	55 10	48 00	7 10	
17	Philipsburg Railway and Quarry Co.....	6 00	6 00		
18	Quebec Bridge and Railway Co. (under construction).....				
19	Quebec Central.....	222 00	222 00		
20	Quebec and Lake St. John.....	246 50	246 40	10	
21	Quebec Railway, Light and Power Co.....	26 00	26 00		
22	Quebec, Montreal and Southern.....	143 75	143 75		
23	Rutland and Noyan.....	3 39	3 39		
24	Stanstead, Shefford and Chambly.....	43 00	46 23		3 23
25	St. Lawrence and Adirondack.....	46 12	46 12		
26	Temiscouata.....	69 00	69 00		
	Total.....	3,573 65	3,509 90	69 51	5 76

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

ONTARIO.

Number.	Name of Railway.	Mileage owned in Ontario on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Algoma Central and Hudson Bay	89·64	89·64		
2	Bay of Quinte	89·37	89·37		
3	Bessemer and Barry's Bay	5·00	5·00		
4	Brockville, Westport and North Western	45·00	45·00		
5	Bruce-Mines and Algoma	17·28	17·28		
6	Canada Southern	382·19	382·19		
7	Canadian Northern, Ontario	146·80	146·80		
8	Canadian Northern	353·70	353·70		
9	Canadian Pacific and leased lines	2,828·70	2,623·30	205·40	
10	Central Ontario	140·13	126·89	13·24	
11	Grand Trunk (in Canada)	2,657·04	2,655·63	1·41	
12	Grand Trunk (Canada Atlantic Division)	389·88	385·44	4·44	
13	Irondale, Bancroft and Ottawa	48·00	48·00		
14	Kingston and Pembroke	109·80	109·80		
15	Lake Erie and Detroit River	198·81	198·81		
16	London and Port Stanley	23·66	23·66		
17	Maganetawan River	1·91	1·91		
18	Manitoulin and North Shore	13·69	13·69		
19	Marmora Railway and Mining Co.	9·60	9·60		
20	Nosbonsing and Nipissing	5·50	5·50		
21	Ottawa and New York	56·90	56·90		
22	Pontiac and Renfrew	4·25	4·25		
23	Schomberg and Aurora	14·40	14·40		
24	St. Clair Tunnel and approaches	2·25	2·25		
25	Temiskaming and Northern Ontario	209·40	138·90	70·50	
26	Thousand Islands	6·33	6·33		
27	Toronto, Hamilton and Buffalo	83·67	83·67		
	Total	7,932·90	7,637·91	294·99	

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

MANITOBA.

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

SASKATCHEWAN.

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

ALBERTA.

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

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

BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in British Columbia on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Bedlington and Nelson.....	23 97	23 97		
2	British Yukon.....	31 22	31 22		
3	Canadian Pacific.....	1,208 90	1,206 70	2 20	
4	Crow's Nest Southern.....	74 18	53 20	20 98	
5	Esquimalt and Nanaimo.....	78 00	78 00		
6	Kaslo and Slocan.....	31 73	31 73		
7	Kettle River Valley.....	3 86	3 86		
8	Lenora, Mount Sicker (now Vancouver Copper Co.)..	12 00	11 75	25	
9	Morrissey, Fernie and Michel.....	10 85	10 85		
10	Nelson and Fort Sheppard.....	60 12	55 42	4 70	
11	New Westminster Southern.....	24 10	24 10		
12	Red Mountain.....	9 59	9 59		
13	Vancouver, Victoria and Eastern, and the Van- couver, Westminster and Yukon.....	125 22	74 76	36 65	
14	Victoria Terminal Railway and Ferry Co.....	1 14	18 38		*17 24
15	Victoria and Sidney.....	16 26	16 26		
16	Wellington Colliery Co.'s Railway.....	10 75	10 75		
17	" Ladysmith extension.....	9 94	9 94		
18	Total.....	1,732 83	1,685 29	64 78	17 24

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

YUKON TERRITORY.

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

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TABLE 4.—AMOUNT of Railway Capital at the

No.	NAME OF RAILWAY.	STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.
				Col. 12.	8+9+10+11	
	\$	\$	p. c.	\$	\$	
1	Albert Southern.....	125,920	7,870	100 00		
2	Harvey Branch.....	32,500	10,833	100 00		
3	Alberta Ry. and Irrigation Co.	3,250,000	29,279	14 13	4,150,130	37,063
4	Algoma Central and Hudson Bay..	10,000,000	82,257	56 49	7,703,763	63,369
5	Atlantic and Lake Superior.....				1,941,313	19,413
6	*Atlantic, Quebec and Western...	600,000			1,281,370	
7	Bay of Quinte.....	1,395,000	15,620	61 34	880,000	9,846
8	Bedlington and Nelson.....	1,000,000	65,359	100 00		
9	Beersville Coal and Ry. Co. (now the North Shore Ry.).....	98,000	11,355	73 70	35,000	4,056
10	Bessemer and Barry's Bay.....	500,000	100,000	100 00		
11	Brandon, Saskatchewan and Hud- son Bay.....	45,000	648	100 00		
12	*Brandon Transfer.....	12,600		100 00		
13	British Yukon.....	2,934,119	32,485	63 46	1,719,810	19,041
14	Brockville, Westport and North- western.....	900,000	20,000	66 66	450,000	10,000
15	Bruce Mines and Algoma.....	99,000	5,729	33 79	194,000	11,226
16	Buctouche and Moncton.....	250,000	7,812	80 65	60,000	1,875
17	*Burks Falls and French River....	12,500		100 00		
18	Canada Atlantic (now in Grand Trunk System)—Including Otta- wa, Arnprior and Parry Sound..	7,200,000	18,163	33 35	14,384,628	36,287
19	Central Counties.....	500,000	12,990	56 81	380,000	9,873
20	Pembroke Southern.....	178,000	8,334	54 27	150,000	7,022
21	Canada Coals and Ry. Co.....	466,000	38,833	100 00		
22	Canada Southern.....	15,000,000	39,247	42 69	20,130,000	52,670
	Canadian Govt. Rys.:—					
23	Intercolonial.....					
24	Prince Edward Island.....					
25	Canadian Northern.....	30,750,000	13,435	33 00	62,331,237	27,230
26	Canadian Northern Ontario.....	250,000	1,700	4 45	5,360,000	36,402
27	Canadian Northern Quebec.....	7,550,000	27,494	45 69	8,725,511	32,680
28	Canadian Pacific.....	170,483,332	18,267	52 00	157,192,032	16,843
29	Owned—Canada Central.....				973,333	3,625
30	Montreal and Western.....	5,000	75	1 40	353,708	5,287
31	North Shore.....					
32	Leased—Atlantic and Northwest.	3,416,000	9,877	33 52	6,775,066	19,586
33	British Columbia Southern....	172,200	821	12 78	1,175,000	5,600
34	Calgary and Edmonton.....	1,000,000	2,270	11 26	7,458,894	16,937
35	Cap de la Madeleine.....	20,000	8,571	100 00		
36	Columbia and Kootenay.....	25,000	420	2 00	1,277,500	21,470
37	Columbia and Western.....	1,000,000	6,365	14 94	5,691,000	36,225
38	Fredericton.....	319,280	14,447	76 17	100,000	4,325
39	Great Northwest Central.....	500,000	4,475	26 66	1,375,000	12,309
40	Guelph and Goderich.....	125,000	1,564	4 92	2,415,000	30,225
41	Guelph Junction.....	21,000	1,354	10 82	173,000	11,161
42	Kootenay and Arrowhead.....				780,000	23,494
43	Lindsay, Bobcaygeon and Pon- typool.....	200,000	5,168	28 56	500,000	12,919
44	Manitoba and Northwestern.....	6,562,500	19,730	58 51	4,655,940	13,990
45	Manitoba and Southwestern Colonization.....	700,000	3,256	21 04	2,616,000	12,167
46	Montreal and Lake Maskinonge	25,000	2,272	19 99	100,000	9,090

* Under construction.

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Close of the Year ending June 30, 1908.

7	8	9	10	11	12	13	No.
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 x 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.	\$	\$	\$	\$	\$	\$	
					125,920	7,870	1
					32,500	10,833	2
55-87	4,150,130				7,400,130	66,342	3
43-51	6,750,000	953,763			17,703,763	145,626	4
100-00	1,941,313				1,941,313	19,413	5
	1,281,370				1,881,370		6
38-66	880,000				2,275,000	25,466	7
					1,000,000	65,359	8
26-30	35,000				133,000	15,411	9
					500,000	100,000	10
					45,000	648	11
					12,600		12
36-54	1,719,810				4,653,929	51,526	13
33-34	450,000				1,350,000	30,000	14
66-21	194,000				293,000	16,955	15
19-35	60,000				314,000	9,687	16
					12,500		17
66-65	14,384,628				21,584,628	54,450	18
43-19	380,000				880,000	22,863	19
45-73	150,000				528,000	15,356	20
					466,000	38,833	21
57-31	20,130,000				35,130,000	91,917	22
							23
							24
67-00	50,702,447	2,000,000		9,628,790	93,081,237	40,665	25
95-55	5,360,000				5,610,000	38,162	26
54-31	8,725,511				16,275,511	60,174	27
48-00	155,279,045			1,912,987	327,675,364	35,110	28
100-00	973,333				973,333	3,625	29
98-60	353,708				353,708	5,362	30
							31
66-48	6,775,066				10,191,066	29,463	32
87-22	1,175,000				1,347,200	6,421	33
88-74	7,458,894				8,458,894	19,207	34
					20,000	8,571	35
98-00	1,277,500				1,302,500	21,890	36
85-06	5,691,000				6,691,000	12,590	37
23-83	100,000				419,280	18,972	38
73-34	1,375,000				1,875,000	16,784	39
95-08	2,415,000				2,540,000	31,789	40
89-18	173,000				194,000	12,515	41
100-00	780,000				780,000	23,494	42
71-44	500,000				700,000	18,087	43
41-49	4,655,940				11,218,440	33,720	44
78-96	2,616,000				3,316,000	15,423	45
80-01	100,000				125,000	11,362	46

8-9 EDWARD VII., A. 1909

TABLE 4.—AMOUNT Railway Capital at the

No.	1 NAME OF RAILWAY.	2			3		4		5		6		
		STOCKS.						FUNDED					
		Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.	100 × Col. 2		Cols.		Amount per Mile of Line.	Amount per Mile of Line.	
							Col. 12	Col. 12	8+9+10+11	8+9+10+11			
	\$	\$	p. c.	\$	\$								
	Canadian Pacific— <i>Com.</i>												
47	Montreal and Ottawa	22,500	240	1 35	1,636,250	17,500							
48	Napus and Slocan	300,000	8,219	31 67	647,074	17,728							
49	New Brunswick	4,780,800	10,858	37 93	7,821,127	17,763							
50	New Brunswick and Canada	2,179,867	18,318	92 77	170,000	1,429							
51	Nicola, Kamloops and Similk- ameen	250,000	5,319	17 54	1,175,000	25,000							
52	Northern Colonisation	300,000	12,765	41 78	418,000	17,787							
53	Ontario and Quebec	2,000,000	2,946	9 26	19,502,591	28,871							
54	Ottawa, Northern and Western	1,300,000	8,207	30 00	3,075,000	19,413							
55	Shuswap and Okanagan	750,000	14,763	40 00	1,139,253	22,426							
56	St. John Bridge and Railway Extension	200,000	100,000	61 54	125,000	62,500							
57	St. John and Maine	2,654,153	28,296	92 43	216,664	2,310							
58	St. Lawrence and Ottawa	789,909	13,549	44 79	973,334	16,695							
59	St. Mary's and Western On- tario	25,000	1,666	11 20	198,250	13,216							
60	St. Stephen and Milltown	50,000	10,870	100 00									
61	Tilsenburg, Lake Erie and Pacific	400,000	11,976	31 37	875,000	26,197							
62	Tobique Valley	29,900	1,068	9 65	280,600	10,000							
63	Toronto, Grey and Bruce	785,490	4,127	18 32	3,500,000	18,392							
64	Vancouver and Lulu Island	25,000	1,480	8 20	280,000	16,568							
65	Walkerton & Lucknow	19,000	504	2 50	740,000	19,628							
66	West Ontario Pacific	21,000	789	100 00									
67	*Central Railway of Canada	526,000		100 00									
68	Cape Breton	1,000,000	32,258	100 00									
69	Caraguet	950,000	13,970	64 46	523,994	7,705							
70	Carillon and Grenville	200,000	15,385	100 00									
71	Central Ontario	3,340,000	23,857	73 56	1,200,000	8,571							
72	Leased:—Marmoru Railway and Mining Co.	115,421	11,542	53 11	100,000	10,000							
73	Crow's Nest Southern	120,000	1,618	100 00									
74	Cumberland Railway and Coal Co.	1,000,000	31,250	100 00									
75	Dominion Atlantic	2,433,333	9,892		5,522,206	20,000							
76	Elgin and Havelock	44,900	1,603	47 30	50,000	1,786							
77	Esquimalt and Nanaimo	2,500,000	32,051	100 00									
77 1/2	Eastern British Columbia	420,000		100 00									
78	Grand Trunk (in Canada)	221,092,269	75,019	63 20	133,469,778	45,288							
79	Including Beauharnois Junction, Brantford, Norfolk and Port Burwell.												
	Buffalo and Lake Huron	2,605,657	14,967	39 48	4,279,455	22,942							
80	Cobourg, Blairton and Marmoru												
81	Grand Trunk, Georgian Bay and Lake Erie												
82	Grand Junction, Belleville and North Hastings												
83	Great Western												
84	Hamilton and Northwestern												
85	London, Huron and Bruce												
86	Midland, Ontario												
87	Montreal and Champlain Junc- tion												
88	Northern												

*Under construction.

8-9 EDWARD VII., A. 1909

TABLE 4.—AMOUNT of Railway Capital at the

No.	1 NAME OF RAILWAY.	2 Amount Out- standing.	3 Amount per Mile of Line.	4 Propor- tion to Total Railway Capital. 100 × Col. 2 Col. 12	5		6				
					STOCKS.				FUNDED		
					Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.		
										Col. 8+9+10+11	
	\$	\$	p. c.	\$	\$						
	<i>Grand Trunk—Continued.</i>										
89	North Simcoe										
90	Northern and Pacific Junction										
91	Owen Sound Branch										
92	South Norfolk										
93	Toronto Belt Line	50,000	3,862	9.76	462,500		35,692				
94	Toronto and Nipissing										
95	Lake Simcoe Junction										
96	Victoria										
97	Waterloo Junction										
98	Wellington, Grey and Bruce										
99	Whitby, Port Perry & Lindsay										
100	Grand Trunk Pacific (under construction)	24,940,000			49,630,445						
101	Gulf Shore	6,250	390	100.00							
102	Halifax and Southwestern	1,000,000	2,707	18.50	4,341,954		11,741				
103	Hampton and St. Martins	99,000	3,300	52.38	90,000		3,000				
104	Hereford	800,000	15,137	50.00	800,000		15,137				
105	*Huron and Ontario	3,000,000		95.24	150,000						
106	*Indian River	15,000		100.00							
107	Inverness Railway and Coal Co.	7,500,000	114,504	78.00	2,115,000		32,290				
108	Irondale, Bancroft and Ottawa	53,500	1,114	10.60	450,000		9,375				
109	*International of New Brunswick	1,320,000		59.56	896,000						
110	Kaslo and Slocan	1,000,000	31,516	57.15	750,000		23,637				
111	Kent Northern, and	75,000	2,777	60.00	50,000		1,851				
112	St. Louis and Richibucto	20,000	2,857	100.00							
113	Kettle River Valley	375,000	91,243	72.81	140,000		34,063				
114	Kingston and Pembroke	3,393,550	30,907	85.57	572,000		5,209				
115	Klondyke Mines	1,375,000	43,000	55.77	1,091,250		34,100				
116	Lake Erie and Detroit River and	1,400,000	7,042	45.69	3,048,000		15,331				
117	London and Port Stanley	1,332,854	56,409	100.00							
118	Lenora Mount Sicker (now the Vancouver Copper Co. Railway)				92,466		7,705				
119	Liverpool and Milton	30,300	5,501	85.84	5,000		91				
120	Lotbiniere and Megantic	50,000	1,666	100.00							
121	Magalloway River	30,000	15,706	100.00							
122	Manitoba (C. N. R.)	1,432,200	4,086	20.43	5,576,800		15,911				
123	Manitoulin and North Shore	200,000	13,271	32.92	408,842		27,129				
124	Massawippi Valley	800,000	22,560	100.00							
125	Midland of Manitoba	10,000	108	100.00							
126	Montreal and Atlantic and Lake	3,200,000	31,098	71.34	1,065,000		12,500				
127	Champlain & St. Lawrence Jet.	600,000	9,917	61.35	378,000		6,248				
130	Montreal and Province Line	1,000,000	17,064	83.33	200,000		4,926				
131	Montreal and Vermont Junction	1,000,000	42,372	100.00							
132	Morrissey, Fernie and Michel	1,163,000	199,828	94.90	62,500		19,739				
133	Napierville Junction	600,000	22,132	100.00							
134	Nelson and Fort Sheppard	1,500,000	27,066	53.71	1,293,000		23,331				
135	New Brunswick and Prince Ed. I.	214,850	5,968		71,000		1,972				
136	New Brunswick Southern	49,000	581	9.00	500,000		5,931				
137	†New Brunswick Coal & Ry. Co.	+									
138	New Westminster Southern	600,000	24,896	100.00							
139	Nosbonsing and Nipissing	250,000	45,454	100.00							
140	†Nova Scotia Steel & Coal Co.'s Ry	+									
141	Orford Mountain	50,000	1,042	7.00	702,000		14,625				

* Under construction only.

† Operated by New Brunswick Government Commission.

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Close of the Year ending June 30, 1908—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.	\$	\$	\$	\$	Cols. 2 + 5	Cols. 3+6	
							89
							90
							91
90.24	462,500				512,500	39,554	92
							93
							94
							95
							96
							97
							98
							99
	49,630,445				74,570,445		100
					6,250	390	101
81.50	4,341,954				5,341,954	14,448	102
47.62	90,000				189,000	6,300	103
50.00	800,000				1,600,000	30,274	104
4.76	150,000				3,150,000		105
					15,000		106
22.00	2,115,000				9,615,000	146,794	107
89.40	450,000				503,500	10,489	108
40.44	896,000				2,216,000		109
42.85	750,000				1,750,000	55,153	110
40.00	50,000				125,000	4,628	111
					20,000	2,857	112
27.19	140,000				515,000	125,306	113
14.43	572,000				3,965,550	36,116	114
44.23	935,040				2,466,250	77,100	115
54.31	3,000,000			48,000	4,448,000	22,373	116
					1,332,854	56,409	117
100.00	92,466				92,466	7,705	118
14.16	5,000				35,300	5,592	119
					50,000	1,666	120
					30,000	15,706	121
79.57	5,576,800				7,009,000	19,997	122
67.08	405,000	3,842			608,842	40,400	123
					800,000	22,560	124
					10,000	108	125
28.66	1,065,000				4,265,000	43,598	126
38.65	378,000				978,000	16,165	127
16.67	200,000				1,200,000	21,990	130
					1,000,000	42,372	131
5.10	62,500				1,225,500	210,567	132
					606,000	22,132	133
46.29	1,293,000				2,793,000	50,397	134
	71,000				285,850	7,940	135
91.00	500,000				549,000	6,512	136
					†		137
					600,000	24,896	138
					250,000	45,454	139
					†		140
93.00	702,000				752,000	15,667	141

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

8-9 EDWARD VII., A. 1909^f

TABLE 4.—AMOUNT of Railway Capital at the

No.	1 NAME OF RAILWAY.	2 Amount Out- standing.	3 Amount per Mile of Line.	4		5		6	
				STOCKS.		FUNDED			
				100 × col. 2 Col. 12.	Proportion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.		
								8+9+10+11	
	\$	\$	p. c.	\$	\$				
142	Ottawa and New York.....	1,000,000	17,575	33.46	1,600,000	28,119			
143	*Pacific Northern and Omineca....	60,000		100.00					
144	Phillipsburg Ry. and Quarry Co....	124,500	20,750	98.43	2,000	333			
145	Pontiac and Renfrew.....	20,000	4,706	100.00					
146	Père Marquette (in Canada).....				5,870,000	29,500			
147	Princeton Branch of the Washing- ton Co. Railway (U.S.).....	86,950	17,049	50.00	86,950	17,049			
148	Qu'Appelle, Long Lake and Saskat- chewan (C. N. R.).....	201,000	791	4.25	4,520,690	17,800			
149	*Quebec Bridge and Railway Co....	265,585		5.00	5,016,453				
150	Quebec Central.....	3,381,603	15,233	37.00	5,746,740	25,886			
151	Quebec and Lake St. John (C. N. R.)	4,524,000	18,353	36.99	7,702,960	31,249			
152	Quebec Ry. Light and Power Co....	3,000,000	90,909	55.42	2,512,762	76,144			
153	*Quebec and New Brunswick.....	387,900		100.00					
154	Quebec, Montreal and Southern....	1,000,000	7,000	100.00					
155	Red Mountain.....	190,600	19,874	47.80	217,000	22,628			
156	Rutland and Noyan.....	100,000	29,448	50.00	100,000	29,448			
157	Salisbury and Harvey.....	150,000	3,333	100.00					
158	Schomberg and Aurora.....	250,000	17,611	45.90	300,000	20,833			
159	Stanstead, Shefford and Chambly..	608,750	14,156	46.60	697,461	16,220			
160	St. Clair Tunnel.....	350,000	155,556	12.28	2,500,000	1,111,111			
161	*St. John Valley and River du Loup	34,932		100.00					
162	St. Lawrence and Adirondack.....	1,230,655	37,497	57.37	914,418	27,862			
163	Sydney and Louisburg (Dominion Coal Co.).....	\$ **							
164	Temiskaming & Northern Ontario.....								
165	Temiscouata.....	1,000,000	8,849	24.41	3,096,262	27,401			
166	Thousand Islands.....	60,000	8,185	51.85	58,000	7,913			
167	Toronto, Hamilton and Buffalo....	2,500,000	28,309	36.90	4,280,000	48,619			
168	*Trans-Canada.....	37,700		100.00					
169	Vancouver, Victoria and Eastern....	50,000	668	100.00					
170	Vancouver, Westminster and Yukon	3,522,000	234,800	100.00					
171	Victoria and Sidney, B.C.....	223,000	13,714	42.60	300,000	18,450			
172	Victoria Terminal Railway and Ferry Co.....	10,200	56	100.00					
173	Wellington Colliery Co.'s Railway....	2,000,000	186,046	100.00					
174	York and Carleton.....	34,320	5,968	100.00					
	Final Total.....	607,425,349			631,869,664				

* Under construction.

‡ General capital of the Dominion Coal Company.

** Constructed and operated by the Ontario Government Commission.

SESSIONAL PAPER No. 20b

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

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. $\frac{100 \times \text{col. 5}}{\text{Col. 12.}}$	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital.	Amount per Mile of Line.	No.
p. c.	\$	\$	\$	\$	\$	\$	
61.54	1,325,000		275,000		2,600,000	45,694	142
					60,000		143
1.57	2,000				126,500	21,083	144
					20,000	4,706	145
100.00	5,870,000				5,870,000	29,500	146
50.00	86,950				173,900	34,098	147
95.75	4,520,690				4,721,690	18,591	148
95.00	5,016,453				5,282,038		149
63.00	4,101,807		1,614,933		9,128,343	41,119	150
63.01	4,586,347		3,116,613		12,226,960	49,602	151
45.58	2,500,000			12,762	5,512,762	167,053	152
					387,900		153
					1,000,000	7,000	154
52.20	217,000				407,600	42,502	155
50.00	100,000				200,000	58,996	156
					150,000	3,333	157
54.10	300,000				550,000	38,444	158
53.40	697,461				1,306,211	30,376	159
87.72	2,500,000				2,850,000	1,266,667	160
					34,932		161
42.63	914,418				2,145,072	65,359	162
					\$		163
					**		164
75.59	239,926		2,856,336		4,096,262	36,250	165
48.15	50,000	8,000			118,000	16,098	166
63.10	4,280,000				6,780,000	77,018	167
					37,700		168
					50,000	668	169
					3,522,000	234,800	170
57.40	300,000				523,000	32,164	171
					10,200	56	172
					2,000,000	186,046	173
					34,320	5,968	174
	608,631,928	3,586,105	8,049,092	11,602,539	1,239,295,013		

§-9 EDWARD VII., A. 1909

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

Number.	Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
		\$ cts.	\$ cts.	\$ cts.		
1	Albert Southern and Har- vey Brauch.....	50,460 00	50,460 00		New Brunswick..	48,680 00
2		5,553 57	5,553 57		"	9,000 00
3	Alberta Ry. & Irrigation Co	148,094 00	148,094 00			
4	Algoma Central & Hudson Bay.....	1,440,000 00	924,976 00			
5	Atlantic & Lake Superior, including:					
6	Baie des Chaleurs.....	766,490 84	766,490 84		Quebec.....	1,415,090 00
7	Great Eastern.....	40,345 00	40,345 00		"	156,000 00
8	Ottawa Valley.....	21,600 00	21,600 00		"	25,890 00
9	Atlantic, Quebec & Western (under construction)....	64,000 00	64,000 00			
10	Bay of Quinté, including Kingston, Napanee and Western.....	141,722 45	141,722 45		Ontario.....	84,000 00
11		208,732 80	208,732 80		"	
12	Bedlington & Nelson..(Nil)					
13	Beersville Coal & Ry. Co. (now North Shore Ry. Co.)	20,736 00	20,736 00		New Brunswick..	16,200 00
14	Brandon, Saskatchewan & Hudson Bay.....					
15	British Yukon.....(Nil)					
16	Brockville, Westport & Northwestern.....	140,800 00	140,800 00		Ontario.....	
17	Bruce Mines & Algoma....	53,920 00	53,920 00		"	50,918 00
18	Buctouche & Moncton....	102,400 00	101,600 00		New Brunswick..	96,000 00
19	Campbellford, Lake Ontario & Western (under constr.)					
20	Can. Atlantic (now Grand Trunk) including:	282,355 20	282,355 20		Ontario.....	270,000 00
21	Ottawa, Armprior & Parry Sound & Parry S'nd Col'n Central Counties.....	932,512 00	932,512 00		Quebec.....	200,000 00
22					Ontario.....	577,326 06
23	Pembroke Southern.....	64,000 00	64,000 00		"	55,500 00
24	Canada Coals & Ry. Co. (now Maritime Ry. & Power Co)	37,500 00	37,500 00		Nova Scotia.....	35,200 00
25	Canada Southern, including Sarnia, Chatham & Erie.					
26	Leamington & St. Clair..	51,200 00	51,200 00		Ontario	
27	Canadian Gov't. Railways: Canadian Gov't. Railways: Intercolonial, including—				"	147,859 00
28	Fredericton & St. Mary's Bridge Co....	30,000 00	30,000 00			
29	Canada Eastern.....	374,839 84	374,839 84			
30	Drummond County....	423,936 00	423,936 00			
31	Prince Edward Island..					
32	Canadian North, including Winnipeg Great Northern Port Arthur, Duluth & Western.....	374,606 00	374,606 00			
33		271,200 00	271,200 00		Ontario.....	255,571 00
34	Manitoba & South East'n Lake Manitoba Ry. & Canal Co.....					
35	Ontario & Rainy River...	1,534,526 00	1,534,526 00		Ontario.....	1,072,800 00
36	Canada Northern Ontario.	1,696,000 00	1,316,096 00		"	\$
37	Canadian Northern Quebec.	1,522,983 31	1,569,918 46		Quebec.....	1,194,129 46
38		*10,189,521 00	*10,189,521 00		Manitoba.....	375,377 50
39	Canada Central.....	29,416,346 00	29,416,346 00		British Columbia	37,500 00
40	Lake Temiscanuing Col'n.	1,525,250 00	1,525,250 00		Ontario.....	1,479,000 00
41	North Shore (Montreal to Quebec).....	310,335 95	310,335 95		Quebec.....	350,076 82
42		†1,500,000 00	†1,500,000 00			
43	Montreal & Western.....	361,270 00	361,270 00		Quebec.....	472,500 00

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

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

SESSIONAL PAPER No. 20b

by Governments and Municipalities, to 30th June, 1908.

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
48,680 00						
9,000 00						
840,000 00			40,500 00			
82,699 25						
24,500 00			10,000 00	9,000 00		
84,000 00			197,990 43	197,990 43		
16,200 00						
50,918 00			116,000 00	116,000 00		
94,500 00			500 00	500 00		
270,000 00						
200,000 00			154,392 00	152,900 00		32,000 00
577,326 06						
			24,000 00	24,000 00		
53,500 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		
\$			20,000 00	20,000 00		
1,194,129 46			72,000 00	72,000 00		200,000 00
372,157 50						
37,500 00			572,500 00	464,761 29		
1,479,000 00						
350,076 82						42,500 00
472,500 00						

§ Ontario Government guarantees bonds, 268 miles at \$20,000 per mile.

8-9 EDWARD VII., A. 1909

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

Number.	Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
46	Quebec, Montreal, Ottawa & Occidental (Montreal to Ottawa).....	\$ cts.	\$ cts.	\$ cts.		\$ cts.
	Canadian Pacific—Leased:	†			"	727,000 00
47	Atlantic and North-West	3,702,200 00	3,702,200 00		Quebec	711,122 02
48	British Columbia Southern					
49	Calgary & Edmonton					
50	Cap de la Madeleine	7,424 00	7,424 00			
51	Columbia & Kootenay	88,800 00	88,800 00			
52	Columbia & Western					
53	Credit Valley				Ontario	531,000 00
54	Fredericton				New Brunswick	230,000 00
55	Great North-West Cent'l					
56	Guelph & Goderich				Ontario	
57	Guelph Junction	51,200 00	46,000 00		"	
58	Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
59	Manitoba & Northwestern				Manitoba	
60	Manitoba Southwestern Colonization				"	
61	Montreal & Lake Maskinongé	41,280 00	41,280 00		Quebec	87,750 00
62	Montreal & Ottawa	192,000 00	192,000 00		Ontario	100,000 00
63	Nakusp & Slocan	121,600 00	117,760 00		Quebec	182,210 00
64	New Brunswick				British Columbia	
65	New Brunswick and Canada				New Brunswick	76,000 00
66	Nicola, Kamloops & Similkameen				"	575,000 00
67	Northern Colonization	300,800 00	300,800 00			
68	Northern Colonization	133,760 00	133,760 00		Quebec	96,000 00
69	Ontario & Quebec	196,000 00	196,000 00		Ontario	
70	Ottawa, Northern & Western	950,000 00	821,099 20		Ontario	50,000 00
71	Saskatchewan & Western				Quebec	1,316,389 15
72	Shuswap & Okanagan	163,200 00	163,200 00		Manitoba	
73	St. John Bridge & Ry. Extension			433,900 00	New Brunswick	5,181 81
74	St. John & Maine				"	880,000 00
75	St. Lawrence & Ottawa				Ontario	
76	St. Stephen & Milltown	*14,848 00	14,848 00		New Brunswick	13,920 00
77	Tillsonburg, Lake Erie & Pacific	158,871 48	117,431 48		Ontario	38,364 00
78	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
79	Toronto, Grey & Bruce	14,656 00	14,656 00		Ontario	375,282 00
80	Vancouver & Lulu Island					
81	West Ontario Pacific	60,000 00	60,000 00		Ontario	
82	Cape Breton	192,000 00	182,400 00		Nova Scotia	96,000 00
83	Caraquet	224,000 00	224,000 00		New Brunswick	180,000 00
84	Carillon & Grenville... (nil)					
85	Central Ontario	144,061 36	144,061 36		Ontario	233,000 00
86	Colchester Coal & Ry. Co.	12,800 00	12,800 00			
87	Crow's Nest Southern (nil)					
88	Cumberland Ry. & Coal Co.	44,850 00	39,850 00		Nova Scotia	184,450 00
89	Dominion Atlantic, including—					
90	Windsor and Annapolis	1,193,369 00	1,193,369 00		Nova Scotia	
91	Cornwallis Valley	44,800 00	44,800 00		"	44,800 00
92	Western Counties	500,009 00	500,000 00		"	679,197 45
93	Midland of Nova Scotia	399,060 40	399,060 40		"	185,600 00
94	Edmonton, Yukon & Pacific (C.N.R.)	160,000 00	91,200 00			
	Elgin & Havelock	*82,652 82	*82,652 82		New Brunswick	107,500 00

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

* Includes \$9,635.89 used iron rails.

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by Governments and Municipalities to June 30, 1908.

By PROVINCIAL GOVERNMENTS.			By MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
	647,074 00					
76,000 00			23,000 00	23,000 00		
575,000 00			47,500 00	47,500 00		
96,000 00						
			52,500 00	52,500 00		
50,000 00			150,000 00	150,000 00		
1,192,672 58			101,000 00	100,000 00		
			10,000 00	10,000 00		
5,181 81						
880,000 00		300,000 00				60,000 00
					300,000 00	90,000 00
13,920 00						
38,564 00			75,000 00	75,000 00		
70,000 00						
375,282 00			988,000 00	969,561 44		
			25,000 00	25,000 00		
91,400 00			10,000 00	10,000 00		
180,000 00						
233,000 00			93,500 00	93,500 00		
173,650 00						
44,800 00			27,685 00	27,685 00		
679,197 45			150,000 00	150,000 00		
183,519 40			36,000 00	36,000 00		
107,500 00			13,000 00	13,000 00		

*Used iron rails.

8-9 EDWARD VII., A. 1909

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

	Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
		\$ cts.	\$ cts.	\$ cts.		
95	Esquimalt & Nanaimo.....	750,000 00	750,000 00			
96	Grand Trunk (in Canada), including			15,142,633 33		
97	Beauharnois Junction.....	62,400 00	62,400 00		179,073 00	
98	Brantford, Norfolk & Port Burwell.....				68,000 00	
99	Buffalo & Lake Huron.....					
100	Cobourg, Blairton & Marmora.....				18,740 00	
101	Grand Trunk, Victoria Jubilee Bridge.....	500,000 00	500,000 00			
102	Grand Trunk, Georgian Bay & Lake Erie.....				336,000 00	
103	Grand Junction, Belleville & North Hastings.....	21,888 00	21,888 00		224,660 00	
104	Owen Sound Branch.....	39,744 00	39,744 00			
105	Great Western.....					
106	Hamilton & North-Western.....				565,020 00	
107	London, Huron & Bruce.....				178,630 00	
108	Midland, Ontario.....				168,350 00	
109	Montreal & Champlain Junction.....	103,600 00	103,600 00		150,000 00	
110	Northern.....				196,188 00	
111	North Simcoe.....				83,300 00	
112	Northern Pacific Junction	1,320,000 00	1,320,000 00			
113	South Norfolk.....	54,400 00	54,400 00			
114	Toronto Belt Line.....					
115	Toronto & Nipissing.....				105,212 00	
116	Lake Simcoe Junction.....				53,000 00	
117	Victoria.....				312,000 00	
118	Waterloo Junction.....	32,800 00	32,800 00			
119	Wellington, Grey & Bruce				241,276 00	
120	Whitby, Port Perry & Lindsay.....				94,957 59	
121	Grand Trunk Pacific.....					
122	Gulf Shore.....	53,699 20	53,699 20		41,950 00	
123	Halifax & South-Western, including	819,874 93	819,874 93			
124	Central of Nova Scotia & Nova Scotia Southern.....	653,776 00	653,776 00			
125	Halifax & Yarmouth.....	160,000 00	160,000 00		156,499 33	
126	Middleton & Victoria Beach.....	125,760 00	125,760 00		96,000 00	
127	Hampton & St. Martins.....	†83,612 54	†83,612 54		145,600 00	
128	Hereford, including Dominion Lime Co's line.....	170,560 00	170,560 00		103,000 00	
129	Inverness R'y. & Coal Co.....	627,000 00	368,545 97		272,000 00	
130	Irondale, Bancroft & Ottawa	144,000 00	144,000 00		315,000 00	
131	International of New Brunswick.....	178,408 07	178,408 07		75,000 00	
132	Kaslo & Slocan, B. C. (nil)					
133	Kent Northern and	†58,334 27	†58,334 27		135,000 00	
134	St. Louis & Richibucto.....	22,400 00	22,400 00		21,000 00	
135	Kettle River Valley.....	97,771 52	97,771 52			
136	Kingston & Pembroke.....	48,000 00	48,000 00		456,493 00	
137	Klondyke Mines.....	197,184 00	197,184 00			
138	L'Assomption (road abandoned).....	11,200 00	11,200 00			
139	Lake Erie & Detroit River,	571,851 00	571,851 00		83,000 00	
140	London & Port Stanley (leased).....					

†Including loan of used iron rails.

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by Governments and Municipalities to June 30, 1908.

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
179,073 00						
68,000 00			966,000 00	966,000 00		
18,740 00	26,000 00		113,500 00	113,500 00		
336,000 00			929,000 00	929,000 00		
224,660 00			213,000 00	213,000 00		50,000 00
			85,500 00	85,500 00		
565,929 00			599,805 00	599,805 00		
178,639 00			311,500 00	311,500 00		
168,350 00			144,870 85	144,870 85		
150,000 00			21,774 00	21,774 00		
196,188 00			241,980 00	241,980 00		300,000 00
83,300 00						
			65,000 00	65,000 00		
105,212 00			376,702 59	376,702 59		
53,000 00			100,000 00	100,000 00		
312,000 00			186,000 00	186,000 00		
			47,000 00	47,000 00		
241,276 00			682,000 00	682,000 00		
94,957 59			222,094 93	222,094 93		
41,950 00						
	3,831,939 00					
156,499 33			15,338 93	15,338 93		
145,600 00						
60,500 00						
233,000 00			100,000 00	50,000 00		
135,000 00						
75,000 00			5,000 00	5,000 00		
135,000 00						
21,000 00						
456,493 00			509,320 00	509,320 00		
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00

8-9 EDWARD VII., A. 1909

TABLE 5.--Statement of Aid Granted and Paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		
141 Lenora Mt. Sicker (Vancouver Copper Co. (nil).					
142 Liverpool & Milton (nil)					
143 Lothière & Megantic	96,000 00	96,000 00		Quebec	126,994 00
144 Marmora Ry. & Mining Co.	30,720 00	30,720 00		Ontario	19,149 39
145 Maganetawan River	3,552 00	3,552 00		"	10,000 00
146 Manitoba (Canadian Northern system)				Manitoba	641,575 25
147 Manitoulin & North Shore	32,000 00	32,000 00			
148 Massawippi Valley	5,376 00	5,376 00		Quebec	
149 Minudie Coal & R'y. Co.	18,544 00	18,544 00		"	444,000 00
150 Montreal & Atlantic, including Lake Champlain & St. Lawrence Junction				"	250,280 00
152 Montreal & Province line	58,560 00	58,560 00		"	231,122 00
153 Montreal & Vermont Junction. (nil)					
154 Morrissey, Fernie & Michel B.C. (nil)					
155 Napierville Junction	173,440 00	173,440 00		Quebec	
156 Nelson & Fort Sheppard					
157 New Brunswick & P. E. I.	113,440 00	113,440 00		New Brunswick	99,708 90
158 New Brunswick Southern				New Brunswick	413,000 00
159 New Brunswick Coal & R'y. Co.	190,400 00	190,400 00		New Brunswick	224,000 00
160 Nosbonsing & Nipissing (Nil)					
161 Nova Scotia Steel & Coal Co's. R'y.	40,006 00	39,840 00		Nova Scotia	40,000 00
162 Orford Mountain	192,942 50	192,942 50		Quebec	138,884 92
163 Ottawa & New York	262,384 00	262,384 00		Ontario	35,000 00
164 Phillipsburg R'y. & Quarry Co.	23,712 00	23,712 00		Quebec	25,667 00
165 Pontiac & Renfrew	13,600 00	13,600 00		"	17,433 60
166 Princeton Branch of Wash. Co. R'y.					
167 Qu'Appelle, Long Lake & Saskatchewan					
168 Quebec Bridge & R'y. Co.	374,353 33	374,353 33		Quebec	250,000 00
169 Quebec Central	403,980 69	403,980 69		"	1,076,123 14
170 Quebec & Lake St. John	1,454,695 00	1,233,943 56		"	2,533,000 00
171 Quebec R'y., Light & Power Co., formerly, Quebec, Montmorcy & Charlevoix	96,000 00	96,000 00		"	306,945 50
172 Quebec & New Brunswick	201,600 00			New Brunswick	45,000 00
173 Quebec, Montreal & Southern, including	188,816 00	188,816 00		Quebec	210,000 00
174 United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
175 South Shore	296,998 38	296,998 38		"	276,645 00
176 Red Mountain (Nil)					
177 Rutland & Noyan (Nil)					
178 Salisbury & Harvey	29,665 45	**29,391 01		New Brunswick	455,000 00
179 Schomberg & Aurora	48,000 00	46,144 00			
180 Shediac & Coast (Nil)					
181 Stanstead, Shefford & Chambly (Nil)					
182 St. Clair Tunnel	375,000 00	375,000 00			
183 *St. John Valley & River du Loup (Nil)					
184 St. Lawrence & Adirondack	149,481 60	149,481 60		Quebec	70,400 00

*Under construction.

SESSIONAL PAPER No. 20b

by Governments and Municipalities, &c.— *Continued.*

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid Up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid Up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
126,994 00						
19,149 39						
10,000 00						
641,575 25						
						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
			10,000 00	10,000 00		
99,708 90						
413,000 00			3,000 00	3,000 00		
224,000 00						
40,000 00			4,000 00	4,000 00		
138,884 92						
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
306,945 50						
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		
70,400 00						

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

8-9 EDWARD VII., A. 1909

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

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

SESSIONAL PAPER No. 20b

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

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
			80,000 00	50,000 00		
82,000 00						
362,250 00			25,000 00	25,000 00		
66,000 00			10,000 00	10,000 00		
			268,000 00	265,500 00		
95,635 00			143,452 50	143,452 50		
25,247 00						
28,309,445 80	6,581,969 00	300,000 00	12,473,806 23	12,186,946 42	2,404,498 62	2,839,500 00

TABLE 6.—INCOME Account of Railways for the Year ending June 30, 1908, including Comparative Statement of Net Earnings.

Number.	1 Name of Railway.	3				4		A		5		6		7	
		Earnings.												Net Earnings.	
		Passenger.		Freight.		Other Earnings from Operation.		Total Gross, including other Earnings from Operation. Cols. 3+4+A.		Operating Expenses.		1908. Col. 5-6.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
1	Alberta Railway and Irrigation Co.	59,424	41	134,622	97	10,046	69	204,094	07	178,066	20	26,027	87		
2	Algoma Central and Hudson Bay	23,751	61	137,717	17	199,253	49	360,722	27	253,146	71	107,575	56		
3	Atlantic and Lake Superior	28,791	62	43,949	72	578	40	73,319	74	73,507	33	- 187	59		
4	Atlantic, Quebec and Western	3,698	50	5,114	57			8,813	07	22,182	54	-13,369	47		
5	Bay of Quinte	47,073	41	182,489	87	4,259	16	233,822	44	160,788	15	73,034	29		
6	Bedlington and Nelson	251	90	553	71	1	50	807	11	14,968	75	-14,161	64		
7	Beersville Coal and Railway Co. (now North Shore Railway Co.)	648	10	4,432	78			5,080	88	4,791	22	289	66		
8	Bessemer and Barry's Bay														
9	Brandon, Saskatchewan and Hudson Bay	19,176	84	19,533	05	266	50	38,976	39	102,915	32	- 63,938	93		
10	British Yukon	75,165	16	237,089	11	4,260	57	316,514	84	143,848	88	172,665	96		
11	Brockville, Westport and Northwestern	33,345	58	30,183	15	9	00	63,537	73	30,161	38	33,376	35		
12	Buctouche and Moncton	10,520	36	16,739	14			27,259	50	23,125	55	4,133	95		
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.)	6,815	61	27,937	59	1,886	81	36,640	01	23,843	97	12,796	04		
14	Canada Southern	2,204,016	14	5,496,012	50	184,136	62	7,884,165	26	5,486,128	34	2,398,036	92		
15	Canadian Government Railways—Intercolonial	3,027,710	31	5,820,857	34	87,366	49	8,935,934	14	9,349,072	78	- 413,135	64		
16	" " " Prince Edward Island	161,897	59	142,411	79	8,674	02	312,983	40	408,460	31	- 95,476	91		
17	Canadian Northern	2,026,272	48	6,824,782	98	858,407	25	9,709,462	71	6,527,768	73	3,181,693	98		
18	Canadian Northern, Ontario	122,821	31	116,117	07	6,663	36	245,601	74	245,197	82	403	92		
19	Canadian Northern, Quebec	208,739	10	448,860	78	22,601	15	680,201	03	709,411	11	- 29,210	08		
20	Canadian Pacific	23,245,345	24	43,733,429	25	3,410,390	83	70,389,165	32	47,980,269	05	22,408,896	27		
21	Cape Breton	5,350	09	2,510	38	137	44	7,997	91	17,126	21	- 9,128	30		
22	Caraguet	15,389	30	36,030	27			51,419	57	52,672	85	- 1,253	28		
23	Carillon and Grenville	1,547	75	119	84	894	00	2,561	59	5,423	86	- 2,862	27		
24	Central Ontario	84,431	21	170,760	00	14,230	85	269,422	06	153,927	53	115,494	53		
25	Crows Nest Southern	27,433	66	157,898	13	1,400	15	186,731	94	137,950	33	48,781	61		
26	Cumberland Railway and Coal Co.	18,251	75	77,480	92			95,732	67	45,875	15	49,857	52		

27	Dominion Atlantic.....	391,672 06	409,033 38	582 77	801,288 21	510,127 07	291,161 14
28	Elgin and Havelock.....	3,964 92	8,445 57		12,410 49	10,870 14	1,540 35
29	Esquimalt and Nanaimo.....						
30	Grand Trunk in Canada.....	10,540,996 60	19,011,649 93	728,055 23	30,280,701 76	21,000,569 09	9,280,132 67
31	Grand Trunk (Canada Atlantic).....	481,675 22	1,445,066 39	108,675 65	2,035,417 26	1,968,652 58	66,764 68
32	Halifax and Southwestern.....	211,148 87	173,565 57	2,470 62	387,185 06	384,981 15	2,203 91
33	Hampton and St. Martin's.....	4,485 58	7,265 67		11,751 25	6,946 33	4,804 92
34	Hereford.....	17,931 57	56,136 26	95 00	74,182 83	100,856 90	-26,674 07
35	Inverness Railway and Coal Co.....	21,755 78	187,410 18	946 98	210,112 94	114,565 96	95,546 98
36	Irondale, Bancroft and Ottawa.....	7,177 16	18,000 80		25,177 96	28,507 44	-3,329 48
37	Kaslo and Slocan.....	7,553 13	9,915 50	220 81	17,689 44	50,196 15	-32,506 71
38	Kent Northern.....	8,217 94	10,698 72		18,916 66	10,725 00	8,191 66
39	Kettle River Valley.....	276 85	2,714 50		2,990 35	3,553 30	-562 95
40	Kingston and Pembroke.....	60,935 53	139,142 07	17,345 63	217,423 23	174,361 50	43,061 73
41	Klondyke Mines.....	11,258 75	35,281 23	451 00	46,990 98	92,332 14	-45,341 16
42	Liverpool and Milton.....	840 00	8,539 53		9,379 53	5,828 96	3,550 57
43	Lotbiniere and Megantic.....	4,974 94	26,391 39	201 06	31,567 39	26,390 93	5,176 46
44	London and Port Stanley.....	49,695 82	66,102 42	8,256 21	124,054 45	143,658 04	-19,603 59
45	Manitoulin and North Shore.....	1,183 60	43,297 18	2,173 00	46,653 78	34,653 09	12,000 69
46	Massawippi Valley.....	75,390 60	122,757 10	540 00	198,687 70	177,635 10	21,002 60
47	Midland Railway Co. of Manitoba.....	8,248 35	25,289 13	211 00	33,748 48	91,457 19	-57,708 71
48	Montreal and Atlantic.....	198,351 66	537,648 29	21,412 07	757,412 02	72,020 15	37,203 87
49	Montreal and Province Line.....	47,389 87	39,768 80	2,917 25	90,075 92	71,319 42	18,756 50
50	Montreal and Vermont Junction.....	53,568 12	107,664 62	6,261 30	167,494 04	90,147 90	77,346 14
51	Morrissey, Fernie and Michel.....	8,342 85	91,959 75	6,220 12	106,522 72	80,876 81	25,645 91
52	Napierville Junction.....	4,568 63	15,100 42	12 00	19,681 10	32,847 60	-13,166 50
53	Nelson and Fort Sheppard.....	36,072 27	58,645 00	1,107 18	95,824 45	124,766 68	-28,942 23
54	New Brunswick Coal and Railway Co.....	12,527 28	33,645 67	7,857 76	54,030 71	56,096 96	-2,066 25
55	New Brunswick and Prince Edward Island.....	10,380 31	13,880 29		29,260 60	23,572 61	5,687 99
56	New Brunswick Southern.....	19,562 17	25,684 75	17 50	45,264 42	47,750 37	-2,485 95
57	New Westminster Southern.....	91,100 03	32,633 28	340 51	124,073 82	91,811 74	32,262 08
58	Nosbonsing and Nipissing.....		24,564 96		24,564 96	24,564 09	
59	Nova Scotia Steel and Coal Co.....	2,177 45	2,856 24		5,033 69	11,541 90	-6,808 21
60	Orford Mountain.....	8,254 74	19,353 49		27,608 23	38,468 27	-10,860 04
61	Ottawa and New York.....	67,946 68	48,481 24	1,634 94	118,062 86	124,679 04	-6,616 18
62	Philipsburg Railway and Quarry Co.....		1,639 55		1,639 55	6,239 25	-4,599 70
63	Princeton Branch of Washington Co.....	8,946 75	16,139 41		25,086 16	11,764 70	13,321 46
64	Père Marquette.....	173,407 39	1,806,664 32	28,880 78	2,008,952 49	1,712,949 76	296,002 73
65	Quebec Central.....	348,767 09	755,537 00	6,420 29	1,110,724 38	787,293 15	323,431 23
66	Quebec and Lake St. John.....	230,360 73	406,100 43	24,053 72	656,514 88	489,308 81	167,206 07
67	Quebec Railway, Light and Power Co.....	152,929 72	44,046 47	5,369 35	202,345 54	149,478 32	52,867 22
68	Quebec, Montreal and Southern.....	111,984 77	176,128 98	29,405 76	317,519 51	293,898 76	23,620 75
69	Red Mountain.....	5,320 79	26,270 22	2,738 13	34,329 14	33,924 41	404 73
70	Rutland and Noyan.....	7,450 92	11,693 78		19,144 70	10,359 54	8,785 16
71	Salisbury and Harvey.....	11,807 40	20,800 84	178 88	32,787 12	47,788 16	-15,001 04
72	Schomberg and Aurora.....	4,309 23	4,628 49		8,937 72	13,722 62	-4,784 90
73	Stanstead, Shefford and Chambly.....	31,628 36	43,311 55	756 88	75,696 79	75,944 23	-247 44
74	St. Clair Tunnel.....	65,430 00	239,377 50	16 67	304,824 17	140,492 41	164,331 76
75	St. Lawrence and Adirondack.....	177,465 71	235,421 61	470 24	413,357 56	268,461 10	144,896 46
76	Sydney and Louisburg (Dominion Coal Co.).....	20,127 36	398,493 28	71 44	418,692 08	405,888 28	12,803 80

TABLE 6. (Concl.)—INCOME Account of Railways for the Year ending June 30, 1908, including Comparative Statement of Net Earnings.

Number.	1	3	4	A	5	6	7
	Name of Railway.	Earnings.				Operating Expenses.	Net Earnings.
		Passenger.	Freight.	Other Earnings from Operation.	Total Gross including other Earnings from Operation. Cols. 3+4+A.		1908. Cols. 5-6.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
77	Temiscouata	65,607 05	141,475 95	3,696 07	210,779 07	152,922 67	57,856 40
78	Temiskaming and Northern Ontario	371,779 44	415,582 02	17,958 92	805,320 38	710,158 71	95,121 67
79	Thousand Islands	11,474 35	20,175 44	2,423 81	34,073 60	28,941 17	5,132 43
80	Toronto, Hamilton and Buffalo	265,699 30	549,190 56	40,200 61	855,090 47	668,345 73	186,744 74
81	{ Vancouver, Victoria and Eastern	87,995 35	287,196 20	1,593 12	376,784 67	333,677 88	43,106 79
	{ Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C.	18,849 38	20,856 46	930 11	40,635 95	35,650 81	4,985 14
83	Victoria Terminal Railway and Ferry Co	1,862 75	1,756 31	10,997 94	14,617 00	22,410 61	-7,793 61
84	Wabash Railway Co. in Canada	752,989 12	1,705,069 43	.....	2,458,058 55	2,178,729 98	279,328 57
85	Wellington Colliery Co.	3,180 00	34,662 99	.....	37,842 99	37,302 99	540 00
86	Wellington Colliery Co. (Ladysmith) .....	.....	57,709 67	.....	57,709 67	57,709 67	.....
87	York and Carleton	1,292 60	3,350 19	.....	4,642 79	4,238 25	404 54
	Total	46,854,158 97	94,154,522 05	5,909,632 59	146,918,313 61	107,304,142 51	39,614,171 10

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

A.—Earnings from Operation.

		1	2	3	4	5	A	6	7	8
No.	Name of Railway.	EARNINGS ARISING FROM PASSENGER SERVICE.								
		Passenger Revenue.	Revenue per Passenger per Mile.	Mail.	Express.	Miscellaneous—Extra Baggage, Storage and other Items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings.	
		\$ cts.	Cents.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Cents.	p. c.	
1	Alberta Railway and Irrigation Co.	52,516 85	3769	648 34	4,781 72	1,477 50	59,424 41	94798	29 11	
2	Algoma Central and Hudson Bay..	23,751 61	3571				23,751 61	47889	65 84	
3	Atlantic and Lake Superior.....	24,317 57	1566	3,668 24	805 81		28,791 62	45194	39 26	
4	Atlantic, Quebec and Western.....	3,682 25	3142			16 25	3,698 50	31736	41 96	
5	Bay of Quinté.....	38,327 54	2621	6,535 51	2,210 36		47,073 41	21507	20 31	
6	Bedlington and Nelson.....	178 71	4118		71 00	2 19	251 90	11607	31 21	
7	Beersville Coal and Ry. Co., now North Shore Ry. Co.	648 10	3125				648 10	7309	12 75	
8	Bessemer and Barry's Bay.....									
9	Brandon, Saskatchewan and Hudson Bay.....	17,881 74	2666		1,056 70	238 40	19,176 84	44835	49 21	
10	British Yukon.....	67,168 55	6824	4,500 00	2,414 26	1,082 35	75,165 16	1 33627	23 74	
11	Brockville, Westport and North Western.....	29,003 12	1372	3,380 40	962 06		33,345 58	58603	52 48	
12	Buctouche and Moncton.....	8,897 48	2174	601 60	42 69	978 59	10,520 36	51049	38 59	
13	Canada Coal and Ry. Co., now Maritime Coal, Ry. and Power Co.....	6,028 41	3313	301 44	313 66	172 10	6,815 61	39857	18 60	
14	Canada Southern.....	1,741,379 67	2226	117,411 90	345,224 57		2,204,016 14	1 31032	27 95	
15	Canadian Government Railways—Intercolonial.....	2,633,160 13	1845	173,402 32	176,565 01	39,582 85	3,027,710 31	93090	33 88	
16	Prince Edward Island.....	133,662 25	1821	23,219 90	1,544 38	3,471 06	161,897 59	49044	51 72	
17	Canadian Northern.....	1,772,816 38	2381	72,919 50	107,266 21	73,270 39	2,026,272 48	1 06704	20 69	
18	Canadian Northern, Ontario.....	112,005 90	2084	64 70	6,665 92	4,064 79	122,821 31	69978	50 01	
19	Canadian Northern, Quebec.....	187,794 84	1926	8,435 08	10,225 06	2,284 12	208,739 10	68585	30 69	
20	Canadian Pacific.....	19,655,394 44	1898	709,834 56	1,566,484 97	1,313,631 27	23,245,345 24	1 57410	33 02	
21	Cape Breton.....	5,119 25	2907		121 84	109 00	5,350 09	27447	66 89	
22	Cararquet.....	12,894 81	3023	2,494 49			15,389 30	38329	29 92	
23	Carillon and Grenville.....	1,547 75	2769				1,547 75	56159	60 42	
24	Central Ontario.....	72,214 19	2237	6,625 12	5,591 90		84,431 21	55671	31 33	

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

		1	2	3	4	5	A	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.								
No.	Name of Railway.	Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Miscellaneous—Extra Baggage, Storage and other Items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings.	
		\$ cts.	Cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Cents.	100 × Col. 6 Col. 16.	
									p.c.	
25	Crows Nest Southern	24,837 01	3723	1,302 22	982 45	311 98	27,433 66	83530	14 69	
26	Cumberland Railway and Coal Co.	14,119 23	2079	1,117 84	2,224 69	789 99	18,251 75	40326	19 06	
27	Dominion Atlantic	341,792 93	2275	13,388 96	22,221 46	14,268 71	391,672 06	80009	48 89	
28	Elgin and Havelock	3,211 08	2689	678 24	75 60		3,964 92	22115	31 95	
29	Esquimalt and Nanaimo									
30	Grand Trunk in Canada	8,957,520 38	1771	364,015 77	1,024,213 40	195,247 05	10,540,996 60	1 23773	34 81	
31	Grand Trunk (Canada Atlantic)	428,516 92	1615	20,682 47	22,823 33	9,652 50	481,675 22	67368	23 66	
32	Halifax and South Western	184,541 66	2332	6,722 08	15,244 55	4,640 58	211,148 87	62514	54 53	
33	Hampton and St. Martin's	4,077 90	4536	325 00	37 68	45 60	4,485 58	26859	38 17	
34	Hereford	16,435 78	2250	796 92	462 77	236 10	17,931 57	30304	24 17	
35	Inverness Railway and Coal Co.	20,658 81	2650		386 54	710 43	21,755 78	52008	10 35	
36	Irondale, Bancroft and Ottawa	6,004 25	3000	706 50	466 41		7,177 16	22805	28 50	
37	Kaslo and Slocan	5,925 69	6179	1,456 59	143 02	27 83	7,553 13	44041	42 69	
38	Kent Northern	7,113 97	7113	678 24	425 73		8,217 94	56364	43 44	
39	Kettle River Valley	275 85	4244				275 85	11016	9 23	
40	Kingston and Pembroke	50,784 37	3337	7,224 21	2,485 45	441 50	60,935 53	32426	28 02	
41	Klondyke Mines	11,233 00	15000			25 75	11,258 75	91968	23 96	
42	Liverpool and Milton	840 00	1875				840 00	10370	8 95	
43	Lotbiniere and Mégantic	4,221 34	2685	753 60			4,974 94	26491	15 76	
44	London and Port Stanley	43,096 65	1175	1,557 68	4,424 38	617 11	49,695 82	62058	40 06	
45	Manitoulin and North Shore	1,183 60	4192				1,183 60	9184	2 53	
46	Massawippi Valley	70,911 61	2128	2,851 43	999 96	627 60	75,399 60	92912	37 94	
47	Midland Ry. Co. of Manitoba	7,699 91	2369	44 04	234 97	269 43	8,248 35	27027	24 44	
48	Montreal and Atlantic	177,344 01	2290	9,433 78	11,573 87		198,351 66	66554	26 18	
49	Montreal and Province Line	42,542 53	2063	1,944 70	2,689 04	213 60	47,389 87	66945	52 61	
50	Montreal and Vermont Junction	46,229 62	1477	2,538 00	4,735 00	65 50	53,568 12	78826	31 98	

51	Morrissey, Fernie and Michel	8,342 85	467					8,342 85	54184	7 83
52	Napierville Junction	4,297 97	2791	249 05	21 66			4,568 68	27204	23 21
53	Nelson and Fort Sheppard	32,483 44	3716	1,633 40	1,535 84	419 59		36,072 27	70932	37 64
54	New Brunswick Coal and Railway Co.	10,913 31	2519	1,285 28	323 69			12,527 28	20747	23 18
55	New Brunswick and Prince Edward Island	9,223 66	2456	929 32	227 33			10,380 31	35104	35 47
56	New Brunswick Southern	15,847 30	2089	2,221 42	1,408 69	84 76		19,562 17	37018	43 21
57	New Westminster Southern	85,894 43	3245	1,632 01	2,403 53	1,170 06		91,100 03	1 54066	73 42
58	Nosbonsing and Nipissing									
59	Nova Scotia Steel and Coal Co.	1,863 45	2400	314 00				2,177 45	13864	43 24
60	Orford Mountain	7,413 74	2765	527 52	226 68	86 80		8,254 74	17167	29 90
61	Ottawa and New York	60,277 49	2155	4,162 85	2,453 89	1,052 45		67,946 68	88286	57 55
62	Phillipsburg Railway and Quarry Co.									
63	Princeton Branch of Washington Co.	8,343 28	1792	218 04	377 08	8 35		8,946 75	88890	35 66
64	Pere Marquette	143,197 97	1969	8,216 90	19,060 05	2,932 47		173,407 39	61597	8 63
65	Quebec Central	314,293 16	2099	18,808 72	10,612 16	5,053 05		348,767 09	80757	31 40
66	Quebec and Lake St. John	203,060 01	2063	14,455 92	8,405 80	439 00		226,360 73	83798	34 48
67	Quebec Railway, Light and Power Co.	141,233 95	2000	1,230 88		10,464 89		152,920 72	54035	75 57
68	Quebec, Montreal and Southern	101,399 19	2394	5,084 68	4,325 60	1,175 30		111,984 77	82716	35 26
69	Red Mountain	4,288 77	3700	282 80	646 01	103 21		5,320 79	72907	15 50
70	Rutland and Noyan	7,219 49	2203	87 36	144 07			7,450 92	1 61599	38 91
71	Salisbury and Harvey	9,214 89	2086	2,260 80	331 71			11,807 40	65596	36 01
72	Schomberg and Aurora	4,309 23	1535					4,309 23	23638	48 20
73	Stanstead, Shefford and Chambly	24,456 10	1978	1,746 34	4,620 53	805 39		31,628 36	49112	41 78
74	St. Clair Tunnel, yard and approaches	65,430 00						65,430 00		21 46
75	St. Lawrence and Adirondack	167,237 24	1843	1,723 21	7,692 70	812 56		177,465 71	1 32084	42 93
76	Sydney and Louisburg (Dominion Coal Co.)	16,789 49	2428	1,126 80	1,222 11	988 96		20,127 36	60168	5 00
77	Temiscouata	57,290 26	2594	5,824 54	1,240 52	1,251 73		65,607 05	45780	31 12
78	Temiscaming and Northern Ontario	342,828 64	2288	9,679 83	19,270 07			371,779 44	1 52256	46 16
79	Thousand Islands	8,186 48	4111	672 00	2,615 87			11,474 35	28946	33 67
80	Toronto, Hamilton and Buffalo	251,519 18	2195	3,180 12	11,000 00			265,699 30	96007	31 07
	(Vancouver, Victoria and Eastern									
81	(Vancouver, Westminster and Yukon	80,356 11	3126	3,121 04	3,329 26	1,188 94		87,995 35	88215	23 35
82	Victoria Terminal Railway and Ferry Co.	1,830 96	2544	31 79				1,862 75	1 20879	12 74
83	Victoria and Sydney, B. C.	18,425 39	2168	423 99				18,849 38	85745	46 38
84	Wabash Railway Co. in Canada	709,466 44	1994	1,448 92	33,448 46	8,625 30		752,389 12	1 04047	30 33
85	Wellington Colliery Co.	2,940 00	4646	240 00				3,180 00	24651	8 40
86	" " (Ladysmith)									
87	York and Carleton	1,119 60	2799	20 00	153 00			1,292 60	16345	27 84
	Total	39,992,503 11		1,670,120 90	3,486,300 63	1,705,234 33		46,854,158 97		

TABLE 7 (Continued)—EARNINGS and Income for the Year ending June 30, 1907.

A.—Earnings from Operation.

	1	9	10	B	11	12	13	14	15	16	17
No.	Name of Railway.	EARNINGS ARISING FROM FREIGHT SERVICE.						OTHER EARNINGS.		SUMMARY OF EARNINGS.	
		Freight Revenue.	Revenue per Ton per Mile.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 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.
1	Alberta Railway and Irrigation Co.	134,622 97	3090		134,622 97	1 89738	65 96			204,094 07	2 87651
2	Algoma Central and Hudson Bay	137,717 17	1546		137,717 17	2 77664	69 12	190,253 49		360,722 27	7 27292
3	Atlantic and Lake Superior	43,949 72	1409		43,949 72	57450	59 94	578 40		73,319 74	82474
4	Atlantic, Quebec and Western	5,114 57	3649		5,114 57	43887	58 03			8,813 07	75623
5	Bay of Quinté	182,489 87	1570		182,489 87	83378	78 04	1,428 41	2,830 75	233,822 44	1 06831
6	Bedlington and Nelson	553 71	4052		553 71	25516	68 60	1 50		807 11	37194
7	Beersville Coal and Ry. Co., now North Shore Ry. Co.	4,432 78	4999		4,432 78	50088	87 24			5,080 88	37184
8	Bessemer and Barry's Bay										
9	Brandon, Saskatchewan and Hudson Bay	19,491 57	1053	41 48	19,533 05	83704	50 12	266 50		38,976 39	60561
10	British Yukon	237,089 11	8214		237,089 11	4 12257	74 89	4,260 57		316,514 84	5 47793
11	Brockville, Westport and North West	30,183 15	4124		30,183 15	1 07146	47 50	9 00		63,537 73	1 11138
12	Buctouche and Moncton	16,739 14	3143		16,739 14	81226	61 40			27,259 50	1 32276
13	Canada Coal and Ry. Co., now Maritime Coal, Ry. & Power Co.	27,937 59	3589		27,937 59	1 44186	76 26	1,748 68	138 13	36,640 01	1 88283
14	Canada Southern	5,496,012 50	547		5,496,012 50	2 51807	69 73		184,136 62	7,884,165 26	2 12290
	Canadian Government Railways—										
15	Intercolonial	5,820,857 34	578		5,820,857 34	1 29468	63 12	30,854 31	56,512 18	8,935,934 14	1 23813
16	Prince Edward Island	142,411 79	3900		142,411 79	63141	45 50	7,983 52	690 50	312,983 40	91813
17	Canadian Northern	6,823,528 42	779	1,254 56	6,824,782 98	2 36410	70 30	105,714 47	752,692 78	9,709,462 71	2 20175
18	Canadian Northern, Ontario	115,644 34	1639	472 73	116,117 07	2 02782	47 28	3,041 63	3,621 73	245,601 74	1 05511
19	Canadian Northern, Quebec	448,743 16	1263	117 62	448,860 78	1 48623	65 98	7,167 64	15,433 51	680,201 03	1 26509
20	Canadian Pacific	43,377,728 06	742	355,701 19	43,733,429 25	2 29919	62 13		3,410,390 83	70,389,165 32	2 19063

21	Cape Breton	2,510 38	4199	2,510 38	12853	31 38	137 44	7,997 91	41031
22	Caracquet	36,030 27	2191	36,030 27	89739	70 07		51,419 57	1 28068
23	Carillon and Grenville	119 84	1181	119 84	4348	4 69		2,561 59	60507
24	Central Ontario	170,760 00	1626	170,760 00	1 02326	63 38		14,230 85	269,422 06
25	Crows Nest Southern	157,653 54	1342	157,898 13	4 38728	84 55	177 50	1,222 65	186,731 94
26	Cumberland Railway and Coal Co	77,480 92	1499	77,480 92	2 18398	80 93			95,732 67
27	Dominion Atlantic	407,366 51	2601	409,033 38	1 66231	51 04	53 00	529 77	801,288 21
28	Elgin and Havelock	8,445 57	4787	8,445 57	47108	68 05			12,410 49
29	Esquimalt and Nanaimo								69224
30	Grand Trunk in Canada	19,011,649 93	685	19,011,649 93	1 87280	62 78		728,055 23	30,280,701 76
31	Grand Trunk (Canada Atlantic)	1,445,066 39	581	1,445,066 39	1 34750	71 04	52,720 95	55,954 70	2,035,417 26
32	Halifax and South Western	173,215 62	1965	173,665 57	79397	44 82		2,470 62	387,185 06
33	Hampton and St. Martin's	7,265 67	2411	7,265 67	43507	61 83			11,751 25
34	Hereford	54,613 26	1070	56,156 26	1 09343	75 70	3 00	92 00	74,182 83
35	Inverness Railway and Coal Co.	187,121 96	1072	187,410 18	1 48391	89 19		946 98	210,112 94
36	Irondale, Bancroft and Ottawa	18,000 80	2256	18,000 80	57327	71 50			25,177 96
37	Kaslo and Slocan	9,871 42	4838	9,915 50	57816	56 05	160 00	60 81	17,689 44
38	Kent Northern	10,698 72	4457	10,698 72	70338	56 56			18,916 66
39	Kettle River Valley	2,714 50	2463	2,714 50	1 08400	90 77			2,990 35
40	Kingston and Pembroke	139,142 07	2221	139,142 07	1 16466	63 99	660 00	16,685 63	217,423 23
41	Klondyke Mines	35,281 23	3 7999	35,281 23	1 22432	75 08	50 00	401 00	46,990 98
42	Liverpool and Milton	8,539 53	8474	8,539 53	1 05426	91 05		201 06	9,379 53
43	Lotbiniere and Mégantic	26,391 39	3376	26,391 39	1 40529	83 60		201 06	31,567 39
44	London and Port Stanley	66,102 42	855	66,102 42	1 02264	53 28	4,830 00	3,426 21	124,054 45
45	Manitoulin and North Shore	43,297 18	1809	43,297 18	3 35976	92 80	2,125 00	48 00	46,653 78
46	Massawippi Valley	122,757 10	819	122,757 10	1 34478	61 78		540 00	198,687 70
47	Midland Ry. Co. of Manitoba	25,268 23	945	25,289 13	82300	74 93	131 00	80 00	33,748 48
48	Montreal and Atlantic	537,648 29	1129	537,648 29	1 27549	70 98		21,412 07	757,412 02
49	Montreal and Province Line	39,768 80	2151	39,768 80	75269	44 15		2,917 25	90,075 92
50	Montreal and Vermont Junction	107,664 62	551	107,664 62	3 09829	64 28		6,261 30	167,494 04
51	Morrissey, Fernie and Michel	91,959 75	1270	91,959 75	4 77762	86 32	7,464 27	Cr. 1,244 15	106,522 72
52	Napierville Junction	15,100 42	1050	15,100 42	83849	77 28		12 00	19,681 10
53	Nelson and Fort Sheppard	58,332 57	4607	58,645 00	2 91636	61 20	58 50	1,048 68	95,824 45
54	New Brunswick Coal and Ry. Co.	33,645 67	1300	33,645 67	55724	62 27	2,574 00	5,283 76	54,030 71
55	New Brunswick and P. E. Island.	18,880 29	3758	18,880 29	44528	64 53			29,260 60
56	New Brunswick Southern	25,668 79	3325	25,684 75	38380	56 74	17 50		45,264 42
57	New Westminster Southern	32,399 76	2149	32,633 28	1 59270	26 30	86 50	254 01	124,073 82
58	Nobonsing and Nipissing	24,564 96		24,564 96		100 00			24,564 96
59	Nova Scotia Steel and Coal Co.	2,856 24	4070	2,856 24		56 76			5,033 69
60	Orford Mountain	19,353 49	4714	19,353 49	1 45712	70 10			27,608 23
61	Ottawa and New York	46,467 58	1504	48,481 24	1 28611	41 06	42 68	1,592 26	118,062 86
62	Philipsburg Ry. and Quarry Co.	1,639 55	4675	1,639 55	68314	100 00			1,639 55
63	Princeton Brch. of Washington Co.	16,139 41	2328	16,139 41	2 34960	64 34			25,086 16
64	Père Marquette	1,806,664 32	532	1,806,664 32	2 18815	89 93	16,278 59	12,602 39	2,008,952 49
65	Quebec Central	755,537 00	1383	755,537 00	1 70182	68 02	730 36	5,689 93	1,110,724 38
66	Quebec and Lake St. John	406,100 43	1469	406,100 43	2 06999	62 00	12,011 21	12,042 51	656,514 88
67	Quebec Railway, Light and Power Company	44,046 47	4229	44,046 47	2 08257	21 27		5,369 35	202,345 54
68	Quebec, Montreal and Southern	176,128 98	1019	176,128 98	1 67620	55 47	16,132 26	13,273 50	317,519 51
69	Red Mountain	26,140 28	2477	26,270 22	3 59965	76 52	2,575 50	162 63	34,329 14

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

1	9	10	B	11	12	13	14	15	16	17	
No.	Name of Railway.	EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.			SUMMARY OF EARNINGS.	
		Freight Revenue.	Revenue per Ton per Mile.	Miscellaneous—Stock Yards, Elevators and other items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 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.
70	Rutland and Noyan.	11,693 78	1026		11,693 78	4 16890	61 09			19,144 70	2 58153
71	Salisbury and Harvey.	20,800 84	1766		20,800 84	1 15560	63 44		178 88	32,787 12	1 82150
72	Schomberg and Aurora.	4,628 49	1 3163		4,628 49	1 20533	51 80			8,937 72	40 497
73	Stanstead, Shefford and Chambly	43,311 55	1627		43,311 55	96 134	57 21		756 86	75,096 79	83953
74	St. Clair Tunnel, yard and approaches	239,377 50			239,377 50		78 51		16 67	304,824 17	
75	St. Lawrence and Adirondack.	234,971 49	1061	450 12	235,421 61	2 49973	56 95		470 24	413,357 56	1 80871
76	Sydney and Louisburg (Dominion Coal Co.)	398,493 28	663		398,493 28	4 30524	94 78		71 44	418,692 08	3 32263
77	Temiscouata.	141,475 95	2440		141,475 95	1 59024					
78	Temiscaming and Northern Ontario	415,582 02	1443		415,582 02	2 55607	67 12	174 84	3,521 23	210,779 07	1 30014
79	Thousand Islands.	20,175 44	1 1145		20,175 44	5 50899	51 60		17,958 92	805,320 38	1 80598
80	Toronto, Hamilton and Buffalo. .	544,217 38	1196	4,973 18	549,190 56	3 34203	59 18		2,423 81	34,073 60	85957
81	Vancouver, Victoria & Eastern. Vancouver, Westminster and Yukon	284,931 00	1496	2,265 20	287,196 20	2 90961	64 22	1,198 79	39,001 82	855,090 47	1 91595
82	Victoria Terminal Railway and Ferry Co.	1,756 31	5182		1,756 31	2 47020	76 21	492 00	1,101 12	376,784 67	2 31515
83	Victoria and Sydney, B. C.	20,820 70	4742	35 76	20,856 46	2 47020	12 01		10,997 94	14,617 00	9 48539
84	Wabash Railroad Co. in Canada..	1,700,537 33	602	4,532 10	1,705,069 43	2 11468	51 32	5 00	925 11	40,635 95	1 84851
85	Wellington Colliery Co.	3,503 45		31,159 54	34,662 99	2 68705	69 67			2,458,058 55	1 61939
86	" " (Ladysmith)	57,709 67	1201		57,709 67	4 63755	91 60			37,842 99	2 93356
87	York and Carleton.	3,350 19	3530		3,350 19	4 42364	100 00			57,709 67	4 63755
	Total	93,746,655 45		407,866 60	94,154,522 05		72 16			4,642 79	58710
								279,408 25	5,630,224 34	146,918,313 61	

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

Number.	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.																							
	Cols. 5+6+7+8								T. 7., Col. 16.																																																							
		\$ cts.		\$ cts.		p. c.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.																																										
1	Alberta Railway and Irrigation Co.	178,066	20	2	50967	87	24	77,239	92	19,642	19	65,658	52	15,525	57	1																																																
2	Algoma Central and Hudson Bay	253,146	71	5	10397	70	18	35,453	96	48,413	90	156,581	30	12,697	55	2																																																
3	Atlantic and Lake Superior	73,507	33		82674	100	25	18,442	75	8,328	05	38,648	90	8,087	63	3																																																
4	Atlantic, Quebec and Western	22,182	54	1	90343	251	70	4,373	13	1,381	96	12,606	45	3,821	00	4																																																
5	Bay of Quinte	160,788	15		73463	68	76	29,907	52	23,995	39	99,638	16	7,247	08	5																																																
6	Bedlington and Nelson (now North Shore Ry. Co.)	14,968	75	6	89804	185	48	12,135	63	486	59	1,965	96	380	57	6																																																
7	Beersville Coal and Railway Co.	4,791	22		35064	94	29	992	54	189	45	3,578	98	30	25	7																																																
8	Bessemer and Barry's Bay															8																																																
9	Brandon, Saskatchewan and Hudson Bay	102,915	32	1	60066	264	04	32,249	26	10,047	20	57,141	79	3,477	07	9																																																
10	British Yukon	143,848	88	2	48959	45	44	54,360	21	16,889	54	60,272	61	12,326	52	10																																																
11	Brockville, Westport and Northwestern	30,161	38		52757	47	46	5,251	59	2,479	96	15,335	22	7,094	61	11																																																
12	Buctouche and Moncton	23,125	55	1	12211	84	83	8,582	82	3,038	45	8,343	24	3,161	04	12																																																
13	Canada Coal and Railway Co. (now Maritime Coal, Railway and Power Co.)	23,843	97	1	22525	65	07	4,049	90	1,719	19	15,551	55	2,523	33	13																																																
14	Canada Southern	5,486,128	34	1	47720	69	58	807,947	07	828,970	61	3,678,455	77	170,754	89	14																																																
15	Canadian Govt. Railways—Intercolonial	9,349,072	78	1	29537	104	62	1,732,390	38	2,059,883	21	5,314,955	34	241,843	85	15																																																
16	" " " Prince Edward Island	408,460	31	1	23735	130	50	116,098	35	75,487	85	202,528	33	14,345	78	16																																																
17	Canadian Northern	6,527,768	73	1	48025	67	23	1,458,588	41	1,130,198	13	3,684,106	62	254,875	57	17																																																
18	Canadian Northern Ontario	245,197	82	1	05337	99	83	52,022	06	36,842	05	137,514	41	18,819	30	18																																																
19	Canadian Northern Quebec	709,411	11	1	31941	104	29	132,358	35	114,079	03	423,100	46	39,873	27	19																																																
20	Canadian Pacific	47,980,269	05	1	49322	68	16	9,630,803	95	9,459,860	45	27,448,405	51	1,441,199	14	20																																																
21	Cape Breton	17,126	21		87862	214	12	4,386	16	2,691	53	6,736	58	3,311	94	21																																																
22	Caracquet	52,672	85	1	31190	102	43	14,911	15	10,940	85	21,127	75	5,693	10	22																																																
23	Carillon and Grenville	5,423	86	1	64363	211	71	2,540	00	1,085	33	1,735	88	62	65	23																																																
24	Central Ontario	153,927	53		80431	57	13	50,999	01	14,149	63	79,669	35	9,109	54	24																																																
25	Crow's Nest Southern	137,950	33	2	00413	73	87	49,029	68	17,235	86	67,503	22	4,181	57	25																																																
26	Cumberland Railway and Coal Co.	45,875	15	1	01379	47	91	24,006	43	10,822	80	11,045	92			26																																																
27	Dominion Atlantic	510,127	07		91868	64	91	118,591	97	59,479	08	290,469	67	41,586	35	27																																																
28	Elgin and Havelock	10,870	14		60632	87	59	4,074	65	832	68	5,267	17	695	64	28																																																

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

Number.	Name of Railway.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES.				Number.						
		Amount. Cols. 5+6+7+8	Total Operating Expenses per train mile.	Proportion to Earnings from Operation. 100 x col. 2 T. 7, col. 16	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Trans- portation.	General Expenses.							
										p. c.	p. c.	p. c.	p. c.		
														\$	c.
29	Esquimalt and Nanaimo.....								29						
30	Grand Trunk in Canada.....	21,000,569	09	1,154,200	69	35	3,653,320	63	4,134,932	99	12,423,565	08	788,750	44	30
31	" " Canada Atlantic.....	1,968,652	58	1,187,738	96	70	359,962	42	431,800	88	1,122,269	60	54,619	68	31
32	Halifax and Southwestern.....	384,981	15	1,050,995	99	43	118,154	14	41,864	74	200,999	08	23,963	19	32
33	Hamilton and St. Martins.....	6,946	33	41,594	59	10	1,934	26			3,948	96	1,063	11	33
34	Hereford.....	100,856	90	1,183,881	135	95	29,711	22	17,320	68	51,265	48	2,559	52	34
35	Inverness Railway and Coal Co	114,565	96	907,133	54	52	36,282	41	23,379	68	47,313	25	7,591	62	35
36	Irondale, Bancroft and Ottawa	28,507	44	907,888	113	22	8,929	85	1,551	23	13,530	75	4,495	61	36
37	Kaslo and Slocan.....	50,196	15	2,926,899	283	76	32,372	56	2,951	22	14,327	56	544	81	37
38	Kent Northern.....	10,725	00	735,559	56	70	4,020	00	825	00	4,300	00	1,580	00	38
39	Kettle River Valley.....	3,553	30	1,419,544	152	27	981	45	695	21	1,488	95	387	69	39
40	Kingston and Pembroke.....	174,361	50	881,668	80	19	52,016	97	24,798	40	89,773	68	6,872	45	40
41	Klondyke Mines.....	92,332	14	3,437,022	196	48	29,802	07	15,138	91	30,445	96	16,945	20	41
42	Liverpool and Milton.....	5,823	96	719,622	62	14	6	20	1,621	26	3,717	57	483	93	42
43	Lotbiniere and Megantic.....	26,390	93	1,405,266	83	60	8,693	00	3,381	28	12,075	45	2,241	20	43
44	London and Port Stanley.....	143,658	04	1,149,911	115	80	21,219	78	21,725	91	94,775	61	5,936	74	44
45	Manitoulin and North Shore	34,653	09	2,688,999	74	27	10,429	95	4,635	28	14,050	74	5,546	12	45
46	Massawippi Valley.....	177,685	10	1,054,777	89	42	40,648	54	17,073	93	114,484	93	5,477	70	46
47	Midland Railway of Manitoba	91,457	19	2,883,338	271	00	42,045	01	6,567	39	39,997	03	2,847	76	47
48	Montreal and Atlantic.....	720,208	15	1,289,983	95	08	193,215	14	112,319	84	391,343	54	23,329	63	48
49	Montreal and Province Line	71,319	42	750,499	79	17	24,830	83	2,661	25	41,976	93	1,850	41	49
50	Montreal and Vermont Junction	90,147	90	879,000	53	82	13,637	37	25,329	41	46,721	21	4,459	91	50
51	Morrissey, Fernie and Michel	80,876	81	4,201,822	75	92	11,982	46	13,327	50	48,209	66	7,337	19	51
52	Napierville Junction.....	32,847	60	1,823,955	166	90	8,501	14	916	30	21,642	73	1,787	43	52
53	Nelson and Fort Sheppard.....	124,766	68	2,006,228	130	20	48,429	44	12,060	98	61,218	99	3,057	27	53
54	New Brunswick Coal and Railway Co	56,096	96	929,088	103	82	15,907	55	9,724	88	23,768	85	6,695	68	54
55	New Brunswick and P. E. Island	23,572	61	503,155	80	56	8,342	35	3,693	30	10,182	39	1,354	57	55
56	New Brunswick Southern.....	47,750	37	713,522	105	49	14,263	05	2,765	18	25,120	53	5,601	61	56
57	New Westminster Southern	91,811	74	1,235,399	73	99	17,843	89	9,276	68	61,228	11	3,463	06	57

58	Nosbonsing and Nipissing	24,564 96		100 00	7,860 79	3,684 75		13,019 42	58
59	Nova Scotia Steel and Coal Co.	11,841 90	75426	235 24	4,669 12	1,360 25	5,812 53		59
60	Orford Mountain	38,468 27	77818	139 33	14,413 08	2,080 14	18,755 90	3,219 15	60
61	Ottawa and New York	124,679 04	1 08740	105 60	38,365 19	13,726 16	66,903 34	5,684 35	61
62	Phillipsburg Railway and Quarry Co.	6,239 25	2 59968	380 42	1,417 43		1,721 82	3,100 00	62
63	Princeton Branch of Washington Co.	11,764 70	1 12013	46 88	3,380 54	1,336 86	6,388 33	658 97	63
64	Père Marquette	1,712,949 76	1 55694	85 26	167,091 14	287,878 31	1,209,704 65	48,275 66	64
65	Quebec Central	787,293 15	1 19102	70 88	186,064 89	133,248 01	397,671 06	70,309 19	65
66	Quebec and Lake St. John	489,308 81	1 11597	74 53	91,930 40	75,151 65	282,427 62	39,799 14	66
67	Quebec Railway, Light and Power Co.	149,478 32	49143	73 87	23,709 32	18,416 62	83,580 83	23,771 55	67
68	Quebec, Montreal and Southern	293,898 76	1 45929	92 24	85,500 38	42,293 82	151,923 96	14,180 60	68
69	Red Mountain	33,924 41	2 11921	98 82	8,649 47	5,269 27	21,838 24	Cr. 1,832 57	69
70	Rutland and Noyan	10,359 54	1 39691	54 11	1,688 65	1,774 56	6,113 89	782 44	70
71	Salisbury and Harvey	47,788 16	2 65434	145 75	27,366 25	4,572 26	14,091 15	1,758 50	71
72	Schomberg and Aurora	13,722 62	62177	153 53	4,308 95	929 37	8,155 62	328 68	72
73	Stanstead, Shefford and Chambly	75,944 23	84227	100 32	21,410 71	10,847 39	41,785 65	1,900 48	73
74	St. Clair Tunnel, yard and approaches	140,492 41		46 08	15,733 38	18,612 12	106,075 26	71 65	74
75	St. Lawrence and Adirondack	268,461 10	1 17469	64 19	49,312 79	27,494 44	189,411 04	2,242 83	75
76	Sydney and Louisburg (Dominion Coal Company)	405,888 28	3 22103	96 94	67,705 97	120,681 84	172,483 99	45,016 48	76
77	Temiscouata	152,922 67	94327	72 55	43,806 63	26,518 54	64,977 48	17,620 02	77
78	Temiscaming and Northern Ontario	710,198 71	1 59266	88 18	125,150 68	108,008 13	448,558 46	28,481 44	78
79	Thousand Islands	28,941 17	73010	84 92	5,698 10	3,142 97	16,446 01	3,654 09	79
80	Toronto, Hamilton and Buffalo	668,345 73	1 51526	78 16	182,074 81	69,145 95	377,010 53	40,113 44	80
81	{ Vancouver, Victoria and Eastern { Vancouver, Westminster and Yukon	333,677 88	2 05028	88 55	79,675 66	55,422 22	186,234 15	12,345 85	81
82	Victoria Terminal Railway and Ferry Co.	22,410 61	14 54290	153 32	786 53	423 39	20,933 74	266 95	82
83	Victoria and Sydney, B.C.	35,650 81	1 62174	87 73	10,449 83	5,626 53	16,028 01	3,546 44	83
84	Wabash Railroad Co. in Canada	2,178,729 98	1 43530	88 63	197,803 08	302,851 70	1,604,387 35	73,687 85	84
85	Wellington Colliery Co.	37,302 99	2 89170	98 68	11,349 26	13,898 98	12,054 75		85
86	Wellington Colliery Co., (Ladysmith)	57,709 67	4 63755	100 00	9,775 22	17,582 45	30,352 00		86
87	York and Carleton	4,238 25	53594	91 27	1,300 00	137 00	2,756 00	45 25	87
	Final total	107,304,142 51			20,778,609 78	20,273,625 95	62,486,270 59	3,765,636 19	

8-9 EDWARD VII., A. 1909

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	1	2	3	4	5	6						
							MAINTENANCE OF WAY					
							Repairs of Roadway.	Renewals of Rails.	Renewals of Ties.	Repairs and Renewals of Bridges and Culverts.	Repairs and Renewals of Fences, Road-Crossings, Signs and Cattle Guards.	
\$	cts.	\$	cts.	\$	cts.	\$	cts.					
1	Alberta Ry. and Irrigation Co.	36,650	01	417	61	17,108	07	9,072	27	4,295	40	
2	Algoma Central and Hudson Bay.	20,066	57			1,228	14	1,128	65	115	99	
3	Atlantic and Lake Superior.	14,380	84			1,306	64	1,268	80	242	52	
4	Atlantic, Quebec and Western.	3,047	35					307	10			
5	Bay of Quinté.	21,496	51	123	43	3,654	49	330	69	413	24	
6	Bedlington and Nelson.	3,105	56	49	19	1,490	17	7,028	48	10	48	
7	Beersville Coal and Ry. Co. (now North Shore Railway Co.)	883	00			83	08					
8	Bessemer and Barry's Bay.											
9	Brandon, Saskatchewan and Hud- son Bay.	27,078	04	291	39			781	55	953	19	
10	British Yukon.	29,133	85			15,379	70	2,166	00	13	90	
11	Brockville, Westport and North- western.	1,729	85	203	05	2,109	06	144	05	129	60	
12	Buctouche and Moncton.	4,732	45			2,283	18	1,110	17	58	90	
13	Canada Coals and Ry. Co. (now Maritime Coal, Ry. and Power Co.).	2,837	10	230	88	636	58	147	70	48	22	
14	Canadian Southern.	407,118	25	190,059	84	88,827	33	34,593	15	20,261	40	
	Canadian Government Railways—											
15	Intercolonial.	838,021	69	92,308	32	292,669	39	46,696	77	53,175	32	
16	Prince Edward Island.	77,358	66	612	34	10,477	23	861	34	5,950	35	
17	Canadian Northern.	836,520	17	9,194	81	245,223	74	121,493	69	21,071	38	
18	Canadian Northern Ontario.	33,697	34			1,342	55	3,144	35	208	76	
19	Canadian Northern Quebec.	69,862	14	Cr. 8	25	10,422	96	16,212	68	11,597	56	
20	Canadian Pacific.	4,784,415	49	657,934	65	871,907	95	844,023	45	246,028	72	
21	Cape Breton.	3,346	34			866	55	5	80	46	80	
22	Carquet.	10,259	20			3,610	10	375	25	325	10	
23	Carillon and Grenville.	483	05			890	00	294	10	330	50	
24	Central Ontario.	28,089	51	254	72	6,440	00	4,442	27	2,215	16	
25	Crow's Nest Southern.	42,931	14	213	74	1,575	26	1,364	95	35	16	
26	Cumberland Ry. and Coal Co.	15,719	63	524	75	3,956	30	328	14	158	45	
27	Dominion Atlantic.	58,164	91	7,954	55	21,806	60	15,733	58	5,188	36	
28	Elgin and Havelock.	3,168	55			521	67	243	89	21	85	
29	Esquimalt and Nanaimo.											
30	Grand Trunk in Canada.	1,722,205	82	532,260	70	296,519	63	153,401	97	81,967	03	
31	Canada Atlantic (G. T. R.).	203,597	86	19,299	51	44,972	17	Cr. 8,732	32	4,954	84	
32	Halifax and Southwestern.	77,995	53			14,131	98	5,108	75	1,098	90	
33	Hampton and St. Martins.					280	23	145	00			
34	Hereford.	19,690	07	7	24	3,714	73	2,612	98	979	31	
35	Inverness Ry. and Coal Co.	22,188	37	2,463	41	4,752	74	1,975	78	394	03	
36	Irondale, Bancroft and Ottawa.	6,679	55			1,482	74	97	56			
37	Kaslo and Slocan.	10,895	67			518	50	12,904	43			
38	Kent Northern.	3,000	00			950	00					
39	Kettle River Valley.	884	91					40	93	6	75	
40	Kingston and Pembroke.	34,346	20			9,262	87	147	23	1,448	24	
41	Klondyke Mines.	19,058	99	29	57	655	84	2,371	78	582	89	
42	Liverpool and Milton.											
43	Lotbinière and Megantic.	5,509	11	178	72	952	54	1,257	77	67	72	
44	London and Port Stanley.	8,102	87	622	29	4,634	74	3,535	30	618	48	
45	Maganetawan River (G. T. R.).											
46	Manitoulin and North Shore.	8,142	06	200	97	1,235	86	145	81	0	75	
47	Massawippi Valley.	19,146	83	11,564	72	4,490	42	2,829	92	789	54	
48	Midland Ry. Co. of Manitoba.	34,322	15	2,795	20	1,371	66	615	57	427	60	

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for the Year ending June 30, 1908.

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

8-9 EDWARD VII., A. 1909.

TABLE 9.—CLASSIFICATION of Operating Expenses

		MAINTENANCE OF WAY				
No.	Name of Railway.	Repairs of Roadway.	Renewals of Rails.	Renewals of Ties.	Repairs and Renewals of Bridges and Culverts.	Repairs and Renewals of Fences, Road-Crossings, Signs, and Cattle Guards.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
49	Montreal and Atlantic	93,517 88	4,788 24	21,673 58	40,270 52	5,487 88
50	Montreal and Province Line	12,646 86	9 96	5,323 41	2,819 15	619 16
51	Montreal and Vermont Junction	8,056 78	.....	1,883 48	1,251 61	253 10
52	Morrissey, Fernie and Michel, B.C.	7,930 84	239 71	1,261 47	.....	.....
53	Napierville Junction	5,580 88	120 06	130 56	30 91	367 64
54	Nelson and Fort Sheppard	31,261 24	271 48	6,150 25	7,292 10	17 61
55	New Brunswick Coal and Ry. Co.	14,824 25	.....	.....	272 15	.....
56	New Brunswick and Prince Edward Island	4,477 92	228 42	1,529 72	894 23	727 66
57	New Brunswick Southern	11,608 81	.....	1,197 47	891 96	Cr. 50 65
58	New Westminster Southern	15,547 96	83 61	1,445 34	320 44	47 60
59	Nosbonsing and Nipissing	.....	.....	.....	.....	.....
60	Nova Scotia Steel and Coal Co.	2,494 92	.....	1,673 60	.....	500 60
61	Orford Mountain	9,044 25	99 02	1,230 56	1,088 03	36 68
62	Ottawa and New York	22,249 33	107 44	3,531 41	3,864 79	954 75
63	Phillipsburg Ry. and Quarry Co.	.....	.....	.....	.....	.....
64	Princeton Branch of Washington Co. Ry.	1,570 10	1,606 18	159 88	13 09	22 40
65	Père Marquette	100,296 06	11,792 85	13,387 68	10,693 29	11,891 74
66	Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern)	.....	.....	.....	.....	.....
67	Quebec Central	83,200 22	32,545 87	16,500 00	31,964 61	3,561 02
68	Quebec and Lake St. John	55,258 74	3,223 18	17,252 23	1,891 59	3,958 82
69	Quebec Ry., Light and Power Co.	8,871 83	.....	1,806 68	1,649 30	1,179 80
70	Quebec, Montreal and Southern	40,332 16	310 62	11,370 68	9,671 43	4,231 67
71	Red Mountain	6,038 57	34 27	445 25	814 53	4 20
72	Rutland and Noyan	972 57	.....	620 00	.....	14 65
73	Salisbury and Harvey	10,290 21	4,966 32	2,248 77	8,927 34	64 06
74	Schomberg and Aurora	2,079 44	.....	.....	.....	.....
75	Stanstead, Shefford and Chambly	15,469 40	.....	2,565 42	1,143 24	288 12
76	St. Clair Tunnel, yard and approaches	.....	.....	.....	.....	.....
77	St. Lawrence and Adirondack	20,147 21	608 34	13,795 93	3,324 09	1,947 20
78	Sydney and Louisburg (Dom. Coal Co.)	33,814 26	.....	25,445 60	1,756 27	2,670 21
79	Temiskouata	30,389 10	.....	6,137 00	4,099 88	519 99
80	Temiskaming & Northern Ontario	96,798 86	981 98	526 90	5,094 47	1,233 42
81	Thousand Islands	4,185 43	.....	630 25	196 95	78 98
82	Toronto, Hamilton and Buffalo	128,025 44	11,110 22	9,134 60	13,627 36	3,193 20
83	{ Vancouver, Victoria and Eastern Yukon, Westminster and }	60,412 06	604 75	2,592 27	8,875 79	518 40
84	Victoria Terminal Ry. & Ferry Co.	424 30	.....	232 11	47 28	16 92
85	Victoria and Sydney, B.C.	5,636 01	.....	3,082 36	627 81	225 16
86	Wabash Ry. Co. in Canada	126,413 00	1,074 89	25,529 06	10,601 91	3,933 79
87	Wellington Colliery Co.	8,441 60	.....	2,907 66	.....	.....
88	Wellington (Ladysmith Extension)	.....	.....	4,861 50	.....	4,913 72
89	York and Carleton	1,171 00	80 00	10 00
Total		10,640,542 68	1,604,594 76	2,204,083 47	1,465,753 45	519,671 89

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for the Year ending June 30, 1908—Continued.

7	8	9	10	11	12	13	No.
AND STRUCTURES.							
Repairs and Renewals of Buildings and Fixtures.	Repairs and Renewals of Docks and Wharfs.	Repairs and Renewals of Telegraph.	Stationery and Printing.	Other Expenses.	Snow Clearing.	Total.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
15,765 78		1,756 60	269 95	495 64	9,189 07	193,215 14	49
1,569 72		57 79	10 54		1,774 24	24,830 83	50
1,570 37		86 16	24 45		511 42	13,637 37	51
114 80				Cr. 342 53	2,778 17	11,982 46	52
228 38		6 75	5 53	29 37	2,001 06	8,501 14	53
1,327 07		75 38	55 18	17 96	1,961 17	48,429 44	54
323 17		268 13			219 85	15,907 55	55
290 27	174 13		15 00	5 00		8,342 35	56
609 16				6 30		14,263 05	57
297 82	Cr. 26 00	59 79	49 59	0 58	17 16	17,843 89	58
						7,860 79	59
						4,669 12	60
182 39		125 20	40 00	62 67	2,504 28	14,413 08	61
5,212 54		316 54	0 80		2,127 59	38,365 19	62
						1,417 43	63
			3 69		5 20	3,380 54	64
12,612 58	Cr. 1,566 65	268 51	245 66	13 67	7,455 75	167,091 14	65
							66
10,080 89			1,832 21	4,167 29	2,222 78	186,064 89	67
2,257 41			1,101 30	4,364 45	2,622 68	91,930 40	68
2,447 99			24 97	3,760 61	3,968 14	23,709 32	69
9,559 55	32 84	45 63	359 81	420 85	9,165 14	85,500 38	70
151 06		52 51	15 52	0 38	1,093 18	8,649 47	71
			10 00		71 43	1,688 65	72
255 62				613 93		27,366 25	73
		2 57			2,226 94	4,308 95	74
1,028 75		90 85	10 75		814 18	21,410 71	75
						15,733 38	76
6,658 96			10 87		2,820 19	49,312 79	77
				730 00	1,086 72	67,705 97	78
2,202 91					1,184 15	43,806 63	79
1,476 51		4,008 38	143 05	733 52	11,115 29	125,150 68	80
4,514 81				0 25	153 01	5,698 10	81
452 60	0 63				3,646 18	182,074 81	82
13,219 93		10 93	106 95				
3,641 26	101 45	572 05	174 77	49 75	2,133 11	79,675 66	83
3 21	50 32			12 39		786 53	84
165 40	668 07			45 02		10,449 83	85
27,784 92	2,205 23	205 86	54 42			197,803 08	86
						11,349 26	87
						9,775 22	88
10 00			10 00		19 00	1,300 00	89
2,690,915 90	167,017 45	294,301 15	43,924 32	129,098 56	993,694 55	20,778,609 78	

8-9 EDWARD VII., A. 1909

TABLE 9—Classification of Operating Expenses

No.	1 NAME OF RAILWAY.	2			3			4		
								MAINTENANCE		
		Superintendence.			Repairs and Renewals of Locomotives.			Repairs and Renewals of Passenger Cars.		
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	
1	Alberta Ry. and Irrigation Co.	1,069	51	8,287	93	2,002	84			
2	Algoma Central and Hudson Bay	4,392	19	13,166	90	2,152	20			
3	Atlantic and Lake Superior	1,090	62	4,711	87	1,271	94			
4	Atlantic, Quebec and Western			1,254	58	71	19			
5	Bay of Quinté	15	69	13,410	07	4,446	49			
6	Bedlington and Nelson	20	21	65	11					
7	Beersville Coal and Railway Co. (now North Shore Ry.)	90	55			75	00			
8	Bessemer and Barry's Bay									
9	Brandon, Saskatchewan and Hudson Bay	599	58	4,367	52	1,411	07			
10	British Yukon	1,667	40	6,298	80	2,632	10			
11	Brockville, Westport and Northwestern	725	00	441	92	690	31			
12	Buctouche and Moncton			1,438	47	337	10			
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.)			1,176	17	378	28			
14	Canada Southern	25,064	49	385,754	15	29,257	71			
	Canadian Government Railways—									
15	Intercolonial	91,864	54	824,983	04	303,213	89			
16	Prince Edward Island	6,270	28	24,224	56	25,007	09			
17	Canadian Northern	23,561	20	625,839	27	120,223	73			
18	Canadian Northern Ontario	1,614	00	16,553	78	5,413	70			
19	Canadian Northern Quebec	4,161	66	56,210	06	13,396	89			
20	Canadian Pacific	222,091	54	3,420,041	98	1,620,680	47			
21	Cape Breton			2,170	97	490	97			
22	Caracquet	500	00	6,625	50	1,460	25			
23	Carillon and Grenville	560	00	196	45	40	62			
24	Central Ontario	1,020	00	6,936	01	1,511	65			
25	Crow's Nest Southern	662	55	5,820	91	918	98			
26	Cumberland Railway and Coal Co.	1,200	00	2,343	21					
27	Dominion Atlantic	2,113	35	22,838	17	11,475	41			
28	Elgin and Havelock			646	64	22	43			
29	Esquimalt and Nanaimo									
30	Grand Trunk in Canada	155,044	71	1,652,014	99	392,493	07			
31	Canada Atlantic (G. T. R.)	19,717	97	186,315	19	5,403	35			
32	Halifax and Southwestern	3,027	39	20,172	06	5,777	92			
33	Hampton and St. Martin's									
34	Hereford	490	09	7,270	13	2,271	31			
35	Inverness Railway and Coal Co.	1,707	79	12,900	89	957	87			
36	Iroquois, Bancroft and Ottawa	250	00	1,096	93	104	30			
37	Kaslo and Slocan, B.C.	56	86	1,227	58	272	49			
38	Kent Northern	300	00	150	00	75	00			
39	Kettle River Valley	12	50	434	30	43	15			
40	Kingston and Pembroke	12	50	11,368	67	4,748	50			
41	Klondyke Mines			12,646	55	533	51			
42	Liverpool and Milton									
43	Lotbiniere and Megantic			1,045	23	283	71			
44	London and Port Stanley	667	50	12,806	74	3,102	02			
45	Maganetawan River									
46	Manitoulin and North Shore	1,097	35	738	13					
47	Massawippi Valley			4,125	53	4,313	47			
48	Midland Railway Co. of Manitoba	287	21	2,583	58	837	58			
49	Montreal and Atlantic	3,300	39	62,702	85	5,722	39			
50	Montreal and Province Line	244	67	842	50	463	41			
51	Montreal and Vermont Junction	625	18	16,014	57	3,032	89			
52	Morrisset, Fernie and Michel, B. C.			7,067	98					

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for the Year ending June, 30, 1908.

							5	6	7	8	9	10	11	
OF EQUIPMENT.														
Repairs and Renewals of Freight Cars.	Repairs and Renewals of Work Cars.	Repairs and Renewals of Marine Equipment.	Repairs and Renewals of Shop Machinery and Tools.	Stationery and Printing.	Other Expenses.	Totals.	No.							
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.								
3,215 00		1,832 13		64 88	3,169 90	19,642 19	1							
20,691 27	4,257 34		824 86	57 53	2,871 61	48,413 90	2							
335 61	16 66				901 35	8,328 05	3							
27 53	28 66					1,381 96	4							
6,107 21			1 17	8 25	6 51	23,995 39	5							
	287 45		113 15	0 59	0 08	486 59	6							
23 90						189 45	7							
							8							
1,638 56	1,371 10		307 67	42 88	308 82	10,047 20	9							
2,639 10	2,697 35		937 14	17 65		16,889 54	10							
614 37			8 36			2,479 96	11							
1,059 03			87 76		116 09	3,038 45	12							
							13							
164 74						1,719 19	13							
318,938 51	6,048 49	28,630 14	9,381 41	2,142 30	23,753 41	828,970 61	14							
							15							
642,405 29	32,143 63	6,937 60	63,972 91	11,350 61	83,011 70	2,059,883 21	15							
10,323 35	1,316 20		4,928 01	327 58	3,090 78	75,487 85	16							
290,443 62	14,967 44		37,510 91	2,515 92	15,136 04	1,130,198 13	17							
3,248 72	3,432 14		2,410 22	291 10	3,878 39	36,842 05	18							
32,707 36	2,446 35		2,057 07	142 65	2,956 99	114,079 03	19							
3,360,657 59	448,450 15	7,009 72	337,104 38	41,586 14	2,238 48	9,459,860 45	20							
29 59						2,691 53	21							
545 10			1,810 00			10,940 85	22							
			26 93		261 33	1,085 33	23							
4,542 68			86 15	20 20	32 94	14,149 63	24							
7,503 14	1,438 51		522 99	42 82	325 96	17,235 86	25							
7,279 59						10,822 80	26							
16,272 78	146 73		6,043 08	190 23	399 33	59,479 08	27							
				10 63	0 85	832 68	28							
							29							
4 00	145 58		2 55				30							
1,400,741 61	57,178 72	Cr 13,684 02	235,386 60	10,958 90	244,798 41	4,134,932 09	30							
154,809 96	6,541 09		24,988 07	1,365 38	32,659 87	431,800 88	31							
5,948 22	275 42		1,416 24	181 64	5,065 85	41,864 74	32							
							33							
6,531 61	106 64		313 74	337 16		17,320 68	34							
6,339 83	68 40		1,118 66	103 54	182 70	23,379 68	35							
100 00						1,551 23	36							
1,212 85			51 92	0 35	129 17	2,951 22	37							
	300 00					825 00	38							
11 89	76 34		24 64		92 39	695 21	39							
3,235 20			283 79	40 60	5,109 14	24,798 40	40							
1,072 43	368 98		120 98	32 75	363 71	15,138 91	41							
						1,621 26	42							
1,263 39	21 35		570 91	60 90	135 79	3,381 28	43							
3,033 78	145 17		436 69	35 14	1,498 87	21,725 91	44							
							45							
2,474 47	32 99		8 02	6 12	278 20	4,635 28	46							
8,305 95	328 93					17,073 93	47							
1,411 84	1,091 13		210 33	22 04	123 68	6,567 39	48							
36,287 84	150 86		3,724 10	431 41		112,319 84	49							
1,075 86			1 42	33 39		2,661 25	50							
4,685 03	160 40		744 20	67 14		25,329 41	51							
6,259 52						13,327 50	52							

8-9 EDWARD VII., A. 1909

TABLE 9—Classification of Operating Expenses

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

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

5	6	7	8	9	10	11	
OF EQUIPMENT.							
Repairs and Renewals of Freight Cars.	Repairs and Renewals of Work Cars.	Repairs and Renewals of Marine Equipment.	Repairs and Renewals of Shop Machinery and Tools.	Stationery and Printing.	Other Expenses.	Total.	No.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
86 67				3 55		916 30	53
1,338 77	426 27		141 80	22 27	113 73	12,060 98	54
2,647 73			1,249 84	476 63	134 06	9,724 88	55
1,186 37	104 08		161 32	20 00	9 50	3,693 30	56
169 08	104 81		30 86			2,765 18	57
1,400 75	254 56		349 31	49 84	332 69	9,276 68	58
						3,684 75	59
						1,360 25	60
349 54			176 99		30 27	2,080 14	61
1,456 01	55 63		945 28	2 80	867 45	13,726 16	62
							63
563 72	11 08		9 47	3 05		1,336 86	64
162,011 62	705 51	3,511 43	3,472 92	280 89	13,199 32	287,878 31	65
							66
35,077 75			10,495 12	1,172 62	4,934 54	133,248 01	67
19,152 68	868 24		2,879 12	1,101 30	4,769 53	75,151 65	68
2,208 93	70 87		231 19	29 36	3,635 04	18,416 62	69
6,372 27	1,661 27		1,444 13	396 58	371 10	42,293 82	70
884 23	112 11		38 23	5 94	1,564 01	5,269 27	71
510 73	100 00		147 31	96 15	149 01	1,774 56	72
757 19					172 27	4,572 26	73
212 49			4 60			929 37	74
2,086 92	76 00		364 42	28 59		10,847 39	75
						18,612 12	76
11,225 58	73 76		Cr. 53 94	3 79	600 22	27,494 44	77
49,447 06			4,245 21		3,153 63	120,681 84	78
5,199 18					6,897 78	26,518 54	79
19,305 18	5,818 86		2,775 58	443 52	7,361 86	108,008 13	80
			17 53	2 00	14 20	3,142 97	81
8,893 67	931 64		7,984 33	99 52	3,339 61	69,145 95	82
9,440 62	2,231 98		491 22	78 12	16,335 79	55,422 22	83
352 37						423 39	84
4,681 54						5,626 53	85
121,468 22		17,944 21	3,912 51	571 74	22,652 01	302,851 70	86
1,324 29	8,457 30					13,898 98	87
9,800 90						17,582 45	88
10 00			9 00	8 00		137 00	89
6,855,843 98	608,109 17	52,181 21	779,160 38	77,384 68	523,535 96	20,273,625 95	

8-9 EDWARD VII., A. 1909

TABLE 9.—CLASSIFICATION OF Operating Ex

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

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penses for the Year ending June 30, 1908.

32	33	34	35	36	37	38	No.
TRANSPORTATION.							
Other Sup- plies for Locomotives	Train Service.	Train Sup- plies and Expenses.	Switchmen, Flagmen and Watchmen.	Telegraph Expenses.	Station Service.	Station Supplies.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
156 02	9,380 55	684 79	3,374 95	1,534 77	10,099 32	1,095 71	1
25 33	8,624 89	1,730 66	17,336 44	1,044 15	13,719 89	270 52	2
.....	4,387 20	.....	1,408 20	.....	4,091 63	265 90	3
82 07	1,915 35	411 57	.....	.....	1,135 00	841 16	4
518 19	9,261 86	680 55	2,391 62	716 63	10,672 12	2,408 88	5
6 00	376 67	39 60	.....	203 92	199 36	32 96	6
.....	1,758 76	.....	171 60	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	3
282 75	5,972 67	2,323 83	6,703 64	1,121 57	7,977 29	1,970 81	9
60 89	4,974 46	977 05	1,038 63	4,615 93	17,629 26	1,063 75	10
.....	3,060 31	49 40	.....	.....	2,601 43	78 95	11
60 13	3,000 33	.....	.....	.....	660 00	118 13	12
.....
225 21	2,791 53	200 65	.....	.....	1,198 48	2 00	13
4,544 92	274,780 07	63,566 68	179,406 18	56,224 66	118,458 59	14,128 22	14
19,180 72	705,412 40	198,232 47	247,682 62	177,977 98	646,675 39	98,665 85	15
601 01	31,383 95	6,927 28	5,534 09	6,817 75	41,958 35	7,239 39	16
23,442 46	609,812 96	128,397 09	44,495 36	.....	466,163 45	37,866 96	17
587 15	13,344 18	7,868 11	2,706 40	3,210 90	14,320 12	1,666 30	18
290 78	45,112 36	14,121 04	3,451 47	.....	50,465 25	5,018 73	19
184,002 19	4,315,751 63	1,208,163 17	302,255 87	994,762 51	3,065,164 34	319,048 84	20
.....	1,444 96	.....	.....	47 08	884 48	49 48	21
175 25	1,890 00	459 50	685 00	360 00	2,660 00	365 00	22
.....	258 00	.....	.....	.....	200 00	.....	23
.....	11,363 10	658 07	2,184 50	1,522 31	10,858 85	952 89	24
320 27	9,479 97	2,273 67	.....	964 32	6,083 27	448 19	25
1,388 08	.....	.....	.....	.....	.....	.....	26
357 26	41,703 79	10,820 98	1,724 68	1,989 13	41,686 53	5,146 59	27
.....	1,369 59	0 80	.....	.....	408 00	.....	28
.....	.....	.....	.....	.....	.....	.....	29
46,830 00	1,212,965 20	284,870 91	655,860 84	341,890 79	1,482,483 91	171,928 97	30
6,117 81	124,743 12	30,799 97	45,492 65	33,277 47	139,564 40	15,466 74	31
499 09	20,613 47	5,508 32	1,324 42	2,414 49	15,335 73	2,866 27	32
.....	.....	.....	.....	.....	.....	.....	33
261 60	10,018 70	1,351 98	22 16	194 09	5,374 56	626 23	34
499 63	8,211 67	1,430 86	.....	70 51	4,906 00	493 08	35
740 00	1,232 92	240 00	.....	.....	1,260 00	137 31	36
5 33	2,932 85	109 02	.....	77 27	2,156 33	227 50	37
10 00	1,600 00	10 00	.....	75 00	625 00	10 00	38
.....	223 59	.....	.....	14 87	192 50	21 51	39
415 32	11,991 02	2,447 00	410 00	.....	11,601 23	970 67	40
56 75	2,645 25	46 91	374 75	212 65	7,426 60	175 35	41
103 37	354 50	.....	273 00	.....	.....	.....	42
129 29	2,668 47	152 26	.....	12 60	343 98	110 56	43
365 52	6,044 85	2,130 64	8,173 26	836 61	10,128 46	338 80	44
.....	.....	.....	.....	.....	.....	.....	45
5 95	2,287 37	37 79	.....	12 50	1,046 47	.....	46
.....	18,622 72	2,952 27	.....	.....	17,382 80	1,485 36	47
144 69	3,970 97	1,293 29	6,471 75	659 91	6,581 36	2,084 65	48
3,257 73	46,255 64	11,076 76	8,283 88	208 81	48,239 60	6,075 24	49
179 03	3,894 47	37 27	.....	586 29	4,726 73	669 06	50
406 51	3,665 44	1,491 40	1 08	674 92	3,851 72	503 00	51

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	26	27	28	29	30	31
		CONDUCTING					
		Superintendence.	Engine and Roundhouse Men.	Fuel for Locomotives	Water Supply for Locomotives	Oil, Tallow and Waste for Locomotives	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
52	Morrissey, Fernie and Michel, B.C.	1,585 00	8,063 73	9,674 19	298 00		
53	Napierville Junction.....	1,267 56	2,132 97	7,626 76	710 56	146 42	
54	Nelson and Fort Sheppard.....	1,862 63	6,358 94	18,378 32	193 56	276 34	
55	New Brunswick Coal and Ry. Co.			7,459 53	160 94	748 70	
56	New Brunswick and Prince Edward Island	100 00	1,777 98	4,003 34	50 00	266 13	
57	New Brunswick Southern	1,113 00	3,409 37	8,670 13	160 96	164 45	
58	New Westminster Southern	2,612 63	6,494 54	19,045 35	168 37	186 58	
59	Nosbonsing and Nipissing						
60	Nova Scotia Steel and Coal Co.		1,440 00	1,500 75			
61	Orford Mountain.....		2,429 89	4,696 74		157 07	
62	Ottawa and New York.....	4,123 05	6,796 31	12,307 35	587 24	480 79	
63	Philipsburg Ry. and Quarry Co.		742 31	746 01			
64	Princeton branch of Washington Co. Ry. (U.S.).....	149 07	1,371 65	2,802 03	2 42	23 80	
65	Père Marquette.....	29,384 82	102,605 25	222,038 21	13,004 61	3,877 35	
66	Qu'Appelle, Long Lake and Saskatchewan						
67	Quebec Central	1,189 30	48,228 97	148,786 89	335 00	4,499 20	
68	Quebec and Lake St. John	4,402 10	40,216 31	142,883 60	7,375 72	3,099 97	
69	Quebec Ry. Light and Power Co.	2,250 00	13,733 72	10,254 65	187 14	402 42	
70	Quebec, Montreal and Southern ..	12,661 48	19,927 97	57,968 41	1,650 07	1,366 95	
71	Red Mountain.....	506 97	4,162 75	8,686 84	197 45	102 81	
72	Rutland and Noyan.....	305 96	725 17	1,636 09	47 83	89 44	
73	Salisbury and Harvey		2,494 23	6,426 62			
74	Schomberg and Aurora	511 20	3,359 06		272 74		
75	Stanstead, Shefford and Chambly.	785 80	4,641 01	15,864 02	167 36	362 69	
76	St. Clair Tunnel, Yard and Approaches						
77	St. Lawrence and Adirondack	549 54	16,805 97	40,812 94	674 40	1,007 08	
78	Sydney and Louisburg (Dom. Coal Co.)	1,700 00	10,828 36	39,374 42	3,790 25	2,695 10	
79	Temiscouata.....		8,204 80	29,840 19	808 90	592 90	
80	Temiscaming and Northern Ontario	16,817 44	53,207 49	160,688 94	11,572 03	2,914 77	
81	Thousand Islands.....	770 82	2,200 71	4,739 82	36 63	163 12	
82	Toronto, Hamilton and Buffalo...	7,439 02	41,976 10	86,832 23	3,538 87	1,770 22	
83	Vancouver, Victoria and Eastern Vancouver, Westminster and Yukon	5,973 26	29,585 52	67,823 24	2,418 34	1,025 03	
84	Victoria Terminal Ry. & Ferry Co.	52 96		326 74	9 31	7 22	
85	Victoria and Sydney, B.C.....	703 04	2,727 81	4,340 93	123 21	96 21	
86	Wabash Ry. Co. in Canada.....	15,556 42	175,154 37	379,652 98	12,153 47	10,546 35	
87	Wellington Colliery Co.....			10,800 00		1,254 75	
88	Wellington, Ladysmith Extension.		8,853 50	15,270 50			
89	York and Carleton.....		1,080 00	700 00		80 00	
	Final Total.....	1,956,260 03	9,471,240 67	17,718,468 24	764,790 58	383,670 36	

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

32	33	34	35	36	37	38	No.
TRANSPORTATION.							
Other Sup- plies for Locomotives	Train Service.	Train Sup- plies and Expenses.	Switchmen, Flagmen, and Watchmen.	Telegraph Expenses.	Station Service.	Station Supplies.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2,043 93	10,140 37	41 69	2,000 00		621 40	509 36	52
45 05	1,552 69	128 24	895 99	1,002 26	1,378 67	416 07	53
366 45	5,745 22	1,670 88	0 60	1,318 42	8,659 30	479 12	54
	8,747 09				2,208 00		55
100 00	2,021 43	158 95			648 00	12 00	56
42 63	3,633 05	768 91		681 01	2,117 07	213 04	57
221 75	6,785 30	2,788 88	763 31	1,156 62	6,013 66	492 96	58
							59
151 38	1,744 40				900 00	40 00	60
130 74	2,488 44	95 44	732 00	85 93	4,091 14	568 19	61
69 34	6,525 12	1,119 44	3,122 89	3,179 54	9,848 47	5,346 29	62
							63
31 25	804 33	173 86		80 01			64
2,659 10	73,680 83	20,421 13	30,697 33	26,819 43	59,156 85	8,811 15	65
							66
	44,917 95	7,726 31	727 89	5,015 90	55,791 73	6,606 36	67
	29,795 92	2,889 14	7,717 44		17,059 98	6,920 45	68
75 86	14,777 40	2,263 22	4,322 62	5,895 43	9,925 74	1,791 17	69
593 82	11,551 43	5,434 48	5,014 74	5,815 01	14,249 53	3,249 43	70
93 81	3,932 75	328 36		515 05	3,179 37	201 17	71
14 93	775 40	186 54	960 00		540 00	125 00	72
210 48	1,959 95	49 95			1,212 00	31 12	73
2,560 90	490 12	951 60				10 00	74
191 27	4,421 31	824 23	880 43	270 11	8,594 28		75
							76
105 27	19,553 76	5,046 37	177 03	4,782 56	5,654 60	3,320 27	77
	66,744 95		4,606 19		17,801 38		78
	8,333 15	366 36			8,023 05		79
1,598 29	40,263 45	13,963 44	7,513 67	19,866 79	39,492 70	7,358 98	80
85 26	1,625 89	221 69	301 00		3,157 92	282 18	81
634 24	30,881 51	12,032 32	20,936 35	11,871 32	47,838 07	2,188 74	82
983 54	25,363 79	4,780 36	708 87	4,532 60	30,799 44	2,389 11	83
0 87	345 17	20 67		1 84	171 30	6 02	84
11 60	1,859 07	275 22		24 23	2,276 60	79 89	85
3,829 96	114,186 59	57,270 04	48,924 89	30,248 60	87,820 05	10,354 39	86
	6,222 00						87
10 00	432 00	10 00			180 00		88
							89
313,146 02	8,155,855 59	2,136,581 33	1,690,242 28	1,757,495 05	6,748,608 03	765,240 87	

TABLE 9.—CLASSIFICATION of Operating Expenses

		39	40	41	42	43
		CONDUCTING				
No.	Name of Railway.	Switching Charges — Balance.	Car Mileage. — Balance.	Hire of Equipment. — Balance.	Loss and Damage.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Alberta Railway and Irrigation Co.		5,227 93			2,063 81
2	Algoma Central and Hudson Bay		13,005 58			202 86
3	Atlantic and Lake Superior		7,052 17	347 00		207 77
4	Atlantic, Quebec and Western		845 75	881 05		45 95
5	Bay of Quinté		11,433 23			244 55
6	Bedlington and Nelson			147 48		14 42
7	Beesville Coal and Railway Co.		144 00			
8	Bessemer and Barry's Bay					
9	Brandon, Saskatchewan and Hudson Bay ..			5,046 42		498 48
10	British Yukon					90 28
11	Brockville, Westport and Northwestern ..		179 88			
12	Buctouche and Moncton					44 14
13	Canada Coal and Railway Co., (now Mari- time Coal, Railway, and Power Co.		1,264 94			
14	Canada Southern	116,234 58	515,662 38			113,481 44
	Canadian Government Railways:—					
15	Intercolonial		Cr168,539 22	Cr.10,140 70		50,291 46
16	Prince Edward Island					969 77
17	Canadian Northern		81,766 89			71,422 72
18	Canadian Northern, Ontario		Cr. 1,068 03			3,368 32
19	Canadian Northern, Quebec		8,551 17			4,800 45
20	Canadian Pacific	117,565 48		Cr.17,805 62		568,858 95
21	Cape Breton		19 25			38 23
22	Caraquet		2,197 00			110 00
23	Carillon and Grenville					
24	Central Ontario		3,517 28	107 40		203 59
25	Crow's Nest Southern		11,929 81			2,153 67
26	Cumberland Railway and Coal Co.					
27	Dominion Atlantic	598 70	7,282 36	283 76		539 33
28	Elgin and Havelock			2 50		3 13
29	Esquimalt and Nanaimo					
30	Grand Trunk in Canada	23,419 17	397,702 74			285,312 38
31	Canada Atlantic (G.T.R.)			6,708 64		18,701 32
32	Halifax and Southwestern		1,488 24			979 25
33	Hampton and St. Martin's		248 04			
34	Hereford		2,847 90			440 80
35	Inverness Railway and Coal Co.		1,394 74			324 32
36	Irondale, Bancroft and Ottawa		1,852 36			
37	Kaslo and Slocan, B.C.					29 85
38	Kent Northern					
39	Kettle River Valley		46 56	2 50		2 50
40	Kingston and Pembroke		8,097 02			2,516 46
41	Klondike Mines					223 30
42	Liverpool and Milton					
43	Lotbinière and Megantic		1,341 50			
44	London and Port Stanley		7,707 78	907 05		2,421 70
45	Maganetawan River					
46	Manitoulin and North Shore		106 75			3 69
47	Massawippi Valley		19,855 24			869 06
48	Midland Railway Co. of Manitoba			3,787 39		65 79
49	Montreal and Atlantic			38,860 52		930 86
50	Montreal and Province Line	22,524 79	7,700 34	268 68		450 74
51	Montreal and Vermont Junction		637 23	1,563 38		797 63
52	Morrissey, Fernie and Michel, B.C.			1,172 74		26 95
53	Napierville Junction		3,756 08			12 00

8-9 EDWARD VII., A. 1909

TABLE 9.—CLASSIFICATION of Operating Expenses

39		40	41	42	43
No.	Name of Railway.	CONDUCTING			
		Switching Charges. — Balance.	Car Mileage. — Balance.	Hire of Equipment. — Balance.	Loss and Damage.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
54	Nelson and Fort Sheppard.....			2,018 61	2,526 81
55	New Brunswick Coal and Railway Co.....		3,602 15		
56	New Brunswick and Prince Edward Island.....		917 19		64 37
57	New Brunswick Southern.....		1,387 75		765 28
58	New Westminster Southern.....			5,294 95	5,560 65
59	Nosbonsing and Nipissing.....				
60	Nova Scotia Steel and Coal Co.....		36 00		
61	Orford Mountain.....		2,634 46	329 86	36 00
62	Ottawa and New York.....		2,920 70		309 12
63	Philipsburg Railway and Quarry Co.....		231 00		
64	Princeton Branch of Washington Co. Ry. (U.S.).....		826 28		34 51
65	Père Marquette.....		247,640 09	52,688 94	18,467 52
66	Qu'Appelle, Long Lake and Saskatchewan.....				
67	Quebec Central.....		12,398 21	2,948 02	6,353 85
68	Quebec and Lake St. John.....		179 24		
69	Quebec Railway, Light and Power Co.....	15 00	2,011 41		20 80
70	Quebec, Montreal and Southern.....				761 49
71	Red Mountain.....			Cr. 939 77	71 52
72	Rutland and Noyan.....				141 52
73	Salisbury and Harvey.....		1,341 25		82 50
74	Schomberg and Aurora.....				
75	Stanstead, Shefford and Chambly.....		335 10	610 69	2,495 75
76	St. Clair Tunnel, yard and approaches.....				
77	St. Lawrence and Adirondaek.....	459 90	35,219 68	4,807 96	1,896 83
78	Sydney and Louisburg (Dominion Coal Co.).....		7,195 08		112 89
79	Temiscouata.....		2,678 00		1,749 72
80	Temiscaming and Northern Ontario.....	17,137 00	27,517 21	80 00	2,981 94
81	Thousand Islands.....		2,001 08		1 94
82	Toronto, Hamilton and Buffalo.....	17,382 31	72,615 68		3,982 83
83	Vancouver, Victoria and Eastern.....			Cr. 5,027 49	6,202 94
	Vancouver, Westminster and Yukon.....				
84	Victoria Terminal Ry. and Ferry Co.....		144 61		76 75
85	Victoria and Sydney, B.C.....		1,919 36		1,019 81
86	Wabash Railway Co. in Canada.....	3,849 84	26,505 48	20,300 56	43,005 44
87	Wellington Colliery Co.....				
88	Ladysmith Extension.....				
89	York and Carleton.....		264 00		
Total.....		319,186 77	1,467,775 90	115,250 52	1,232,518 70

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for the Year ending June 30, 1908—Continued.

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

8-9 EDWARD VII., A. 1909

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	CONDUCTING TRANSPORTATION—Continued.				
		Rents of Buildings and other Property.	Stationery and Printing.	Other Expenses.	Unclassified	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Alberta Ry. and Irrigation Co.		1,546 07	13 00		65,658 52
2	Algoma Central and Hudson Bay	400 00	978 80	124 01		156,581 30
3	Atlantic and Lake Superior.	449 58	12 50	1,278 25		38,648 90
4	Atlantic, Quebec and Western.	7 00	144 48	17 75		12,606 45
5	Bay of Quinté.	561 00	2,112 26	120 24		99,638 16
6	Bedlington and Nelson.		5 60	0 81		1,965 96
7	Beersville Coal and Railway Co.					3,578 97
8	Bessemer and Barry's Bay.					
9	Brandon, Saskatchewan and Hud- son Bay Co.					
10	British Yukon.	50 00	301 33	70 58		57,149 79
11	Brockville, Westport and North- western.	126 00	746 39	2,350 97		60,272 61
12	Buctouche and Moncton.		350 90	230 68		15,335 22
13	Canada Coals and Ry. Co. (now Maritime Coal and Ry. and Power Co.			826 47		8,343 24
14	Canada Southern.	2,219 16	47,550 67	26,135 27		3,678,455 77
15	Canadian Government Rys.— Intercolonial.	Cr. 1,815 58	85,312 46	18,571 72		5,314,955 54
16	Prince Edward Island.		6,188 21	36 61		202,528 33
17	Canadian Northern.		55,976 30	20,319 48		3,684,106 62
18	Canadian Northern Ontario.		3,179 11	346 71		137,514 41
19	Canadian Northern Quebec.		5,522 92	1,648 19		423,100 46
20	Canadian Pacific.	15,730 47	321,458 83	120,156 62		27,448,405 51
21	Cape Breton.			57 00		6,736 58
22	Caraquet.	72 00	210 00	475 00		21,127 75
23	Carillon and Grenville.			54 55		1,735 88
24	Central Ontario.	37 50	554 69	19 30		79,669 35
25	Crow's Nest Southern.	317 77	63 37			67,503 22
26	Cumberland Ry. and Coal Co.					11,045 92
27	Dominion Atlantic.	25 00	3,683 33	749 29		290,469 67
28	Elgin and Havelock.	10 00	50 75	16 88		5,267 17
29	Esquimalt and Nanaimo.					
30	Grand Trunk in Canada.	94,627 38	130,530 56	25,138 38		12,423,565 03
31	Canada Atlantic (G.T.R.).	2,190 51	11,962 46	1,339 55		1,122,269 60
32	Halifax and Southwestern.		3,265 25	11,340 33		200,999 08
33	Hampton and St. Martins.			2,137 71		3,948 96
34	Hereford.		344 14	0 09		51,265 48
35	Inverness Ry. and Coal Co.		368 81	13 67		47,313 25
36	Irondale, Bancroft and Ottawa.					13,530 75
37	Kaslo and Slocan, B.C.		36 38	991 81		14,327 56
38	Kent Northern.			10 00		4,300 00
39	Kettle River Valley.	33 50		31 10		1,488 95
40	Kingston and Pembroke.		1,104 33	863 26		89,773 68
41	Klondyke Mines.	1,930 25	170 07	17 00		30,445 96
42	Liverpool & Milton.	48 00				3,717 57
43	Lotbinière & Megantic.		262 51	139 16		12,075 45
44	London & Port Stanley.	439 74	1,358 00	49 14		94,775 61
45	Maganetawan River.					
46	Manitoulin & North Shore.	1,221 76	144 33			14,050 74
47	Massawippi Valley.		900 08			114,484 93
48	Midland Ry. Co., of Manitoba.		174 26	25 92		39,997 03
49	Montreal & Atlantic.		4,839 57	8,110 12		391,343 54
50	Montreal & Province Line.	37 50	412 13	5 50		41,976 93
51	Montreal & Vermont Junction.		910 87			46,721 21
52	Morrissey, Fernie & Michel, B.C.			712 00		48,209 66
53	Napierville Junction.		444 72	39 96		21,642 7
54	Nelson & Fort Sheppard.		293 58	42 20		61,218 9
55	New Brunswick Coal & Ry. Co.			842 44		23,768 8

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for the Year ending June 30, 1908.

GENERAL EXPENSES.

Salaries of General Officers.		Salaries of Clerks and Attendants.		General Office Expenses and Supplies.		Insurance.		Law Expenses.		Stationery and Printing. — General Offices.		Other Expenses.		No.
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
6,390	00	3,452	73	1,692	57	1,454	04	533	56	997	56	1,005	11	1
2,174	14	3,419	40	3,861	70			2,291	13	546	34	404	84	2
2,500	00	1,982	20	454	35	385	10			221	86	2,544	12	3
1,175	80	626	50	1,078	28	60	38	92	05	330	83	457	16	4
3,130	08	644	87	471	66	2,711	10	23	84	80	02	185	51	5
14	49	37	70	0	83	220	73	91	86	6	16	8	80	6
										30	25			7
														8
516	71	1,103	96	71	95	1,073	44	219	50	320	54	170	97	9
4,110	68	3,548	10	2,246	53	1,349	92	515	24	577	53	178	52	10
5,579	17			669	44	216	00	500	00			130	00	11
1,800	00	691	35	210	53					145	61	313	55	12
2,339	00									89	55		94	13
51,301	69	65,633	22	3,441	97	11,096	90	18,908	61	4,951	39	15,418	11	14
14,742	42	88,116	06	26,524	98	80,896	22	15,679	37	14,090	94	1,793	86	15
1,560	00	5,421	41	997	49	5,419	09	339	65	502	46	105	68	16
30,988	55	91,193	23	14,437	96	53,485	06	31,214	58	13,115	63	19,440	56	17
4,346	39	7,431	87	1,004	52	3,920	55	1,444	47	530	52	140	98	18
6,348	30	10,933	64	2,253	20	9,345	27	7,145	69	881	90	2,965	27	19
288,026	74	401,830	25	76,054	55	262,109	24	219,485	77	75,386	84	118,305	75	20
2,848	99					351	82			94	77	16	36	21
3,820	00			565	10	166	00	101	00			1,041	00	22
				25	00					17	00	20	65	23
4,445	00	1,057	40	1,780	19	1,057	31	35	00	157	77	576	87	24
527	02	1,204	03	72	89	1,024	48	802	61	344	12	206	42	25
11,569	20	8,152	55	6,770	24	3,679	93	3,063	00	1,087	06	6,864	37	27
500	13	75	10			43	50	21	75	50	20	5	06	28
169,332	76	191,585	23	62,033	60	107,840	97	98,352	56	24,279	95	135,325	37	30
9,233	29	18,321	04	3,389	94	17,044	61	3,291	59	1,412	04	1,927	17	31
4,438	32	5,953	25	597	23	1,583	95	5,975	22	421	67	4,993	55	32
250	00	666	44			57	50			71	47	17	70	33
657	62	613	64	143	17	545	31	276	15	112	00	211	63	34
1,904	64	2,533	91	1,732	22	347	18	109	85	604	58	358	21	35
3,981	45	420	00	84	09					10	07			36
		391	14					76	50	12	01	65	16	37
1,200	00					120	00	10	00			250	00	38
171	00			15	00	121	21	0	37	34	18	45	93	39
4,215	09	593	54	55	54			478	40	104	60	1,425	28	40
9,562	60	2,659	70	588	66	420	00	640	54	46	43	3,027	27	41
300	00			83	21			40	00	40	00	20	72	42
		1,000	35	66	35					48	13	1,126	37	43
1,080	35	2,847	26	305	77	647	74	332	56	455	14	267	92	44
														45
1,174	98	1,842	56	1,221	64			1,069	43	159	27	138	24	46
746	61	2,168	47	79	99	588	97	1,893	66					47
288	00	693	29	35	77	1,209	85	281	51	203	70	135	64	48
		17,577	26			2,133	00	3,369	37			250	00	49
374	20	892	83	30	99	298	06	148	59	102	67	3	07	50
926	01	2,114	54	128	70	693	79	374	51	222	36			51
3,300	91	2,507	58	64	00	108	17	262	50	287	05	826	98	52
583	51	547	54	58	52			21	15	76	71	500	00	53
414	35	982	79	53	41	476	44	768	61	215	55	146	12	54
2,100	00	300	00	958	10							3,337	58	55

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TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	CONDUCTING TRANSPORTATION—Continued.				Total.
		Rents of Buildings and other Property.	Stationery and Printing.	Other Expenses.	Unclassified	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
56	New Brunswick & Prince Edward Island.....		30 00	8 00		10,182 39
57	New Brunswick Southern.....	100 00	293 80	16 64		25,120 53
58	New Westminster Southern.....	513 58	347 25	466 40		61,228 11
59	Nosbonsing & Nipissing.....					
60	Nova Scotia Steel & Coal Co.....					5,812 53
61	Orford Mountain.....		205 00			18,755 90
62	Ottawa & New York.....	630 00	1,483 58	37 28		66,903 34
63	Philipsburg Ry. and Quarry Co.....					1,721 82
64	Princeton Branch of Washington Co. Ry. (U.S.).....		29 33	0 49		6,388 33
65	Père Marquette.....	5,383 43	10,927 26	8,130 47		1,209,704 65
66	Qu'Appelle, Long Lake and Sas- katchewan.....					
67	Quebec Central.....	1,269 30	3,664 43	4,407 46		397,671 06
68	Quebec and Lake St. John.....	560 00	2,203 63	976 46		282,427 62
69	Quebec Ry. Light and Power Co.....	52 00	1,257 15	11,907 22		83,580 83
70	Quebec, Montreal and Southern.....	540 26	3,250 43	227 65		151,923 96
71	Red Mountain.....		91 92	9 08		21,838 24
72	Rutland and Noyan.....	24 68	153 12	18 74		6,113 89
73	Salisbury and Harvey.....		87 70			14,091 15
74	Schomberg and Aurora.....					8,155 62
75	Stanstead, Shefford and Chambly.....		389 45			41,785 65
76	St. Clair Tunnel, yard and ap- proaches.....					106,075 26
77	St. Lawrence and Adirondack.....		1,361 10	Cr. 0 01		189,411 04
78	Sydney and Louisburg (Dom. Coal Co.).....			15,757 37		172,483 99
79	Temiscouata.....	120 00		2,598 42		64,977 48
80	Temiscaming and Nor. Ontario.....	792 00	7,951 65	2,650 48		448,558 46
81	Thousand Islands.....	163 50	202 46	359 44		16,446 01
82	Toronto, Hamilton and Buffalo.....		4,809 99	264 57		377,010 53
83	(Vancouver, Victoria and East'n & Vancouver, Westminster & Yukon)		1,136 11	412 28		186,234 15
84	Victoria Term'l Ry. and Ferry Co.....			4 41		20,933 74
85	Victoria and Sydney, B.C.....			58 70		16,028 01
86	Wabash Ry. Co. in Canada.....	7,027 16	7,327 00	1,909 45		1,604,387 35
87	Wellington Colliery Co.....					12,054 75
88	" (Ladysmith extension).....					30,352 00
89	York and Carleton.....					2,756 00
		135,834 45	740,851 59	295,729 67		62,486,270 59

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for the Year ending June 30, 1908—Continued.

GENERAL EXPENSES.							No.
Salaries of General Officers.	Salaries of Clerks and Attendants.	General Office Expenses and Supplies.	Insurance.	Law Expenses.	Stationery and Printing. — General Offices	Other Expenses.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
625 00	250 00	48 25				431 32	56
2,681 32	39 60	110 78	1,997 40	222 63	65 27	484 61	57
610 56	1,287 11	82 16	500 71	412 26	374 57	195 69	58
							59
							60
2,580 00	135 00	285 58	35 00		62 99	120 58	61
2,880 03	456 00	539 78	516 58	1,227 00	64 04	0 92	62
2,500 00	600 00						63
115 27	156 14	30 61	23 89	285 59	17 42	30 05	64
8,460 35	23,900 39	2,422 52	4,928 13	2,701 70	3,677 84	2,184 73	65
							66
18,785 30	13,043 59	3,083 32	7,446 40	374 50	659 61	29,946 47	67
14,750 00	14,801 93	2,325 46	1,873 51	1,325 81	850 00	3,872 43	68
3,394 44	1,450 75	692 22	1,413 86	1,074 88	540 74	15,204 66	69
3,894 50	5,253 76	970 74	22 18	533 63	978 87	526 87	70
117 98	332 27	15 60	141 27	Cr. 2,577 65	77 36	60 60	71
191 97	332 32	47 56	24 68	147 59	25 74	12 58	72
1,500 00			54 50	204 00			73
	70 00	62 18	82 50		114 00		74
384 27	900 71	55 71	302 41	160 98	96 40		75
							76
1,321 76		125 77	240 41	298 46	154 23	102 20	77
							78
7,590 71	3,100 20	323 51	1,195 23	220 40	1,683 33	3,504 64	79
3,555 04	8,988 17	4,251 62	5,986 00	3,322 58	1,892 12	485 91	80
2,706 00	300 00	44 35	574 11		22 40	7 23	81
14,806 58	16,395 31	1,984 57	1,650 00	4,068 99	1,059 70	149 29	82
1,595 01	3,704 32	231 73	2,356 30	3,063 18	800 05	595 26	83
192 31		17 83	0 70	0 11	48 85	7 15	84
	2,555 07	236 52	9 30	1 34	649 11	95 10	85
14,134 35	33,917 87	3,167 85	8,915 53	7,786 91	4,078 57	1,686 77	86
							87
			45 25				88
							89
775,732 94	1,080,738 37	237,571 05	615,638 68	445,076 69	161,271 64	386,499 27	

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

Number.	Name of Railway.	65		66		67		68		69		70		71		72		73		Number.																		
		GENERAL EXPENSES.																			RECAPITULATION OF EXPENSES.																	
		Unclassified.		Total.		Maintenance of Way and Structures.		Maintenance of Equipment.		Conducting Transportation.		General Expenditure.		Unclassified.		Grand Total.																						
		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.																						
1	Alberta Railway and Irrigation Co.		15,525 57		77,239 92		19,642 19		65,658 52		15,525 57		178,066 20	1																								
2	Algoma Central and Hudson Bay		12,697 55		35,453 96		48,413 90		156,581 30		12,697 55		253,146 71	2																								
3	Atlantic and Lake Superior		8,087 63		18,442 75		8,328 05		38,648 90		8,087 63		73,507 33	3																								
4	Atlantic, Quebec and Western		3,821 00		4,373 13		1,381 96		12,606 45		3,821 00		22,182 54	4																								
5	Bay of Quinté		7,247 08		29,907 52		23,995 39		99,638 16		7,247 08		160,788 15	5																								
6	Bedlington and Nelson		380 57		12,135 63		486 59		1,965 96		380 57		14,968 75	6																								
7	Beersville Coal and Iron Co. (now North Shore Railway Co.)		30 25		992 54		189 45		3,578 98		30 25		4,791 22	7																								
8	Bessemer and Barry's Bay													8																								
9	Brandon, Saskatchewan and Hudson Bay		3,477 07		32,249 26		10,047 20		57,141 79		3,477 07		102,915 32	9																								
10	British Yukon		12,326 52		54,360 21		16,869 54		60,272 61		12,326 52		143,848 88	10																								
11	Brockville, Westport and Northwestern		7,094 61		5,251 59		2,479 96		15,335 22		7,094 61		30,161 38	11																								
12	Buctouche and Moncton		3,161 04		8,582 82		3,038 45		8,343 24		3,161 04		23,125 55	12																								
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.)		2,523 33		4,049 90		1,719 19		15,551 55		2,523 33		23,843 97	13																								
14	Canada Southern		170,754 89		807,947 07		828,970 61		3,678,455 77		170,754 89		5,486,128 34	14																								
	Canadian Government Railways:—																																					
15	Intercolonial		241,843 85		1,732,390 38		2,059,883 21		5,314,955 34		241,843 85		9,349,072 78	15																								
16	Prince Edward Island		14,345 78		116,098 35		75,487 85		202,528 33		14,345 78		408,460 31	16																								
17	Canadian Northern		254,875 57		1,458,588 41		1,130,198 13		3,684,106 62		254,875 57		6,527,768 73	17																								
18	Canadian Northern Ontario		18,819 30		52,022 06		36,842 05		137,514 41		18,819 30		245,197 82	18																								
19	Canadian Northern Quebec		39,873 27		132,358 35		114,079 03		423,100 46		39,873 27		709,411 11	19																								
20	Canadian Pacific		1,441,199 14		9,630,803 95		9,459,860 45		27,448,405 51		1,441,199 14		47,980,269 05	20																								
21	Cape Breton		3,311 94		4,386 16		2,691 53		6,736 58		3,311 94		17,126 21	21																								
22	Caraquet		5,693 10		14,911 15		10,940 85		21,127 75		5,693 10		52,672 85	22																								
23	Carillon and Grenville		62 65		2,540 00		1,085 33		1,735 88		62 65		5,423 86	23																								
24	Central Ontario		9,109 54		50,909 01		14,149 63		79,669 35		9,109 54		153,927 53	24																								
25	Crow's Nest Southern		4,181 57		49,029 68		17,235 86		67,503 22		4,181 57		137,970 33	25																								
26	Cumberland Railway and Coal Co				24,006 43		10,822 80		11,045 92				45,875 15	26																								
27	Dominion Atlantic		41,586 35		118,591 97		59,479 08		290,469 67		41,586 35		510,127 07	27																								

28 Elgin and Havelock	695 64	4,074 65	832 68	5,267 17	695 64	10,870 14	28
29 Esquimalt and Nanaimo							29
30 Grand Trunk in Canada	788,750 44	3,653,320 63	4,134,932 99	12,423,565 03	788,750 44	21,000,569 09	30
31 Canada Atlantic (G.T.R.)	54,619 68	359,962 42	431,800 88	1,122,269 60	54,619 68	1,968,652 58	31
32 Halifax and Southwestern	23,963 19	118,154 14	41,864 74	200,999 08	23,963 19	384,981 15	32
33 Hampton and St. Martin's	1,063 11	1,934 26		3,948 96	1,063 11	6,946 33	33
34 Hereford	2,559 52	29,711 22	17,320 68	51,265 48	2,559 52	100,856 90	34
35 Inverness Railway and Coal Co.	7,590 62	36,282 41	23,379 68	47,313 25	7,590 62	114,565 96	35
36 Irondale, Bancroft and Ottawa	4,495 61	8,929 85	1,551 23	13,530 75	4,495 61	28,507 41	36
37 Kaslo and Slocan, B. C.	544 81	32,372 56	2,951 22	14,327 56	544 81	50,196 15	37
38 Kent Northern	1,580 00	4,020 00	825 00	4,300 00	1,580 00	10,725 00	38
39 Kettle River Valley	387 69	981 45	695 21	1,488 95	387 69	3,553 30	39
40 Kingston and Pembroke	6,872 45	52,916 97	24,798 40	89,773 68	6,872 45	174,361 50	40
41 Klondike Mines	16,945 20	29,802 07	15,138 91	30,445 96	16,945 20	92,332 14	41
42 Liverpool and Milton	483 93	6 20	1,621 26	3,717 57	483 93	5,828 95	42
43 Lotbinière and Mégantic	2,241 20	8,693 00	3,381 28	12,975 45	2,241 20	26,390 93	43
44 London and Port Stanley	5,936 74	21,219 78	21,725 91	94,775 61	5,936 74	143,658 04	44
45 Maganetawan River							45
46 Manitoulin and North Shore	5,546 12	10,420 95	4,635 28	14,050 74	5,546 12	34,653 09	46
47 Mississippi Valley	5,477 70	40,648 54	17,073 93	114,484 93	5,477 70	177,685 10	47
48 Midland Ry. Co., of Manitoba	2,847 76	42,045 01	6,567 39	39,997 03	2,847 76	91,457 19	48
49 Montreal and Atlantic	23,329 63	193,215 14	112,319 84	391,343 54	23,329 63	720,208 15	49
50 Montreal and Province Line	1,850 41	24,830 83	2,661 25	41,976 93	1,850 41	71,319 42	50
51 Montreal and Vermont Junction	4,459 91	13,637 37	25,329 41	46,721 21	4,459 91	90,147 90	51
52 Morrissey, Fernie and Michel, B. C.	7,357 19	11,982 46	13,327 50	48,209 66	7,357 19	80,876 81	52
53 Napierville Junction	1,787 43	8,501 14	916 30	21,642 73	1,787 43	32,847 60	53
54 Nelson and Fort Sheppard	3,057 27	48,429 44	12,060 98	61,218 99	3,057 27	124,766 68	54
55 New Brunswick Coal and Ry. Co.	6,695 68	15,907 55	9,724 88	23,768 85	6,695 68	56,096 96	55
56 New Brunswick and Prince Edward Island	1,354 57	8,342 35	3,693 30	10,182 39	1,354 57	23,572 61	56
57 New Brunswick Southern	5,601 61	14,263 05	2,765 18	25,120 53	5,601 61	47,750 37	57
58 New Westminster Southern	3,463 06	17,843 89	9,276 68	61,228 11	3,463 06	91,811 74	58
59 Nosbonsing and Nipissing	13,019 42	7,860 79	3,684 75		13,019 42	24,564 96	59
60 Nova Scotia Steel and Coal Co.		4,669 12	1,360 25	5,812 53		11,841 90	60
61 Orford Mountain	3,219 15	14,413 08	2,080 14	18,755 90	3,219 15	38,468 27	61
62 Ottawa and New York	5,684 35	38,365 19	13,726 16	66,903 34	5,684 35	124,679 04	62
63 Philipsburg Ry. and Quarry Co.	3,100 00	1,417 43		1,721 82	3,100 00	6,239 25	63
64 Princeton Branch of Washington Co. Ry. (U.S.A.)	658 97	3,380 54	1,336 86	6,388 33	658 97	11,764 70	64
65 Pêre Marquette	48,275 66	167,091 14	287,878 31	1,209,704 65	48,275 66	1,712,949 76	65
66 Qu'Appelle, Long Lake and Saskatchewan							66
67 Quebec Central	70,309 19	186,064 89	133,248 01	397,671 06	70,309 19	787,293 15	67
68 Quebec and Lake St. John	39,799 14	91,930 40	75,151 65	282,427 62	39,799 14	489,308 81	68
69 Quebec Ry. Light and Power Co.	23,771 55	23,709 32	18,416 62	83,580 83	23,771 55	149,478 32	69
70 Quebec, Montreal and Southern	14,180 60	85,500 38	42,293 82	151,923 96	14,180 60	293,898 76	70
71 Red Mountain	Cr. 1,832 57	8,649 47	5,269 27	21,838 24	Cr. 1,832 57	33,924 41	71
72 Rutland and Noyan	782 44	1,688 65	1,774 56	6,113 89	782 44	10,359 54	72
73 Salisbury and Harvey	1,758 50	27,366 25	4,572 26	14,091 15	1,758 50	47,788 16	73
74 Schomberg and Aurora	328 68	4,308 95	929 37	8,155 62	328 68	13,722 62	74
75 Stanstead, Shefford and Chambly	1,900 47	21,410 71	10,847 39	41,785 65	1,900 48	75,944 23	75
76 St. Clair Tunnel, yard and approaches	71 65	15,733 38	18,612 12	106,975 26	71 65	140,492 41	76

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

		65	66	67	68	69	70	71	72	73		
Number.	Name of Railway.	GENERAL EXPENSES— <i>Con.</i>			RECAPITULATION OF EXPENSES.							Number.
		Unclassified.	Total.	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.	Unclassified.	Grand Total.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
77	St. Lawrence and Adirondack		2,242 83	49,312 79	27,494 44	189,411 04	2,242 83		268,461 10	77		
78	Sydney and Louisburg, (Dom. Coal Co.)		45,016 48	67,705 97	120,681 84	172,483 99	45,016 48		405,888 28	78		
79	Temiscouata		17,620 02	43,806 63	26,518 54	64,977 48	17,620 02		152,922 67	79		
80	Temiscaming and Northern Ontario		28,481 44	125,150 68	108,008 13	448,558 46	28,481 44		710,198 71	80		
81	Thousand Islands		3,654 09	5,698 10	3,142 97	16,446 01	3,654 09		28,941 17	81		
82	Toronto, Hamilton and Buffalo		40,114 44	182,674 81	69,145 95	377,010 53	40,114 44		668,345 73	82		
83	{ Vancouver, Victoria and Eastern		12,345 85	79,675 66	55,422 22	186,234 15	12,345 85		333,677 88	83		
	{ Vancouver, Westminster and Yukon											
84	Victoria Terminal Ry. and Ferry Co.		266 95	786 53	423 39	20,933 74	266 95		22,410 61	84		
85	Victoria and Sydney, B. C.		3,546 44	10,449 83	5,626 53	16,023 01	3,546 44		35,650 81	85		
86	Wabash Ry. Co. in Canada		73,687 85	197,803 08	302,851 70	1,604,387 35	73,687 85		2,178,729 98	86		
87	Wellington Colliery Co.			11,349 26	13,898 98	12,054 75			37,302 99	87		
88	" Ladysmith Extension			9,775 22	17,582 45	30,352 00			57,709 67	88		
89	York and Carleton		45 25	1,300 00	137 00	2,756 00	45 25		4,238 25	89		
			3,765,636 19	20,778,609 78	20,273,625 95	62,486,270 59	3,765,636 19		107,304,142 51			

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

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.
1	Alberta Railway and Irrigation Co.	32,374	1,393,388		62,685	52,516 85	59,424 41
2	Algoma Central and Hudson Bay	19,752	665,072		49,598	23,751 61	23,751 61
3	Atlantic and Lake Superior	20,702	1,552,650	12,400	51,300	24,317 57	28,791 62
4	Atlantic, Quebec and Western	8,532	117,198		3,682 25	3,688 50	
5	Bay of Quinté	101,501	1,424,033		218,870	38,327 54	47,073 41
6	Bedlington and Nelson	700	4,340		2,170	178 71	251 90
7	Beersville Coal and Railway Co. (now North Shore)	2,592	20,736	4,800	4,064	648 10	648 10
8	Bessemer and Barry's Bay						
9	Brandon, Saskatchewan and Hudson Bay	21,303	670,772	41,022	1,750	17,881 74	19,176 84
10	British Yukon	11,066	984,320	270	55,980	67,168 55	75,165 16
11	Brockville, Westport and Northwestern	70,418	2,112,540	29,000	27,900	29,003 12	33,345 58
12	Buctouche and Moncton	20,455	406,100		20,608	8,897 48	10,520 36
13	Canada Coal and Ry. Co. (now Maritime Coal Ry. and Power Co., Ltd.)	20,763	181,925	84	17,016	6,028 41	6,815 61
14	Canada Southern	1,065,123	78,215,945	1,531,234	150,804	1,741,379 67	2,204,016 14
Canadian Government Railways—							
15	Intercolonial	2,866,408	142,721,881	2,721,301	531,110	2,633,160 13	3,027,710 31
16	Prince Edward Island	323,935	7,338,420		330,107	133,662 25	161,897 59
17	Canadian Northern	937,036	74,468,415	1,523,142	375,828	1,772,816 38	2,021,272 48
18	Canadian Northern Ontario	93,590	5,372,887	175,512		112,005 90	122,821 31
19	Canadian Northern Quebec	322,488	9,749,361	235,662	68,688	187,794 84	208,739 10
20	Canadian Pacific	9,286,495	1,035,721,150	13,110,762	1,656,602	19,655,394 44	23,245,345 24
21	Cape Breton	7,912	176,099		19,492	5,119 25	5,350 09
22	Carriquet	13,326	426,432		40,150	12,894 81	15,389 30
23	Carillon and Grenville	4,532	55,892		2,756	1,547 75	1,547 75
24	Central Ontario	139,434	3,227,848	24,500	127,160	72,214 19	84,431 21
25	Crow's Nest Southern	15,292	667,122	32,843		24,837 01	27,433 66
26	Cumberland Railway and Coal Co.	33,502	678,946	9,783	35,477	14,119 23	18,251 75
27	Dominion Atlantic	355,662	15,026,719	309,231	180,315	341,792 93	391,672 06
28	Elgin and Havelock	9,183	119,379		17,928	3,211 08	3,964 92
29	Grand Trunk	10,299,771	505,714,652	8,043,495	472,867	8,957,520 38	10,540,996 60
30	Grand Trunk (Canada Atlantic)	507,340	26,530,660	585,577	129,411	428,516 92	481,675 22
31	Halifax and Southwestern	198,722	7,913,705	119,765	217,995	184,541 66	211,148 87
32	Hampton and St. Martins	7,398	89,890		16,700	4,077 90	4,485 58
33	Hereford	29,476	730,539	33,839	25,334	16,435 78	17,931 57

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, &c.—Continued.

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.
34	Inverness Railway and Coal Co.	33,398	779,377		41,831	20,658 81	21,755 78
35	Irondale, Bancroft and Ottawa	11,012	200,141		31,400	6,004 25	7,177 16
36	Kaslo and Slocan	4,959	95,900		17,150	5,925 69	7,553 13
37	Kent Northern	5,000	100,000		14,580	7,113 97	8,217 94
38	Kettle River Valley	1,625	6,500		2,504	275 85	275 85
39	Kingston and Pembroke	69,163	1,521,586	78,289	109,629	50,784 37	60,935 53
40	Klondyke Mines	3,853	74,887		28,817	11,233 00	11,258 75
41	Lake Erie and Detroit River						
42	Liverpool and Milton	11,200	44,800		8,100	840 00	840 00
43	London and Port Stanley Railway	219,592	3 668,295	60,291	19,789	43,096 65	49,695 82
44	Lotbinière and Megantic	12,152	157,188		18,780	4,221 34	4,974 94
45	Manitoulin and North Shore	3,280	28,233		12,887	1,182 60	1,183 60
46	Massawippi Valley	177,463	3,332,716	77,175	3,967	70,911 61	75,390 60
47	Midland Railway Co. of Manitoba	10,646	325,037	990	29,529	7,699 91	8,248 35
48	Montreal and Atlantic	303,894	7,743,379	136,852	161,269	177,344 01	198,351 66
49	Montreal and Province Line	136,065	2,061,704	41,928	28,861	42,542 53	47,389 87
50	Montreal and Vermont Junction	149,962	3,131,165	67,807	24	46,229 62	53,568 12
51	Morrissey, Fernie and Michel	292,616	1,784,957		15,399	8,342 85	8,342 85
52	Napierville Junction Railway	12,330	154,009		16,794	4,297 97	4,568 68
53	Nelson and Port Sheppard	24,900	874,112	42,079	8,776	32,483 44	36,072 27
54	New Brunswick Coal and Railway Co	20,087	433,070		60,379	10,913 31	12,527 28
55	New Brunswick and Prince Edward Island	19,488	375,492	4,450	25,120	9,223 66	10,380 31
56	New Brunswick Southern	16,602	758,323		52,845	15,847 30	19,562 17
57	New Westminster Southern	130,392	2,647,203	53,830	5,301	85,894 43	91,100 03
58	Nosbonsing and Nipissing						
59	Nova Scotia Steel and Coal Co.	8,729	77,625		15,700	1,863 45	2,177 45
60	Orford Mountain	16,753	268,048	36,152	11,932	7,413 74	8,254 74
61	Ottawa and New York	113,765	2,797,242	76,962		60,277 49	67,946 68
62	Père Marquette Railway (in Canada)	333,795	7,272,908	274,544	6,974	143,197 97	173,407 39
63	Phillipsburg Railway and Quarry Co.						
64	Princeton Branch of Washington Co. Railway	91,308	465,671	3,634	6,431	8,343 28	8,946 75
65	Quebec Central	337,038	14,969,493	217,063	214,808	314,293 16	348,767 09
66	Quebec and Lake St. John	361,100	9,839,994	241,370	28,756	203,060 01	226,360 73
67	Quebec Railway, Light and Power Co.	1,351,094	7,060,817	283,017		141,233 95	152,929 72
68	Quebec, Montreal and Southern	272,213	4,235,634	96,322	39,063	101,399 19	111,984 77

69	Rod Mountain.....	13,866	115,898	10	7,288	4,288 77	5,320 79
70	Rutland and Noyan.....	96,640	327,609	4,611		7,219 49	7,450 92
71	Salisbury and Harvey.....	14,721	441,630		18,000	9,214 89	11,867 40
72	Schomberg and Aurora.....	22,456	280,700	18,230		4,309 23	4,309 23
73	Stanstead, Shefford and Chambly.....	193,148	1,236,634	45,253	19,147	24,456 16	31,628 36
74	St. Clair Tunnel.....					65,430 00	65,430 00
75	St. Lawrence and Adirondack.....	364,285	9,072,181	134,358		167,237 24	177,465 71
76	Sydney and Louisburg (Dom. Coal Co.).....	51,995	691,361	33,452		16,789 49	20,127 36
77	Temiscouata.....	74,971	2,203,913	73,155	70,152	57,290 26	65,607 05
78	Temiscaming and Northern Ontario.....	471,787	14,984,691	239,259	4,930	342,828 64	371,779 44
79	Thousand Islands.....	33,185	199,110		39,640	8,186 48	11,474 35
80	Toronto, Hamilton and Buffalo.....	453,123	11,455,197	276,748		251,519 18	265,699 30
81	Vancouver, Victoria & Eastern & Vancouver, Westminster & Yukon.....	151,864	2,570,699	64,041	35,711	80,356 11	87,995 35
82	Victoria and Sydney, B.C.....	63,127	849,767	11,837	10,146	18,425 39	18,849 38
83	Victoria Terminal Railway and Ferry Co.....	63,127	71,964	830	711	1,830 96	1,862 75
84	Wabash Railway Co. (in Canada).....	563,403	35,588,586	711,588	12,116	709,466 44	752,989 12
85	Wellington Colliery Co.....	6,327	63,270		12,900	2,940 00	3,180 00
86	Wellington Colliery Co. (Ladysmith Extension).....				12,444		
87	York and Carleton.....	4,700	40,000		7,908	1,119 60	1,292 60
	Total.....	34,044,992	2,081,960,864	31,950,349	6,210,807	39,992,503 11	46,854,158 97

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

Number.	Name of Railway.	Tons Carried.	Tons Carried One 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.	Mileage Operated on June 30.
		Number.	Number.	Miles.	Miles.	\$ cts.	\$ cts.	Miles.	\$ cts.	\$ cts.	Miles.
1	Alberta R'y. and Irrigation Co.	96,183	4,356,277	62,685	8,267	134,622 97	134,622 97	70,952	204,094 07	178,066 20	111 82
2	Algoma Central and Hudson Bay	367,069	8,971,969	49,598	.....	137,717 17	137,717 17	49,598	360,722 27	253,146 71	89 64
3	Atlantic and Lake Superior	32,241	2,418,075	51,300	25,200	43,949 72	43,949 72	88,900	73,319 74	73,507 33	100 00
4	Atlantic, Quebec and Western	6,925	138,300	11,654	.....	5,114 57	5,114 57	11,654	8,813 07	22,182 54	20 00
5	Bay of Quinte	268,549	11,625,757	218,870	.....	182,489 87	182,489 87	218,870	233,822 44	160,788 15	89 37
6	Bedlington and Nelson	2,055	13,664	2,170	.....	553 71	553 71	2,170	807 11	14,968 75	23 97
7	Beersville Coal and R'y. Co., (now North Shore)	11,082	88,656	4,064	4,800	4,432 78	4,432 78	13,664	5,080 88	4,791 22	8 63
8	Bessemer and Barry's Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 00
9	Brandon, Sask. and Hudson Bay	41,393	1,850,599	1,750	21,586	19,491 57	19,533 05	64,358	28,976 39	102,915 32	69 45
10	British Yukon	32,152	2,886,285	55,980	1,530	237,089 11	237,089 11	57,780	316,514 84	143,848 88	90 32
11	Brockville, Westport and North western	24,395	731,850	27,900	270	30,183 15	30,183 15	57,170	63,537 73	30,161 38	45 00
12	Buctouche and Moncton	26,621	532,420	20,608	.....	16,739 14	16,739 14	20,608	27,259 50	23,125 55	32 00
13	Canada Coal and Railway Co.	86,753	778,341	17,016	2,360	27,937 59	27,937 59	19,460	36,640 01	23,843 97	12 00
14	Canadian Southern	5,932,347	1,003,339,086	150,804	2,031,824	5,496,012 50	5,496,012 50	3,713,862	7,884,165 26	5,486,128 34	382 19
15	Canadian Gov't, (Intercolonial)	4,008,541	1,005,670,287	531,110	3,964,861	5,820,857 34	5,820,857 34	7,217,272	8,935,934 14	9,349,072 78	1,451 22
16	Canadian Gov't, (P. E. Island)	98,590	3,651,303	330,107	.....	142,411 79	142,411 79	330,107	312,983 40	408,460 31	267 50
17	Canadian Northern	2,615,580	875,287,887	375,828	2,511,004	6,823,528 42	6,824,782 98	4,409,974	9,709,462 71	6,527,768 73	2,851 20
18	Canadian Northern, Ontario	92,098	7,057,181	.....	57,262	115,644 34	116,117 07	232,774	245,601 74	245,197 82	146 80
19	Canadian Northern, Quebec	457,110	35,516,533	68,688	233,317	448,743 16	448,860 78	537,667	680,201 03	769,411 11	266 80
20	Canadian Pacific	14,232,306	5,848,799,811	1,656,602	17,364,627	43,377,728 06	43,733,429 25	32,131,991	70,389,165 32	47,980,269 05	9,155 80
21	Cape Breton	2,925	59,778	13,492	.....	2,510 38	2,510 38	19,492	7,997 91	17,126 21	31 00
22	Caraguet	24,178	1,644,105	40,150	.....	36,030 27	36,030 27	40,150	51,419 57	52,672 85	84 78
23	Carillon and Grenville	78	2,756	.....	.....	119 84	119 84	2,756	2,561 59	5,423 86	13 00
24	Central Ontario	234,091	10,804,293	127,160	39,718	170,760 00	170,760 00	191,378	269,422 06	153,927 53	149 73
25	Crow's Nest Southern	238,526	11,746,496	.....	35,990	157,653 54	157,898 13	68,833	186,731 94	137,950 33	74 18
26	Cumberland R'y. and Coal Co.	333,409	5,165,527	35,477	.....	77,480 92	77,480 92	45,260	95,732 67	45,875 15	32 00
27	Dominion Atlantic	355,970	15,662,680	180,315	65,748	407,366 51	409,033 38	555,284	801,288 21	510,127 07	278 38
28	Elgin and Havelock	15,905	176,400	17,928	.....	8,445 57	8,445 57	17,928	12,410 49	10,870 14	28 00
29	Grand Trunk	12,473,223	2,776,428,062	472,867	9,678,573	19,011,649 93	19,011,649 93	18,194,935	30,280,701 76	21,000,569 09	3,108 44
30	Grand Trunk (Canada Atlantic)	2,073,735	248,560,959	129,411	942,987	1,445,066 39	1,445,066 39	1,657,975	2,035,417 26	1,968,652 58	456 26
31	Halifax and South-western	182,061	8,815,189	217,995	28,557	173,215 62	173,565 57	366,317	387,185 06	384,981 15	369 81
32	Hampton and St. Martins	11,427	3,012,969	16,700	.....	7,265 67	7,265 67	16,700	11,751 25	6,946 33	30 00

33	Hereford	186,693	5,104,064	25,334	26,024	54,613	26	56,156	26	85,197	74,182	83	100,856	90	52	85
34	Inverness R'y. and Coal Co.	322,475	17,452,422	41,831	84,463	187,121	96	187,410	18	126,294	210,112	94	114,565	96	65	50
35	Irondale, Bancroft and Ottawa	25,668	797,634	31,400		18,000	80	18,000	80	31,400	25,177	96	28,507	44	48	00
36	Kaslo and Slocan	9,283	204,047	17,150		9,871	42	9,915	50	47,150	17,689	41	50,196	15	31	73
37	Kent Northern	10,000	240,000	14,580		10,698	72	10,698	72	14,580	18,916	66	10,725	00	27	00
38	Kettle River Valley	27,550	110,200	2,504		2,714	50	2,714	50	2,504	2,990	35	3,553	30	3	86
39	Kingston and Pembroke	122,136	6,265,576	109,629	9,841	139,142	07	139,142	07	197,759	217,423	23	174,361	50	109	80
40	Klondyke Mines	6,502	92,848	28,817		35,281	23	35,281	23	28,817	46,990	98	92,332	14	31	81
41	Liverpool and Milton	20,153	100,765	8,100		8,539	53	8,539	53	8,100	9,379	53	5,828	96	5	53
42	London and Port Stanley	465,416	7,734,198	19,789	44,850	66,102	42	66,102	42	124,930	124,054	45	143,658	04	23	66
43	Lotbinière and Mégantic	50,916	780,844	18,780		26,391	39	26,391	39	18,780	31,567	39	26,390	93	30	00
44	Manitoulin and North Shore	250,541	2,393,567	12,887		43,297	18	43,297	18	12,887	46,653	78	34,053	09	13	69
45	Massawippi Valley	514,918	14,981,324	3,967	87,317	122,757	10	122,757	10	168,459	198,687	70	177,685	10	35	46
46	Midland R'y. of Manitoba	50,170	2,674,422	29,529	1,109	25,268	23	25,289	13	31,718	33,748	48	91,457	19	92	26
47	Montreal and Atlantic	922,894	47,602,786	161,269	260,254	537,648	29	537,648	29	558,375	757,412	02	720,208	15	163	40
48	Montreal and Province Line	78,668	1,848,876	28,861	23,974	39,768	80	39,768	80	94,763	90,075	92	17,319	42	58	60
49	Montreal and Vermont Junc.	741,118	19,538,193	24	34,726	107,664	62	107,664	62	102,557	167,494	04	90,147	90	23	60
50	Morrissey, Fernie and Michel	588,453	7,237,971	15,399	3,849	91,959	75	91,959	75	19,248	106,522	72	80,876	81	10	85
51	Napierville Junction R'y.	56,029	1,438,557	16,794	1,215	15,100	42	15,100	42	18,009	19,681	10	32,847	60	27	11
52	Nelson and Fort Sheppard	38,524	1,266,171	8,776	11,333	58,332	57	58,645	60	62,188	95,824	45	124,766	68	60	12
53	New Brunswick Coal & Ry. Co.	54,860	2,584,245	60,379	67	33,645	67	33,645	67	60,379	54,030	71	56,096	96	58	00
54	New Brunswick & P. E. Island	39,862	592,314	25,129	17,280	18,880	29	18,880	29	46,850	29,260	60	23,572	61	36	00
55	New Brunswick Southern	27,389	771,875	52,845	14,077	25,668	79	25,684	75	65,922	45,264	42	47,750	37	82	35
56	New Westminster Southern	86,673	1,507,639	5,301	15,187	32,399	76	32,633	28	74,318	124,073	82	91,811	74	24	10
57	Nosbonsing and Nipissing	14,329	78,810		7,165	24,564	96	24,564	96	7,165	24,564	96	24,564	96	6	50
58	Nova Scotia Steel and Coal Co.	6,208	70,160	15,700		2,856	24	2,856	24	15,700	5,033	69	11,841	90	12	50
59	Orford Mountain	27,370	410,550	11,932	1,350	19,353	49	19,353	49	49,434	27,608	23	38,468	27	55	10
60	Ottawa and New York	95,414	3,089,663		37,696	46,467	58	48,481	24	114,658	118,062	86	124,679	04	56	90
61	Père Marquette (in Canada)	1,849,276	339,309,377	6,974	818,686	1,806,664	32	1,806,664	32	1,100,204	2,008,952	49	1,712,949	76	198	81
62	Phillipsburg R'y. and Quarry Co.	5,844	35,064		2,400	1,639	55	1,639	55	2,400	1,639	55	6,239	25	6	00
63	Princeton Branch of Wash- ington Co. (U.S.)	135,925	693,218	6,431	438	16,139	41	16,139	41	10,503	25,086	16	11,764	70	5	10
64	Quebec Central	749,675	54,598,657	214,808	229,149	755,537	00	755,537	00	661,020	1,110,724	38	787,293	15	222	00
65	Quebec and Lake St. John	345,458	27,639,422	28,756	168,333	406,100	43	406,100	43	439,459	656,514	88	489,308	81	246	50
66	Quebec R'y. Light & Power Co.	111,001	1,041,298		21,150	44,046	47	44,046	47	304,167	202,345	54	149,478	32	26	00
67	Quebec, Montreal and Southern	474,141	17,281,707	39,063	66,013	176,128	98	176,128	98	201,398	317,519	61	293,898	76	143	75
68	Red Mountain	115,381	1,055,337	7,288	8,710	26,140	28	26,270	22	16,008	34,329	14	33,924	41	9	59
69	Rutland and Noyan	336,180	1,139,650		2,805	11,693	78	11,693	78	7,416	19,144	70	10,359	54	3	39
70	Salisbury and Harvey	39,250	1,177,500	18,000		20,800	84	20,800	84	18,000	32,787	12	47,788	16	50	00
71	Schomberg and Aurora	3,120	35,162		3,840	4,628	49	4,628	49	22,070	8,937	72	13,722	62	14	40
72	Stanstead, Shefford & Chambly	764,524	2,661,603	19,147	25,766	43,311	55	43,311	55	90,166	75,696	79	75,944	23	43	00
73	St. Clair Tunnel					239,377	50	239,377	50		304,824	17	140,492	41	2	25
74	St. Lawrence and Adirondack	661,248	22,147,024		94,179	234,971	49	235,421	61	228,537	413,357	56	268,461	10	46	12
75	Sydney and Louisburg (Don. Coal Co.)	3,559,392	60,077,815		92,560	398,493	28	398,493	28	126,012	418,692	08	405,888	28	54	30
76	Temiscouata	148,569	5,833,821	70,152	18,813	141,475	95	141,475	95	162,120	210,779	07	152,922	67	113	00
77	Temiskaming and Northern On- tario	434,930	28,800,119	4,930	201,738	415,582	02	415,582	02	445,937	805,320	38	710,198	71	209	40
78	Thousand Islands	30,171	181,026	39,640		20,175	44	20,175	44	39,640	34,073	60	28,941	17	6	33
79	Toronto, Hamilton & Buffalo	1,181,723	45,502,943		164,328	544,217	38	549,190	56	441,076	855,090	47	668,345	73	80	67

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

Number.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed 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.
		Number.	Number.	Miles.	Miles.	\$ cts.	\$ cts.	Miles.	\$ cts.	\$ cts.	Miles.
80	Vancouver, Victoria & Eastern	872,122	19,051,018	35,711	62,995	284,981 00	287,196 20	162,747	376,784 67	333,677 88	126 20
81	Vancouver, Westminster and Yukon										
82	Victoria and Sydney, B.C.	29,724	489,072	10,146		20,820 70	20,856 46	21,983	40,635 95	35,650 81	16 26
83	Victoria Terminal & Ferry Co.	29,724	33,885	711		1,756 31	1,756 31	1,541	14,617 00	22,410 61	1 14
84	Wabash Ry. Co. in Canada	1,200,915	282,402,384	12,116	794,186	1,700,537 33	1,705,069 43	1,517,890	2,458,058 55	2,178,729 98	
85	Wellington Colliery Co.	280,510	2,805,100	12,900		3,503 45	34,662 99	12,900	57,842 99	37,302 99	10 75
86	Wellington Colliery Co. (Lady-smith Extension)	483,347	4,804,469	12,444		57,709 67	57,709 67	12,444	57,709 67	57,709 67	9 94
87	York and Carleton	10,288	95,164	7,908		3,350 19	3,350 19	7,908	4,642 79	4,238 25	10 50
	Total	63,071,167	12,961,512,519	6,210,807	40,476,370	93,746,655 45	94,154,522 05	78,637,526	146,918,313 61	107,304,142 51	

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

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p.c.	Miles.	Miles.	Miles.	p.c.	Miles.	Miles.
1	Albert Railway and Irrigation Co.				62,685	8,267			70,952	5,011
2	Algoma Central and Hudson Bay				49,598				49,598	
3	Atlantic and Lake Superior.	12,400			51,300	25,200			88,900	
4	Atlantic Quebec and Western.				11,654				11,654	
5	Bay of Quinte.				218,870				218,870	619
6	Bedlington and Nelson.				2,170				2,170	243
7	Beersville Coal and Railway Co. (now North Shore).	4,800			4,064	4,800			13,664	160
8	Bessemer and Barry's Bay.									
9	Brandon, Saskatchewan and Hudson Bay	41,022			1,750	21,586			64,358	7,506
10	British Yukon	270			55,980	1,530	3,865	6.69	57,780	9,187
11	Brockville, Westport and Northwestern.	29,000			27,900	270			57,170	1,510
12	Buctouche and Moncton.				20,608				20,608	
13	Canada Coals and Railway Co	84			17,016	2,360			19,460	9,220
14	Canada Southern	1,531,234			150,804	2,031,824			3,713,862	78,533
Canadian Govt. Railways—										
15	Intercolonial.	2,721,301	52,561	1.93	531,110	3,964,861	321,693	8.11	7,217,272	441,123
16	Prince Edward Island.				330,107				330,107	27,693
17	Canadian Northern	1,523,142	142	.09	375,828	2,511,004	3,887	1.43	4,409,974	298,825
18	Canadian Northern, Ontario.	175,512			57,262				232,774	30,845
19	Canadian Northern, Quebec.	235,662			68,688	233,317			537,667	24,906
20	Canadian Pacific	13,110,762	183,173	1.24	1,656,602	17,364,627	484,791	2.55	32,131,991	1,888,194
21	Cape Breton				19,492				19,492	
22	Caraquet.				40,150				40,150	6,294
23	Carillon and Grenville.				2,750				2,756	
24	Central Ontario.	24,500			127,160	39,718			191,378	
25	Crow's Nest Southern	32,843				35,990	142	.39	68,833	9,805
26	Cumberland Railway and Coal Co.	9,783			35,477				45,260	
27	Dominion Atlantic.	309,231	4,983	.90	180,315	65,748	4,900	.90	555,284	8,215
28	Elgin and Havelock.				17,928				17,928	
29	Grand Trunk	8,043,495	126,265	1.57	472,867	9,678,573	590,378	5.82	18,194,935	828,817
30	Grand Trunk (Canada Atlantic)	585,577	726	.12	129,411	942,987	16,435	1.53	1,657,975	179,585
31	Halifax and Southwestern	119,765			217,995	28,557			366,317	15,185
32	Hampton and St. Martins.				16,700				16,700	
33	Hereford	33,839	277	.82	25,334	26,024	3,945	15.16	85,197	784
34	Inverness Railway and Coal Co.				41,831	84,463			126,294	6,155

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

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue 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.
35	Irondale, Bancroft and Ottawa				31,400				31,400	
36	Kaslo and Slocan				17,150				17,150	
37	Kent Northern				14,580				14,580	
38	Kettle River Valley				2,504				2,504	
39	Kingston and Pembroke	78,289			109,629	9,841			197,759	
40	Klondyke Mines				28,817				28,817	
41	Liverpool and Milton				8,100				8,100	
42	Lot inière and Megantic				18,780				18,780	
43	London and Port Stanley	60,291			19,789	44,850			124,930	1,328
44	Manitoulin and North Shore				12,887				12,887	186
45	Massawippi Valley	77,175	89	11	3,967	87,317	7,118	7.79	163,459	2,028
46	Midland Railway Co. of Manitoba	990			29,529	1,199	1,199		31,718	3,684
47	Montreal and Atlantic	136,852	1,060	78	161,269	260,254	4,600	1.09	558,375	8,503
48	Montreal and Provincial Line	41,928			28,861	23,974			94,763	5,081
49	Montreal and Vermont Junction	67,807			24	34,726			102,557	1,933
50	Morrissey, Fernie and Michel				15,399	3,849			19,248	
51	Napierville Junction Railway				16,794	1,215			18,009	11,754
52	Nelson and Fort Sheppard	42,079			8,776	11,333			62,188	6,956
53	New Brunswick Coal and Railway Co.				60,379				60,379	
54	New Brunswick and Prince Edward Island	4,450			25,120	17,280			46,850	
55	New Brunswick Southern				52,845	11,077			66,922	7,085
56	New Westminster Southern	53,830			5,301	15,187	.41		74,318	889
57	Nosbonsing and Nipissing					7,165			7,165	
58	Nova Scotia Steel and Coal Co				15,700				15,700	
59	Oxford Mountain	36,152			11,932	1,350			49,434	900
60	Ottawa and New York	76,962				37,696			114,658	11,488
61	Pere Marquette Railway	274,544			6,974	818,686			1,100,204	7,016
62	Phillipsburg Railway and Quarry Co.					2,400			2,400	
63	Princeton Branch of Washington Co. Ry., U. S. A.	3,634			6,431	438			10,503	291
64	Quebec Central	217,063			214,808	229,149			661,020	184,235
65	Quebec and Lake St. John	241,370			28,756	168,333			438,459	
66	Quebec Railway, Light and Power Co.	283,017				21,150			304,167	
67	Quebec, Montreal and Southern	96,322	1,952		39,063	66,013	1,234		201,398	47,174
68	Red Mountain	10	9	90.00	7,288	8,710	1,178	7.36	16,008	171
69	Rutland and Noyau	4,611				2,805			7,416	338

70	Salisbury and Harvey			18,000				18,000	
71	Schomberg and Aurora	18,230			3,840			22,070	
72	Stanstead, Shefford and Chambly	45,253		19,147	25,766			90,166	25,868
73	St. Clair Tunnel								
74	St. Lawrence and Adirondack	134,358			94,179			228,537	3,734
75	Sydney and Louisburg (Dominion Coal Co.)	33,452			92,560			126,012	
76	Temiscouata	73,155		70,152	18,813			162,120	10,083
77	Temiskaming and Northern Ontario	239,259		4,930	201,738			445,937	
78	Thousand Islands			39,640				39,640	
79	Toronto, Hamilton and Buffalo	276,748			164,328			441,076	20,853
80	Vancouver, Victoria and Eastern	64,041	15	35,711	62,995	11,109	11.25	162,747	42,670
81	Vancouver, Westminster and Yukon								
82	Victoria and Sydney, B.C.	11,837		10,146				21,983	
83	Victoria Terminal Railway and Ferry Co.	830		711				1,541	
84	Wabash Railroad Co. in Canada	711,588		12,116	794,186			1,517,890	22,472
85	Wellington Colliery Co.			12,900				12,900	
86	Wellington Colliery Co. (Ladysmith Ext.)			12,444				12,444	
87	York and Carleton			7,908				7,908	
Totals		31,950,349	371,262	6,210,807	40,476,370	1,456,515		78,637,526	4,305,164

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

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

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Movement for the Year ending June 30, 1908.

AGRICULTURE.

OTHER MILL PRODUCTS.			HAY.			TOBACCO.			Number.
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
2,656		2,656	410		410	2	3	5	1
119		119	1,418	52	1,470				2
352		352	2,481		2,481				3
			11	10	21				4
			50		50				5
									6
20	35	55	64		64				7
4	261	265	27	2,047	2,074				8
750	1,150	1,900	250	1,100	1,350	9	12	21	9
									10
									11
139	83	222	350	12	362		4	4	12
7,137	191,996	199,133	7,519	49,915	57,434	130	6,696	6,826	13
20,553	18,179	38,732	29,617	2,118	31,735				14
714	105	819	1,745	24	1,769	132	17	149	15
9,954	9,954	21,468	21,468		21,468				16
1,072	1,072	1,878	1,878		1,878				17
		8,200	8,200	1,020	9,220	801	61	862	18
219,497	19,208	238,705	202,018	14,848	216,866	6,405	1,188	7,593	19
				16	16				20
10	90	100	250	150	400			25	21
							25	25	22
43	1,272	1,315	678	5,108	5,786		93	93	23
	20	20	123	922	1,045				24
	962	962		1,250	1,250				25
			5,448	113	5,561	22	18	40	26
17	800	817	40	4	44		3	3	27
71,864	30,995	102,859	71,232	9,870	81,102	929	3,135	4,064	28
6,936	57	6,993	11,445	1,172	12,617	118		118	29
1,644	4,045	5,689	842	1,364	2,206				30
				140	140				31
92	98	190	371		371		4	4	32
648	39	687	13	275	288		11	11	33
	464	464		138	138				34
				25	25				35
			100		100				36
723	1,117	1,840	1,038	2,101	3,139	46	33	79	37
									38
									39
	14	14	300	34	334	6	4	10	40
1,460	3,660	5,120	3,600	5,150	8,750	48	231	279	41
19		19	114		114				42
765	3,989	4,754	375	736	1,111				43
906	77	383							44
3,799	38,855	42,654	16,995	607	17,602				45
94	472	566	4,670	1,240	5,910	10	1,034	1,044	46
	51,416	51,416	4,172	20,432	24,604				47
				243	243				48
			1,208		1,208				49
38	69	107	41	1,316	1,357				50
									51
									52

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

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

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

AGRICULTURE.

OTHER MILL PRODUCTS.			HAY.			TOBACCO.			Number.
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
				193	193				53
447	19	466	2,076	25	2,076				54
20	1,381	1,401	182	2,311	207	5	1		55
			192		2,503				56
	84	84	10	23	33				57
									58
210	1,685	1,895	1,214	220	1,434		1		59
6,400	13,942	20,342	5,325	29,442	34,767	540	570	1,110	60
			160		160				61
				73	73				62
									63
8	14	22	439	165	604	9	1		64
			4,726	1,370	6,096				65
			10,904		10,904				66
	204	204		433	433				67
	130	130		504	504				68
			167		167				69
									70
162	57,960	58,122	1,672	27,460	29,132				71
									72
615	726	1,341	942	690	1,632		91		73
	68	68		2,700	2,700		1		74
40	20	60	768	4	772	4	16		75
	1,332	1,332		6,994	6,994				76
95		95	175		175				77
655	2,283	2,938	1,074	136	1,210	149	121	270	78
									79
125	1,317	1,442	2,780	848	3,628				80
									81
									82
24,952		24,952	12,208		12,208	468		468	83
	263	263							84
									85
			448	520	977				86
									87
385,154	451,723	836,877	446,023	197,672	643,695	9,833	13,402	23,235	

8-9 EDWARD VII., A. 1909

TABLE 12—SUMMARY of Freight Traffic

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

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		COTTON.		FRUIT AND VEGETABLES.			
		Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
54	New Brunswick and P. E. Island				82	103	185
55	New Brunswick Southern				158	1	159
56	Nosbonsing and Nipissing						
57	New Westminster Southern					232	232
58	Nova Scotia Steel and Coal Co					3	3
59	Orford Mountain				14		14
60	Ottawa and New York	321	866	1,187	173	591	764
61	Père Marquette Railway		1,294	1,294	8,430	28,556	36,986
62	Phillipsburg Railway and Quarry Co						
63	Princeton Branch of Washington Co. Ry.		538	538			
64	Quebec Central				1,138		1,138
65	Quebec and Lake St. John				1,580		1,580
66	Quebec Ry., Light and Power Co., Montmorency Div.	3	2,689	2,692	267		267
67	Quebec, Montreal and Southern						
68	Red Mountain					163	163
69	Rutland and Noyan					40	40
70	Salisbury and Harvey						
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly						
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack	6	751	757	186	2,720	2,906
75	Sydney and Louisburg (Dom. Coal Co.)				37	308	345
76	Temiscouata				1,340	24	1,364
77	Temiskaming and Northern Ontario						
78	Thousand Islands				233		233
79	Toronto, Hamilton and Buffalo		188	188	6,247	1,908	8,155
80	Vancouver, Victoria and Eastern				181	214	395
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C.						
83	Victoria Terminal Ry. and Ferry Co						
84	Wabash Railroad Co. in Canada	2,005		2,005	20,172		20,172
85	Wellington Colliery Co.					70	70
86	Wellington Colliery Co. (Ladysmith Exten.)						
87	York and Carleton						
	Total	11,581	58,622	70,203	524,668	279,109	803,777

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

AGRICULTURE—Concluded.

OTHER PRODUCTS OF AGRICULTURE.			LIVE STOCK.			DRESSED MEATS.			Number.
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			287		287	38		38	54
			39		39	22		22	55
			50	525	575		85	85	57
	592	592	3		3	1	3	4	58
868		868	386		386				59
32	91	123	1,800	165	1,965	9	7	16	60
25,315	47,916	73,231	4,650	13,288	17,938		4,068	4,068	61
				6	6				62
5,637		5,637	3,658		3,658				63
			1,318	452	1,770				64
									65
112		112	298		298	40		40	66
			1,044	78	1,122				67
	30	30		91	91				68
				140	140				69
			138		138				70
									71
			182	14,260	14,442				72
									73
2	185	187	531	944	1,475	1	10	11	74
			56	106	162	59	3,902	3,961	75
			148	412	560	12	12	24	76
	169	169	250	2,176	2,426		2,209	2,209	77
			754		754	16		16	78
2,621	2,254	4,875	1,630	5,387	7,017	71	42	113	79
692	114	806	411	511	922	13	49	62	80
									81
									82
			340		340				83
			39,018		39,018	16,429		16,429	84
				116	116				85
									86
									87
52,224	131,013	183,237	705,667	451,105	1,156,772	85,528	370,052	455,580	

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

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

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

ANIMALS.

WOOL.			HIDES AND LEATHER.			OTHER PRODUCTS OF ANIMALS.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
46		46	46	1	47				1
									2
									3
			17		17				4
									5
									6
									7
									8
						34	17	51	9
						15	692	707	10
8		8	200	10	210				11
									12
246	9,939	10,185	1,452	19,194	20,646	6,202	67,754	73,956	13
									14
492	131	623	4,174	965	5,139				15
18		18	315	4	319				16
			2,662		2,662				17
244		244							18
			83	104	187				19
2,659	3,778	6,437	20,529	16,417	36,946				20
4	1	5	11		11				21
			75		75				22
									23
123		123	379		379	226		226	24
							102	102	25
									26
43		43	230	14	244				27
10		10	20	3	23				28
2,165	4,918	7,113	15,223	4,940	20,163				29
90		90	341	20	361				30
			63	20	83				31
									32
5		5	34	14	48	88	7	95	33
14	7	21	72	1	73				34
			5		5	49		49	35
									36
									37
			348	244	592				38
									39
									40
			18		18	64		64	41
20	119	139	114	1,422	1,536	142	975	1,117	42
									43
2	25	27	131	436	567				44
									45
33	3,100	3,133	1,940	11,701	13,641				46
40		40	162	641	803				47
	1,647	1,647	37	10,467	10,504				48
									49
									50
									51
									52
							21	21	52

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
53	New Brunswick Coal and Railway Co.						
54	New Brunswick and Prince Edward Island				796		796
55	New Brunswick Southern	30		30	248		248
56	New Westminster Southern.		299	299		121	121
57	Nosbonsing and Nipissing						
58	Nova Scotia Steel and Coal Co					2	2
59	Orford Mountain						
60	Ottawa and New York	12	12	24	26	6	32
61	Père Marquette Railway.....		11,835	11,835	410	330	740
62	Philipsburg Railway and Quarry Co.						
63	Princeton Branch of Washington Co. Ry.						
64	Quebec Central						
65	Quebec and Lake St. John	1,180		1,180			
66	Quebec Railway, Light and Power Co.	3		3	22	1	23
67	Quebec, Montreal and Southern						
68	Red Mountain						
69	Rutland and Moyner						
70	Salisbury and Harvey						
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly		49,142	49,142	140	7,247	7,387
73	St. Clair Tunnel.....						
74	St. Lawrence and Adirondack	28	111	139		4,297	4,297
75	Sydney and Louisburg (Dominion Coal Co.)		610	610	29	3	32
76	Temiscouata	12	36	48	4	4	8
77	Temiskaming and Northern Ontario						
78	Thousand Islands						
79	Toronto, Hamilton and Buffalo.....	1,973	1,160	3,133		424	424
80	Vancouver, Victoria and Eastern	47	230	277		88	88
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C.						
83	Victoria Terminal Railway and Ferry Co.						
84	Wabash Railroad (in Canada)	33,351		33,351			
85	Wellington Colliery Co.						
86	Wellington Colliery Co. (Ladysmith Extension).						
87	York and Carleton	220	59	279			
	Total	149,710	295,131	444,841	81,703	69,397	151,100

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

ANIMALS—Concluded.

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

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCTS					
		ANTHRACITE COAL.			BITUMINOUS COAL.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	13		13	27,794	1,891	29,685
2	Algoma Central and Hudson Bay...	348		348	6,367		6,367
3	Atlantic and Lake Superior						
4	Bay of Quinté	3,056		3,056	65,144		65,144
5	Bedlington and Nelson						
6	Beersville Coal and Railway Co. (now North Shore)				6,556		6,556
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay		5,189	5,189		1,079	1,079
9	British Yukon					91	91
10	Brockville, Westport and North-Western	725	203	928	110	250	360
11	Buctouche and Moncton					3,122	3,122
12	Canada Coal and Railway Co.				81,356		81,356
13	Canada Southern		1,001,079	1,001,079		336,607	336,607
	Canadian Government Railways—						
14	Intercolonial				1,173,507	8,614	1,182,121
15	Prince Edward Island	48		48	5,587	485	6,072
16	Canadian Northern	55,046		55,046	140,227		140,227
17	Canadian Northern Ontario				17,349		17,349
18	Canadian Northern Quebec		3,200	3,200		25,760	25,760
19	Canadian Pacific	135,629	588,423	724,052	677,630	506,000	1,183,630
20	Cape Breton				55	358	413
21	Caraguet		200	200		125	125
22	Carillon and Grenville						
23	Central Ontario	527	4,427	4,954	5,737	22,761	28,498
24	Crow's Nest Northern				31,578	29,805	61,383
25	Cumberland Railway and Coal Co.				292,921		292,921
26	Dominion Atlantic				3,898	35,066	38,904
27	Elgin and Havelock					40	40
28	Grand Trunk	93,871	967,272	1,061,143	426,231	1,338,197	1,764,428
29	Grand Trunk (Canada Atlantic)	125	164,472	164,597	149	343,581	343,730
30	Halifax and South Western					9,457	9,457
31	Hampton and St. Martins					346	346
32	Hereford		1	1		12	12
33	Inverness Railway and Coal Co.		77	77	306,507	54	306,561
34	Iroquale Bancroft and Ottawa					1,497	1,497
35	Kaslo and Slocan						
36	Kent and Northern						
37	Kettle River Valley						
38	Kingston and Pembroke	343	168	511	22	80	102
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbiniere and Megantic						
42	London and Port Stanley		26,529	26,529		113,143	113,143
43	Manitoulin and North Shore					578	578
44	Massawippi Valley		4,310	4,310		12,395	12,395
45	Midland Railway Co. of Manitoba		1,956	1,956		14,747	14,747
46	Montreal and Atlantic	141	4,959	5,100		4,918	4,918
47	Montreal and Provincial Line		370	370		16,419	16,419
48	Montreal and Vermont Junction		473	473		7,143	7,143
49	Morrissey, Fernie and Michel, B.C.				560,225		560,225
50	Magnetawan River		476	476			

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCTS OF					
		ANTHRACITE COAL.		BITUMINOUS COAL.			
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
51	Napierville Junction Ry.					32,964	32,964
52	Nelson and Fort Sheppard					201	201
53	New Brunswick Coal and Ry. Co.				39,867		39,867
54	New Brunswick and P. E. Island					2,135	2,135
55	New Brunswick Southern	292	29	321			
56	New Westminster Southern				20	4,664	4,684
57	Nosbonsing and Nipissing						
58	Nova Scotia Steel and Coal Co					476	476
59	Orford Mountain						
60	Ottawa and New York		21,191	21,191		11,991	11,991
61	Pere Marquette Ry.		105,409	105,409		449,559	449,559
62	Phillipsburg Ry. and Quarry Co.		1,000	1,000		950	950
63	Princeton Br. of Washington Co. Ry.		16,583	16,583		6,896	6,896
64	Quebec Central						
65	Quebec and Lake St. John		1,256	1,256		12,744	12,744
66	Quebec Ry. Light and Power Co.	610		610	11,665		11,665
67	Quebec, Montreal and Southern					81,257	81,257
68	Red Mountain					6,403	6,403
69	Rutland and Noyan		48	48		422	422
70	Salisbury and Harvey					2,767	2,767
71	Schenberg and Aurora						
72	Stanstead, Shefford and Chambly		643	643		17,912	17,912
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack		161,547	161,547		226,989	226,989
75	Sydney & Louisburg (Dom. Coal Co.)				3,888,469		3,888,469
76	Temiscouata	32	223	260		16	16
77	Temiskaming and Northern Ontario		2,776	2,776		56,869	56,869
78	Thousand Islands	44		44	566		566
79	Toronto, Hamilton and Buffalo		327,167	327,167		220,437	220,437
80	Vancouver, Victoria and Eastern				177	657	834
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C.					26	26
83	Victoria Terminal Ry. and Ferry Co.					26	26
84	Wabash Railroad Co. in Canada	32,630		32,630	319,726		319,726
85	Wellington Colliery Co.				276,875		276,875
86	" " (Ladysmith Ex.)				483,347		483,347
87	York and Carleton						
	Final total	323,480	3,411,661	3,735,141	8,349,704	3,970,880	12,320,584

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

MINES.

COKE.			ORES.			STONE, SAND AND OTHER LIKE ARTICLES.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
									51
			5,823	2,351	8,174				52
							383	383	53
4		4				1,904	52	1,956	54
	1,099	1,099					52	52	55
									56
							302	302	57
							5	5	58
	233	233	17	15	32	931	1,074	2,005	59
	5,918	5,918		2,774	2,774	1,719	114,230	115,949	60
						3,444		3,444	61
							3,585	3,585	62
			6,432		6,432	94,378		94,378	63
						2,080		2,080	64
20		20	2		2	46,977	104	47,081	65
						11,909	21,719	33,628	66
	33	33	82,279	11,290	93,569		36	36	67
				2,046	2,046		7,512	7,512	68
			130		130	14,994		14,994	69
							971	971	70
							61,493	61,493	71
									72
	23,950	23,950		458	458	51	3,066	3,117	73
						12,008		12,008	74
						4	200	204	75
			25,652		25,652	9,494		9,494	76
						1,024		1,024	77
	87,836	87,836		1,509	1,509	7,697	15,871	23,568	78
22	9,906	90,928	662,747	20,522	683,269	36	2,452	2,488	79
									80
									81
	3,453	3,453	5,563		5,563	42,182		42,182	82
									83
									84
									85
	55	55				40		40	86
									87
343,917	501,845	845,762	2,590,567	362,786	2,953,353	1,835,105	703,228	2,538,333	

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic Movement

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

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for the Year ending June 30, 1908—Continued.

FORESTS.			MANUFACTURES.						
OTHER PRODUCTS OF FORESTS.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
			98	70	168	1,958		1,958	1
124,731		124,731	60		60	65	1	66	2
20,973		20,973	577		577				3
									4
									5
									6
									7
1,585	303	1,888		15	15				8
			1	55	56	2	263	265	9
			490	160	650	330	260	590	10
				55	55		59	59	11
35,224	49,935	85,159	8,817	35,410	44,227	741	28,150	28,891	12
370,799	1,581	372,380	14,612	14,721	29,333	40,719	277	40,996	13
			620	130	750	854	104	958	14
			14,354		14,354	15,424		15,424	15
			461		461	381		381	16
30,785	922	31,707		1,315	1,315				17
			38,459	61,491	99,950	86,438	23,229	109,667	18
1,240		1,240	1	1	2				19
600		600		75	75		65	65	20
44,296		44,296	140	509	649	2	48	48	21
3,082	4,827	7,909		120	120				22
13,200		13,200	937	669	1,606	1,780	113	1,893	23
				45	45	6	60	66	24
			100,537	29,733	130,330	89,008	4,006	93,014	25
			532	247	779	665	39	704	26
71,171		71,171	380	196	576	497	204	701	27
									28
148,560	36	148,596	17	62	79	66	75	141	29
			63	150	213	7	50	57	30
16,566		16,566		54	54		42	42	31
			77	263	340	274	1,364	1,638	32
15,740		15,740		24	24		10	10	33
									34
									35
									36
30,194		30,194	30	136	166		9	9	37
2,070	47,358	49,428	15	5,849	5,864	1,049	2,721	3,770	38
16,803		16,803	29		29	14		14	39
9,979	93,797	103,776		625	625		1,062	1,062	40
582	5,719	6,301							41
			91	2,639	2,730	557	7,557	8,114	42
				62	62		80	80	43
	41,417	41,417		1,647	1,647		38,162	38,162	44
									45
			24	21					46
									47
				27	27				48
									49
									50
									51

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY Freight Traffic Movement

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

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for the Year ending June 30, 1908—Continued.

FORESTS.			MANUFACTURERS.						
OTHER PRODUCTS OF FOREST.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
	20,167	20,167		102	102				51
7,958	24	7,982	24	32	56				52
2,441		2,441							53
2,198	37	2,235		205	205		281	281	54
			98		98	59		59	55
320	1,091	1,411		501	501				56
									57
				42	42		20	20	58
6,288	222	6,510				56	10	66	59
6,385	5,844	12,229	189	182	371	276	88	364	60
31,570	164,323	196,393		23,301	23,301	8,301	6,678	14,979	61
				5	5				62
				111	111		18	18	63
396,226	38,956	396,226							64
101,026	1,712	102,738		225	225		107	107	65
20,686		20,686	88	16	104	140		140	66
	296,147	296,147		578	578				67
862	3,796	4,658							68
				41	41				69
6,962		6,962							70
									71
	7,642	7,642		1,972	1,972		39,416	39,416	72
									73
122	21,074	21,196	43	1,456	1,499	1	37,563	37,564	74
			102	182	182		160	160	75
197,683		197,683		949	949	96	368	264	76
111		111		551	551				77
3,936	2,561	6,497	255	6,310	6,565	298	303	601	78
4,411	1,536	5,947	120	371	491				79
									80
									81
	8,015	8,015							82
8,015		8,015							83
19,739		19,739	13,985		13,985	8,321		8,321	84
									85
									86
									87
1,775,119	819,566	2,594,685	196,943	193,388	390,331	258,385	193,256	451,641	

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic Move

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

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

TURES.—Continued.

IRON AND STEEL RAILS.			OTHER CASTINGS AND MACHINERY.			BAR AND SHEET METAL.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
16		16	132	386	518	12	9	21	1
130		130	211		211				2
			179		179				3
337		337	2,087		2,087				4
									5
									6
									7
			22	111	133		39	39	8
			15	5,258	5,273		102	102	9
			80	540	620	145	415	560	10
									11
34	146	180	27	216	243		36	36	12
1,314	12,087	13,401	29,900	165,858	195,758	21,047	102,509	123,556	13
									14
129,850	1,413	131,263	186,016	9,507	195,523	9,071	330	9,401	15
62		62	470	98	568	72	118	190	16
137,198		137,198	18,598		18,598	648		648	17
6,869		6,869	1,195		1,195	465		465	18
	4,426	4,426	250	3,227	3,477	522	11,450	11,972	19
60,588	85,374	145,962	70,378	84,165	154,543	22,662	13,231	35,893	20
	90	90		38	38				21
				10	10				22
655	52	707	304	1,662	1,966	15	470	485	23
127	4,349	4,476	90	391	481		256	256	24
									25
									26
			2	10	12		10	10	27
92,496	14,296	106,786	131,154	31,690	162,844	35,809	24,050	59,859	28
1,830	685	2,515	295	59	354	332		332	29
	199	199		579	579				30
									31
2	9	11	40	76	116	10	125	135	32
110	163	273	4	508	512	10	81	91	33
			20	63	83				34
									35
									36
			279	859	1,138	1	348	349	37
									38
									39
									40
			142	105	247		27	27	41
	372	372	527	1,986	2,513	514	696	1,210	42
79		79							43
48	731	779	558	629	1,187	66	178	244	44
	58	58	36	58	94		448	448	45
22	3,283	3,305	668	6,705	7,373	42	231	273	46
	260	260							47
	4,267	4,267							48
									49
									50
							8		51
			95	100	195	105		105	52

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

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

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

TUNES—Continued.

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

8-9 EDWARD VII., A. 1909

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFACTURES.					
		CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.....	137	185	322	253	240	493
2	Algoma Central and Hudson Bay.....	62		62			
3	Atlantic and Lake Superior				358		358
4	Bay of Quinte.....	60,353		60,353	253		253
5	Bedlington and Nelson						
6	Beersville Coal and Railway Co. (now North Shore)						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay..	45	1,957	2,002	35	103	138
9	British Yukon						
10	Brockville, Westport and Northwestern ..	1,860	280	2,140	60	1,350	1,410
11	Buctouche and Moncton.....						
12	Canada Coal and Railway Co.....	2	263	265		15	15
13	Canada Southern.....	7,379	50,557	57,936	2,200	47,120	49,320
	Canadian Government Railways—						
14	Intercolonial	83,439	12,783	96,222	1,397	4,502	5,899
15	Prince Edward Island	1,413	239	1,652		92	415
16	Canadian Northern.....	56,348		56,348	27,564		27,564
17	Canadian Northern, Ontario	4,915		4,915	133		133
18	Canadian Northern, Quebec	15,002	212	15,214		669	669
19	Canadian Pacific.....	347,936	118,635	466,571	65,121	23,385	88,506
20	Cape Breton.....		37	37		7	7
21	Caraquet		75	75		215	215
22	Carleton and Grenville.....						
23	Central Ontario	562	3,342	3,904	1	190	191
24	Crow's Nest Southern		745	745			
25	Cumberland Railway and Coal Co						
26	Dominion Atlantic.....	6,783	1,300	8,083	636	45	681
27	Elgin and Havelock		80	80		10	10
28	Grand Trunk	354,774	70,904	425,678	49,428	13,822	63,250
29	Grand Trunk (Canada Atlantic)	20,243	1,084	21,327	885	41	926
30	Halifax and South Western.....	1,729	1,002	2,731		89	89
31	Hampton and St. Martins.....						
32	Hereford	8,264	165	8,429	2	59	61
33	Inverness Railway and Coal Co.....	18	326	344	9	42	51
34	Irondale, Bancroft and Ottawa		89	89		16	16
35	Kaslo and Slooan						
36	Kent Northern.....						
37	Kettle River Valley.....	75		75		30	30
38	Kingston and Pembroke.....	420	878	1,298	108	30	158
39	Klondyke Mines.....						
40	Liverpool and Milton						
41	Lotbiniere and Megantic.....	47	261	308	14	40	54
42	London and Port Stanley.....	8,750	5,538	14,288	18	820	838
43	Manitoulin and North Shore	50		50			
44	Massawippi Valley.....	167	2,268	2,435	57	101	158
45	Midland Ry. Co. of Manitoba.....		241	241	35	254	289
46	Montreal and Atlantic	3,703	5,346	9,049	653	1,147	1,800
47	Montreal and Province Line.....	364	1,142	1,506			
48	Montreal and Vermont Junction.....		8,762	8,762		590	590
49	Morrisey, Fernie and Michel						
50	Maganetawan River		383	383			
51	Napierville Junction Ry.....						
52	Nelson and Port Sheppard.....						

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

TUNES.—Continued.

WAGONS, CARRIAGES, TOOLS, &C.			WINES, LIQUORS AND BEERS.			HOUSEHOLD GOODS AND FURNITURE.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
37	104	141	30		30	658	562	1,220	1
89		89	28		28	108		108	2
945		945	179		179	59		59	3
						362		362	4
									5
									6
									7
	65	65		158	158		117	117	8
			15	1,052	1,067		68	68	9
85	235	320	210	340	550	185	315	500	10
									11
2	18	20		29	29	32	31	63	12
7,000	19,052	26,052	1,615	9,021	10,636	1,917	15,591	17,508	13
									14
148	75	223	276	80	356	2,021	3,443	5,464	14
7,187		7,187	11,551		11,551	365	63	428	15
77		77	923		923	46,961		46,961	16
	848	848	54	14,493	14,547	766		766	17
14,788	7,464	22,252	56,363	27,763	84,126	320	700	1,020	18
						70,851	22,870	93,721	19
				1	1		2	2	20
	45	45		150	150		15	15	21
10		10							22
	73	73	4	373	377	1,081	199	1,280	23
	7	7		95	95		102	102	24
			81	10	91	1,875	163	2,038	25
	90	20				5	10	15	26
11,483	1,546	13,029	36,823	2,121	38,944	45,207	16,834	62,041	27
2,459	42	2,501	1,188		1,188	1,160	49	1,209	28
62	104	166				195	469	664	29
									30
2	61	63	12	101	113	696	184	880	31
2	12	14	35	120	155	65	55	120	32
	16	16		49	49	58	23	81	33
									34
									35
									36
			10		10	10		10	37
26	6	32	120	437	557	498	136	634	38
									39
									40
7	16	23	4	10	14	209	23	232	41
620	1,335	1,955	769	1,195	1,955	562	974	1,536	42
						3		3	43
83	207	290	224	308	532	177	586	763	44
	17	17		100	100		76	76	45
9	874	883	463	8,722	9,185	1,114	2,708	3,822	46
				190	190	267		267	47
				3,641	3,641	97	940	1,037	48
									49
									50
				22	22	28	52	80	51
			12	85	97	60	84	144	52

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TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFAC				
		CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.	
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Total Freight Tonnage.
53	New Brunswick Coal and Ry. Co.					
54	New Brunswick and P. E. Island		123	123	32	32
55	New Brunswick Southern	150	1	151	27	28
56	New Westminster Southern	88	1,621	1,709	29	29
57	Nosbousing and Nipissing					
58	Nova Scotia Steel and Coal Co.		25	25		
59	Orford Mountain	5	55	60	23	23
60	Ottawa and New York	2,822	1,111	3,933	9	64
61	Père Marquette Ry.	11,415	45,358	56,773	3,329	3,329
62	Phillipsburg Ry. and Quarry Co.		55	55		
63	Princeton Branch of Washington Co. Ry.		4,267	4,267		
64	Quebec Central					
65	Quebec and Lake St. John	1,440		1,440	492	492
66	Quebec Ry. Light and Power Co.	1,476	302	1,778	8	56
67	Quebec, Montreal and Southern	1,967	370	2,337	214	41
68	Red Mountain		69	69		
69	Rutland and Noyan		1,349	1,349	32	32
70	Salisbury and Harvey					
71	Schomberg and Aurora					
72	Stanstead, Shefford and Chambly	167	4,231	4,398	604	604
73	St. Clair Tunnel					
74	St. Lawrence and Adirondack	56	3,226	3,282	2	508
75	Sydney and Louishurg (Dom. Coal Co.)	1,016	461	1,477	1	1
76	Temiscouata	680	448	1,128	68	272
77	Teniskaming and Northern Ontario	6,076	486	6,562		
78	Thousand Islands	591		591		
79	Toronto, Hamilton and Buffalo	1,866	7,961	9,827	27,080	430
80	Vancouver, Victoria and Eastern	551	1,776	2,327	77	77
81	Vancouver, Westminster and Yukon					
82	Victoria and Sydney, B.C.					
83	Victoria Terminal Ry. and Ferry Co.					
84	Wabash Railroad Co. in Canada	44,698		44,698	3,985	3,985
85	Wellington Colliery Co.					
86	Wellington Colliery Co. (Ladysmith Extension)					
87	York and Carleton					
	Final total.	1,059,304	362,374	1,421,678	180,926	100,908
						281,834

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

TURES.—Continued.

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

8-9 EDWARD VII., A. 1909.

TABLE 12—SUMMARY of Freight Traffic

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

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

MERCHANDISE.			MISCELLANEOUS.			RECAPITULATION.			Number.
			OTHER COMMODITIES.			GRAND TOTAL.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
3,924	1,175	5,099				77,697	18,486	96,183	1
4,385		4,385				366,810	259	367,069	2
			22,985		22,985	32,241		32,241	3
			48,164		48,164	268,549		268,549	4
25	17	42	5		5	1,251	804	2,055	5
			936		936	11,082		11,082	6
									7
620	268	888	223	101	324	29,160	12,233	41,393	8
503	7,026	7,529		340	340	3,178	28,974	32,152	9
945	1,655	2,600				11,086	13,839	24,925	10
	2,347	2,347		1,465	1,465		26,621	26,621	11
			189	527	716	83,698	3,055	86,753	12
			28,677	289,953	318,630	534,638	5,397,709	5,932,347	13
			336,354	90,419	426,773	3,629,682	378,859	4,008,541	14
			26,463	5,045	31,508	90,599	7,991	98,590	15
37,072		37,072	316,170		316,170	2,615,580		2,615,580	16
1,654		1,654	4,342		4,342	92,098		92,098	17
8,550	3,545	12,095	27,005	6,001	33,006	229,063	228,047	457,110	18
96,299	238,748	335,047	1,418,316	471,854	1,890,170	10,736,619	3,495,687	14,232,306	19
145		145	92	294	386	1,695	1,230	2,925	20
1,115	3,125	4,240	100	416	516	6,102	7,276	13,378	21
5		5	30		30	78		78	22
8,288	10,933	19,221	1,000	2,452	3,452	153,866	80,225	234,091	23
352	299	651	1,910	4,424	6,364	177,321	51,205	228,526	24
1,898	7,179	9,077				314,954	19,455	334,409	25
24,075	4,866	28,941	17,461	2,330	19,791	292,998	62,972	355,970	26
			29	600	629	12,600	3,305	15,905	27
569,630	98,747	668,377	1,297,524	725,353	2,022,877	7,857,014	4,616,269	12,473,223	28
29,524	51,109	80,543	109,743	204,721	314,464	664,844	1,413,891	2,078,735	29
			4,143	9,050	13,193	149,849	32,212	182,061	30
48	322	370	85	106	191	10,158	1,269	11,427	31
1,123	1,288	2,411	82	21	103	180,563	6,130	186,693	32
178	1,373	1,551	320	1,206	1,526	313,904	8,571	322,475	33
20	965	985				21,803	3,865	25,668	34
614	636	1,250	194		194	8,444	839	9,283	35
									36
40		40				27,411	139	27,550	37
7,796	13,932	21,728	12,948	1,271	14,219	90,284	31,882	122,166	38
6,502		6,502				6,502		6,502	39
									40
130	176	306	40	44	84	48,953	1,963	50,916	41
11,415	21,490	32,905	8,059	27,033	35,092	85,419	379,997	465,416	42
1,310		1,310				249,963	578	250,541	43
8,206	110,522	118,728	9,818	11,288	21,106	81,200	432,998	514,198	44
142	293	435	604	2,880	3,484	18,461	31,709	50,170	45
413	7,061	7,474	15,858	194,104	209,962	135,352	789,542	922,894	46
3,011	17,460	20,471	760	4,719	5,479	14,823	63,845	78,668	47
1,160	92,147	93,307	472	146,937	147,409	6,532	740,586	747,118	48
	28,228	28,228				560,225	28,228	588,453	49
				94	94		12,429	12,429	50
256	209	465				2,255	53,774	56,029	51
1,395	1,008	2,403	7,558	662	8,220	30,678	7,846	38,524	52
5,317	1,773	7,090				52,419	2,441	54,860	53

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TABLE 12.—SUMMARY of Freight Traffic Move

Number.	Name of Railway.	MANUFACTURES— <i>Concluded.</i>		
		OTHER MANUFACTURES.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
54	New Brunswick and Prince Edward Island.....			
55	New Brunswick Southern.....			
56	New Westminster Southern.....	19	2,921	2,940
57	Nosbonsing and Nipissing.....			
58	Nova Scotia Steel and Coal Co.....			
59	Orford Mountain.....			
60	Ottawa and New York.....	1,967	9,124	11,091
61	Phillipsburg Railway and Quarry Company.....			
62	Princeton Branch of Washington Co. Railway.....		48,484	48,484
63	Père Marquette Railway.....	11,608	25,932	37,540
64	Quebec Central.....	9,461		9,461
65	Quebec and Lake St. John.....			
66	Quebec Railway, Light and Power Co., Montmorency Division.....	4,519	19	4,538
67	Quebec, Montreal and Southern.....			
68	Red Mountain.....		43	43
69	Rutland and Noyan.....			
70	Salisbury and Harvey.....			
71	Schomberg and Aurora.....			
72	Stanstead, Shefford and Chambly.....	143	4,793	4,936
73	St. Clair Tunnel.....			
74	St. Lawrence and Adirondack.....	376	42,625	42,641
75	Sydney and Louisburg Dominion Coal Co.....			
76	Temiscouata.....			
77	Temiskaming and Northern Ontario.....		13,999	13,999
78	Thousand Islands.....			
79	Toronto, Hamilton and Buffalo.....	16,475	46,624	63,099
80	Vancouver, Victoria and Eastern.....	121	2,543	2,664
81	Vancouver, Westminster and Yukon.....			
82	Victoria and Sydney, B. C.....			
83	Victoria Terminal Railway and Ferry Co.....			
84	Wabash Railroad Company in Canada.....			
85	Wellington Colliery Co.....			
86	Wellington Colliery Co. (Ladysmith Extension).....			
87	York and Carleton.....			
	Total.....	143,374	962,059	1,105,433

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

MERCHANDISE.			MISCELLANEOUS.			RECAPITULATION.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	OTHER COMMODITIES.			GRAND TOTAL.			
			Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
	288	288	948	1,412	2,360	32,206	7,656	39,862	54
6,054	145	6,199				26,944	445	27,389	55
2,311	5,049	7,360	1,724	8,527	10,251	25,615	61,058	86,673	56
			225	146	371	4,990	1,218	6,208	58
454	1,449	1,903	2,000	1,434	3,434	21,281	6,089	27,370	59
			1,858	2,714	4,572	24,007	71,407	95,414	60
						3,604	2,240	5,844	61
	6,193	6,193		307	307		135,925	135,925	62
67,445	63,299	130,744	45,720	76,702	122,422	269,585	1,579,691	1,849,276	63
12,778		12,778	116,357		116,357	749,675		749,675	64
17,251	5,717	22,968	32,725	26,467	59,192	260,862	84,596	345,458	65
3,755	1,051	4,806	727	178	905	104,678	6,210	110,888	66
5,181	8,546	13,727	137	28	165	35,440	438,701	474,141	67
244	1,159	1,403	1,639	2,182	3,821	86,605	28,776	115,381	68
	1,110	1,110		3,765	3,765		336,180	336,180	69
299	600	899	273	547	820	34,797	4,453	39,250	70
			3,120		3,120			3,120	71
4,296	97,142	101,438	3,427	143,107	146,534	12,721	751,893	764,524	72
			643	18,067	18,710	7,838	653,410	661,248	73
			17,446	68,170	85,616	3,447,413	111,979	3,559,392	75
1,488	1,448	2,936	3,340	3,096	6,436	132,584	15,885	148,469	76
3,260	12,915	16,175	9,876	10,336	20,212	273,796	161,134	434,930	77
			14,057		14,057	30,171		30,171	78
			23,362	189,020	212,382	126,023	1,055,700	1,181,723	79
4,200	5,054	9,254	5,949	5,254	11,203	729,200	151,922	872,122	80
									81
	4,350	4,350		13,126	13,126		29,724	29,724	82
4,350		4,350	13,126		13,126		29,724	29,724	83
21,367		91,367	138,085		138,085	1,200,915		1,200,915	84
	20	20		2,256	2,256		277,350	280,510	85
							483,347	483,347	86
32	30	82	75	56	131	8,149	2,179	10,328	87
1,062,870	945,307	2,008,267	4,155,298	2,782,607	6,938,126	38,821,418	21,198,482	63,019,900	

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

Number.	Name of Railway.	LOCOMOTIVES.					CARS IN PASSENGER SERVICE.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
1	Alberta Railway and Irrigation Co.	2	3	2	7		4							1		5
2	Algoma Central and Hudson Bay	4	6	9	19		5									9
3	Atlantic and Lake Superior	2	3		5				4							3
4	Atlantic, Quebec and Western	1	1		2				1					1	2	4
5	Bay of Quinte		7		7		8							3		11
6	Bedlington and Nelson		1		1		1									1
7	Beersville Coal and Rly. Co. (now North Shore)	1			1		1									1
8	Bessemer and Barry's Bay															
9	Brandon, Saskatchewan and Hudson Bay															
10	British Yukon		12		12		12							3		15
11	Brockville, Westport and Northwestern		4		4		5						1	4		10
12	Buctouche and Moncton		2		2		1									2
13	Canada Coal and Railway Co.	1	1		2				1					1	1	3
	Canada Southern	41	89	26	156		17	20	7	25	2		23			94
	Canadian Government Railways—															
14	Intercolonial	117	256	23	396		129	43	89	40	9	41	62	5		427
15	Prince Edward Island		29	2	31		22	12	7	6			14			55
16	Canadian Northern	68	183	11	262	201	45	51	6	6	8	17	55			188
17	Canadian Northern Ontario	10	22		32	30	10	5			3	2	7			27
18	Canadian Northern Quebec	8	21	1	30	11	15	17	3				5			40
19	Canadian Pacific	422	839	138	1,399		558	154	88	226	72	173	348	8	1,645	
20	Cape Breton	2			2		2						2			4
21	Caraguet	3			3		2									2
22	Carillon and Grenville	2			2		2	1	2							5
23	Central Ontario	15		1	16		7	1					4			12
24	Crow's Nest Southern															
25	Cumberland Railway and Coal Co.		6	1	7		4		3							7
26	Dominion Atlantic	11	14		25		22		11		1	2	16			52
27	Elgin and Havelock	1	1		2		1		1							2
28	Esquimalt and Nanaimo															
29	Grand Trunk	204	600	97	901	3	420	81	100	6	17	12	241			877
30	Grand Trunk (Canada Atlantic)	15	41	5	61		15	7	7				3			39
31	Halifax and Southwestern	11	6	1	18	8	17	5	2				7			33
32	Hampton and St. Martins	1			1		2									2
33	Hereford	1	2		3		1		2							3

34	Inverness Railway and Coal Co.	2	4	1	7	1	2	1				1		4
35	Irondale, Bancroft and Ottawa	2		1	3	1		2						2
36	Kaslo and Slocan	2	1		3			3						3
37	Kent Northern	1	1		2		1							1
38	Kettle River Valley	3			3									3
39	Kingston and Pembroke	8			8		4	2	2			3	1	12
40	Klondyke Mines		3		3		1	1	1					2
41	Lake Erie and Detroit River	17	15	3	35	3	15	6	1			6		28
42	Liverpool and Milton	1			1		1							1
43	Lotbinière and Megantic		3		3			1	1					2
44	London and Port Stanley	1	3		4	4	2		1					3
45	Manitoulin and North Shore		1	1	2									
46	Massawippi Valley	10			10		7					6		13
47	Midland Railway Co. of Manitoba	3			3		3							3
48	Montreal and Atlantic	12			12			6	11		2	3		22
49	Montreal and Province Line	1	2		3		2		1					3
50	Montreal and Vermont Junction	4	11		15		11		4			3		18
51	Morrissey, Fernie and Michel	3			3		7							7
52	Nelson and Fort Sheppard	4			4		3		3			2		8
53	New Brunswick Coal and Railway Co.		5		5		1		2					3
54	New Brunswick and P. E. Island		3		3		2	1						3
55	New Brunswick Southern													
56	New Westminster Southern													
57	Nosbonsing and Nipissing													
58	Nova Scotia Steel and Coal Co.		1		1				1					1
59	Orford Mountain	3			3		1		2					3
60	Ottawa and New York	3			3	3	2		1			1		4
61	Phillipsburg Railway and Quarry Co.	1			1				1					1
62	Princeton Branch of Washington Co. Railway		1		1		1		1					2
63	Père Marquette Railway	17	31	3	51	3	15	6	1			6		28
64	Quebec Central	10	12		22		13	6	7			8		34
65	Quebec and Lake St. John	11	14	2	27	4	13	9			5	7		34
66	Quebec Railway, Light and Power Co., (Montmorency Division)	5			5		9	16	2				8	35
67	Quebec, Montreal and Southern	7	10		17		5	2	6					13
68	Red Mountain		1		1			1						1
69	Rutland and Noyan	1	1		2		2	1				1		4
70	Salisbury and Harvey		5		5		1					2		3
71	Schoenberg and Aurora	1			1				2					2
72	Stanstead, Shefford and Chambly	2	4		6		4		2			1		7
73	St. Clair Tunnel		4		4									
74	St. Lawrence and Adirondack	4	5		9	5	4	2	1					7
75	Sydney and Louisburg (Dominion Coal Co.)	2	13	10	25		2	1	3					6
76	Temiscouata	7			7		2	2	2					8
77	Temiskaming and Northern Ontario	6	20	2	28		14	21				13		48
78	Thousand Islands	2			2				1					1
79	Toronto, Hamilton and Buffalo	9	11	4	24		9	3	3			3		18
80	Vancouver, Victoria and Eastern		2		2		3		1					4
81	Vancouver, Westminster and Yukon	1			1									
83	Victoria and Sydney, B. C.		2		2		2		1					3

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

Number.	Name of Railway.	LOCOMOTIVES.					CARS IN PASSENGER SERVICE.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
83	Victoria Terminal Railway and Ferry Co.															
84	Wabash Railroad Co. (in Canada)	11	53	2	66			16		2	13		3			34
85	Wellington Colliery Co.			6	6		1									1
86	Wellington Colliery Co. (Ladysmith Extension) ..		1	6	7										6	6
87	York and Carleton.	2			2		1						1			2
		1,122	2,392	358	3,872	277	1,493	487	422	303	114	63	236	873	35	4,026

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

NAME OF RAILWAY.	CARS IN FREIGHT SERVICE.								CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased.	Fast freight line service.
	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.			
1 Alberta Ry. and Irrigation Co.	4	11		50				65	2			3	4	9	79		
2 Algoma Central and Hudson Bay ..	33	475		27			236	771	1		2	12	112	127	907		
3 Atlantic and Lake Superior	4						10	14					5	5	22		
4 Atlantic, Quebec and Western										10			12	22	26		
5 Bay of Quinté	18	126						144		20		2	3	25	180		
6 Bedlington and Nelson	1							1							2		
7 Beersville Coal and Ry. Co. (now North Shore)	1	1		3				5							6		
8 Bessemer and Barry's Bay																	
9 Brandon, Saskatchewan and Hudson Bay																	
10 British Yukon	97	76	33	12		4		222	1		1	8	3	13	250		
11 Brockville, Westport and North-western	8	5	2	4				19					1	2	31		
12 Buctouche and Moncton	5	38						43							45		
13 Canada Coal and Ry. Co.		2						2		6			2	8	13		
14 Canada Southern	1,462	185	42	47	35			1,771			3	75	115	193	2,058		
15 Canadian Govt. Railways—																	
Intercolonial	6,811	3,075	148	1,787	40	144	50	12,055	8	200		119	21	348	12,830		
Prince Edward Island	276	147	21	22		3	4	473	2				19	21	549		
16 Canadian Northern	6,088	1,108	292	73		69	200	7,830	6	4	14	104	88	216	8,234	7,389	
17 Canadian Northern Ontario	150	384	15	50		2	50	651		3	3	10	6	22	700	647	
18 Canadian Northern Quebec	590	238	59	53		4		944	1	30		15	9	55	1,039	440	
19 Canadian Pacific	31,242	6,971	2,266	2,210	4	1,016	983	44,692	39	1,554	43	777	1,129	3,542	49,879		372
20 Cape Breton		40						40							44		
21 Caraquet	5	25						30							32		
22 Carillon and Grenville		2					1	3							8		
23 Central Ontario	53	181	11	10				255	1			5		6	273		
24 Crow's Nest Southern																	
25 Cumberland Ry. and Coal Co.	2	33		485				520				1	1	2	529		
26 Dominion Atlantic	214	229	13	25				481				3	7	10	543		
27 Elgin and Havelock		7	1					8							10		
28 Esquimalt and Nanaimo																	
29 Grand Trunk	17,896	5,021	1,798	3,454	117	955		29,241	12	688	29	395	836	1,970	32,088		
30 Grand Trunk (Canada Atlantic)	1,865	356	57	84		25		2,387	1	3	1	25	59	89	2,515		
31 Halifax and Southwestern	74	264	2	7	1	2		350			1	4	18	23	406	100	

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

Number.	NAME OF RAILWAY.	CARS IN FREIGHT SERVICE.							CARS IN COMPANY'S SERVICE.					Total cars in service.	Cars leased	Fast freight line service.	
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.				Other road.	Total.
32	Hampton and St. Martin's.....	1	6					7							9		
33	Hereford.....	60	10					70				2		2	75		
34	Inverness Ry. and Coal Co.....	8	29		148			185			3	5	8	197			
35	Irondale, Bancroft and Ottawa.....	2	6					8		24		1	26	35	1		
36	Kaslo and Slocan.....	26	7				9	42				1	5	51			
37	Kent Northern.....	1	1					2						3			
38	Kettle River Valley.....	5	13				10	28						28			
39	Kingston and Pembroke.....	7	43				2	52	1			1	1	67			
40	Klondyke Mines.....	7	16					23						25			
41	Lake Erie and Detroit River.....				238			238			1	24	16	41	307	197	
42	Liverpool and Milton.....		10					10						11			
43	Lotbinière and Megantic.....	2	24					26				1		29			
44	London and Port Stanley.....	30	3	3	45			81				2	1	87	41		
45	Manitoulin and North Shore.....																
46	Massawippi Valley.....	350	150					500				3	3	6	519		
47	Midland Railway Co. of Manitoba.....	27	25					52						55			
48	Montreal and Atlantic.....	289	213	38			1	541				12	80	92	655		
49	Montreal and Province Line.....	48	25		5			78				1	3	85			
50	Montreal and Vermont Junction.....	281	143	4	28		4	461			2	8	3	13	492		
51	Morrissey, Fernie and Michel.....	7	1		57			65				1	1	2	74		
52	Nelson and Fort Sheppard.....	20	17					37						45			
53	New Brunswick Coal and Ry. Co.....	6	53		10			69				1	1	2	74		
54	New Brunswick and P. E. Island.....	4	41					45						48			
55	New Brunswick Southern.....																
56	New Westminster Southern.....																
57	Nosbonsing and Nipissing.....																
58	Nova Scotia Steel and Coal Co.....	2	15		26			43						44			
59	Orford Mountain.....	11	11					11				1		15			
60	Ottawa and New York.....	4	14					18	5			2	1	30	30		
61	Philipsburg Railway and Quarry Co.....													1			
62	Princeton Branch of Washington Co. Railway.....	25	10					35						37			
63	Père Marquette Railway.....	1,370	143	36	635		11	2,195			1	24	16	41	2,264	1,653	
64	Quebec Central.....	308	325	74			6	713	2		1	7		10	737		
65	Quebec and Lake St. John.....	569	281	22	69		4	945	1	15	1	11		28	1,007	200	
66	Quebec Ry., Light and Power Co.....	17	79		14			110						145		1	

67 Quebec, Montreal and Southern....	1,401	48						1,449		1	4	15	20	1,482	
68 Red Mountain	9	7						16			1		1	18	
69 Rutland and Noyan.....	50	5	2	2				59			1		1	64	
70 Salisbury and Harvey.....	3	29	1					33			1		1	37	
71 Schonberg and Aurora		15						15						17	
72 Stanstead, Shefford and Chambly..	56	109	1	10		1		177			3	6	9	193	
73 St. Clair Tunnel.....											9		9	9	
74 St. Lawrence and Adirondack.....	75	30						103		1	3	4	8	120	
75 Sydney and Louisburg (Dom. Coal Co.)	16	66		1,424				1,506		1	8	1	10	1,522	
76 Temiscouata.....	74	61						135	1		2	4	7	150	
77 Temiskaming and Northern Ontario	50	494	10					554	2	2	13	16	33	635	
78 Thousand Islands.....		1						1						2	
79 Toronto, Hamilton and Buffalo....	188	93	10					291	1		9	4	14	323	
80 Vancouver, Victoria and Eastern....		15				248		263						267	
81 Vancouver, Westminster and Yukon															
82 Victoria and Sydney, B. C.	2	15						17			1		1	21	
83 Victoria Terminal Railway and Ferry Co.															
84 Wabash Railroad Co. in Canada....	559	22	86	94		172		933		1	29	11	41	1,008	
85 Wellington Colliery Co.	5	14		172				191	9				9	201	
86 Wellington Colliery Co. (Ladysmith Extension).....		17		236				253	11		1		12	271	
87 York and Carleton		4						4						6	
Total	72,863	21,759	5,947	11,616	197	2,425	1,804	115,709	87	2,587	109	1,748	2,649	7,180	126,915

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

Number.	NAME OF RAILWAY.	BOX CARS.		FLAT CARS.		STOCK CARS.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Alberta Railway and Irrigation Co.	4	80	11	220		
2	Algoma Central and Hudson Bay	33	1,170	475	17,245		
3	Atlantic and Lake Superior	4	60				
4	Atlantic, Quebec and Western						
5	Bay of Quinte	18	370	126	2,820		
6	Bedlington and Nelson						
7	Beersville Coal and Railway Co. (now North Shore)	1	30	1	30		
8	Bessemer and Barry's Bay						
9	Brandon, Saskatchewan and Hudson Bay						
10	British Yukon	97	1,820	76	1,400	33	660
11	Brockville, Westport and Northwestern	8	200	5	100	2	40
12	Buena Vista and Moncton	5	100	38	630		
13	Canada Coal and Railway Co.			2	50		
14	Canada Southern	1,462	49,010	185	4,290	42	840
	Canadian Government Railways—						
15	Intercolonial	6,811	193,790	3,075	77,110	148	3,420
16	Prince Edward Island	276	2,760	147	1,470	21	210
17	Canadian Northern	6,088	181,150	1,108	31,580	292	8,530
18	Canadian Northern Ontario	150	4,500	384	11,520	15	450
19	Canadian Northern Quebec	590	14,745	238	5,165	59	938
20	Canadian Pacific	31,242	892,275	6,971	213,415	2,266	62,155
21	Cape Breton			40	1,500		
22	Caraquet	5	75	25	375		
23	Carillon and Grenville						
24	Central Ontario	53	1,270	181	4,620	11	320
25	Crow's Nest Southern						
26	Cumberland Railway and Coal Co.	2	40	33	430		
27	Dominion Atlantic	214	4,680	229	5,305	13	230
28	Elgin and Havelock			7	70	1	10
29	Esquimault and Nanaimo						
30	Grand Trunk	17,896	479,290	5,021	128,530	1,798	46,340
31	Grand Trunk (Canada Atlantic)	1,865	50,670	356	9,290	57	1,500
32	Halifax and Southwestern	74	2,030	264	6,940	2	40
33	Hampton and St. Martin's	1	20	6	120		
34	Hereford	60	1,800	10	200		
35	Inverness Railway and Coal Co.	8	160	29	900		
36	Irondale, Bancroft and Ottawa	2	40	30	600		
37	Kaslo and Slocan	26	520	7	140		
38	Kent Northern	1	12	1	12		
39	Kettle River Valley	5	150	13	325		
40	Kingston and Pembroke	7	140	43	860		
41	Klondyke Mines	7	105	16	240		
42	Lake Erie and Detroit River						
43	Liverpool and Milton			10	100		
44	Lotbiniere and Megantic	2	45	24	720		
45	London and Port Stanley	30	810	3	75	3	90
46	Manitoulin and North Shore						
47	Massawippi Valley	350	3,500	150	1,500		
48	Midland Ry. Co. of Manitoba	27	270	25	250		
49	Montreal and Atlantic	289	5,725	213	5,835	38	945
50	Montreal and Province Line	48	1,440	25	750		
51	Montreal and Vermont Junction	281	8,430	143	4,290	4	120
52	Morrissey, Fernie and Michel	7	140	1	14		
53	Nelson and Fort Sheppard	20	200	17	170		
54	New Brunswick Coal and Railway Co.	6	160	53	1,830		
55	New Brunswick and P. E. Island	4	70	41	615		
56	New Brunswick Southern						
57	New Westminster Southern						
58	Norfolk and Nipissing						

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TABLE 14.—*Concluded.*—SUMMARY of CARS in Freight Service for the

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

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

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		Number.
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
26	520							43	700	59
								11	220	60
								18	360	61
										62
								35	1,050	63
635	21,075			11	325			2,195	71,250	64
				6	180			713	16,820	65
				4	60			945	25,670	66
69	1,405							110	2,200	67
14	280							1,449	42,990	68
								16	320	69
								59	1,770	70
2	80							33	565	71
								15	150	72
10	300			1	30			177	5,310	73
										74
								105	2,100	75
								1,506	30,880	76
1,424	29,540							135	3,150	77
								554	18,620	78
								1	20	79
								291	8,695	80
						248	12,400	263	12,700	81
										82
								17	340	83
										84
94	3,720			172	5,160			933	29,790	85
172	4,410							191	4,670	86
236	4,380					11	110	264	4,665	87
								4	60	88
11,616	362,233	197	4,000	2,423	69,000	1,941	67,410	115,867	3,277,394	

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

Number.	Name of Railway.	BRIDGES.																				
		STONE.				IRON.				WOODEN.												
		No.	Aggregate Length.		Minimum Length.		No.	Aggregate Length.		Minimum Length.		No.	Aggregate Length.		Minimum Length.							
			Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.						
1	Alberta Railway and Irrigation Co.									4	615	0	80	0	300	0						
2	Algoma Central and Hudson Bay				2	473	0	290	0	423	0											
3	Atlantic and Lake Superior				5	1,277	0															
4	Bedlington and Nelson									1	75	0										
5	Bay of Quinte				12	1,010	0			1	60	0										
6	Beersville Coal and Railway Co.																					
7	British Yukon																					
8	Brockville, Westport and Northwestern				1	69	0	69	0	69	0	31	306	0	3	0	65	0				
9	Buctouche and Moncton																					
10	Brandon, Saskatchewan and Hudson Bay									1	252	0										
11	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—																					
12	Intercolonial								*306	37,071	0	10	0	1,785	6	94	4,583	2	12	0	497	0
13	Prince Edward Island								44	4,858	0					14	252	0				
14	Canadian Northern								11	10,690	4	350	0	1,866	5	36	4,175	8	30	0	383	9
15	Canadian Northern, Ontario								20	2,314	0	20	0	223	0							
16	Canadian Northern, Quebec								20	5,251	7	20	0	1,416	6							
17	Canadian Pacific	61	3,391	0	10	0	172	0	468	54,176	2	10	0	3,654	0							
18	Cape Breton	4	309	0	33	0	370	0	*270	41,731	0	20	0	1,150	0	1263	78,960	4	5	0	1,880	0
19	Caracquet and Gulf Shore															9	1,775	0	50	0	400	0
20	Central Ontario								11	1,134	0	34	0	490	0	1	45	0	45	0	45	0
21	Cumberland Railway and Coal Co.								5							1						
22	Crow's Nest Southern															8	2,254	0	44	0	450	0
23	Dominion Atlantic								17	4,074	8	29	0	1,207	3	7	2,263	0	40	0	580	0
24	Elgin and Havelock								3	150	0	50	0	50	0							
25	Esquimalt and Nanaimo																					
26	Grand Trunk (Canada Atlantic)								69	10,743	4	19	6	3,930	0	75	13,197	1	14	0	784	0
27	Grand Trunk (in Canada)	136	8,251	3	10	0	300	0	842	94,185	1	10	0	6,594	0	413	19,778	7	8	0	560	6
28	Grand Trunk Pacific (under construction)																					
29	Halifax and Southwestern	1	50	0	50	0	50	0	61	5,516	3	17	0	403	0	77	1,288	0	12	0	56	0
30	Hampton and St. Martins																					
31	Hereford								6	292	8	23	0	71	6	4	637	1	40	6	318	6

32 Hillcrest Railway and Coal Co.						1	200	0									
33 Inverness Railway and Coal Co.				9	525	0	20	0	120	0	5	52	0	8	0	14	0
34 Irondale, Bancroft and Ottawa.				1	90	0					16	375	0				
35 Kalso and Slocan.											15	2,397	0	48	0	395	0
36 Kent Northern.	1	30	0														
37 Kingston and Pembroke.				10	448	0	24	0	105	0	77	731	0	4	0	47	0
38 Klondyke Mines.				2	486	11	80	0	406	11							
39 Lake Erie and Detroit River, and London and Port Stanley.				9	3,217	0	55	0	1,215	0							
40				6	1,466	0	55	0	596	0							
41 Liverpool and Milton.											1	210	0				
42 Lotbinière and Megantic.				1	34	0	34	0	34	0							
43 Maganetawan River.																	
44 Manitoulin and North Shore.											3	304	3	51	3	183	0
45 Massawippi Valley.	1	12	0								10	381	8	10	0	141	0
46 Montreal and Atlantic.				19	2,028	4	23	0	287	0	3	744	8	125	7	387	9
47 Montreal and Province Line.				1	94	0	94	0	94	0	12	955	3	8	0	724	9
48 Montreal and Vermont Junction.				1	289	3	289	3	289	3	1	25	0	25	0	25	0
49 Midland of Manitoba.											1	250	0				
50 Morrissey, Fernie and Michel.											1	900	0				
51 Napierville Junction.				8	255	6	13	0	55	0							
52 Nelson and Fort Sheppard.				*1	500	0					1	80	0				
53 New Brunswick Coal and Railway Co.				2	320	0	100	0	220	0	6	793	0	17	0	150	0
54 New Brunswick and Prince Edward Island											7	1,035	0	52	0	350	0
55 New Brunswick Southern.				4	271	0	34	0	108	0	59	1,712	0	7	0	246	0
56 New Westminster Southern.											1	70	0	70	0	70	0
57 Nosbonsing and Nipissing.																	
58 Nova Scotia Steel and Coal Co.																	
59 Orford Mountain.											21	687	6	10	0	78	6
60 Ottawa and New York.				5	2,606	0	40	0	2,236	0							
61 Philipsburg Ry. and Quarry Co.																	
62 Princeton Branch of the Washington Co., Ry. (U. S.).				2	721	8	253	0	468	8							
63 Quebec Bridge and Ry. Co., (under construc- tion).																	
64 Quebec Central.				47	3,420	2	15	0	646	5							
65 Quebec and Lake St. John.				26	3,569	0	24	0	220	0	1	77	0				
66 Quebec Ry., Light and Power Co.				14	1,230	0	13	0	300	0							
67 Quebec, Montreal and Southern.				6	2,444	0	34	0	965	8							
68 Red Mountain.																	
69 Rutland and Noyan.																	
70 Salisbury and Harvey.				1							13						
71 Schomberg and Aurora.																	
72 Stanstead, Shefford and Chambly.				1	112	6	112	6	112	6	5	549	0	14	0	134	0
73 St. Clair Tunnel.																	
74 St. Lawrence and Adirondack.				10	1,322	0	18	0	508	0							
75 Sydney and Louisburg (Dom. Coal Co.)				11	567	0	12	0	330	0							
76 Temiscouata.				5	834	0	54	6	292	0							
77 Temiskaming and Northern Ontario				12	2,160	8	28	0	650	8	25	7,600	0				
78 Thousand Islands.				5	795	1	103	0	250	4							

*Steel.

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

Number.	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.
79	Toronto, Hamilton and Buffalo.....					12	1,587 6	13 6	480 0				
80	Vancouver, Victoria and Eastern.....									6	1,343 0	60 0	415 0
81	Victoria and Sidney.....												
82	Vancouver Copper Co's. Ry.....												
83	Wellington Colliery Co.....					1	200 0			3	900 0	200 0	480 0
84	York and Carleton.....												
	Totals.....	236				2,516				2,937			

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

Number.	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.
1	Alberta Ry. and Irrigation Co.				4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0	
2	Algoma Central and Hudson Bay	2	991 0	481 0	510 0	4	1,464 0			45	12,191 0	56 0	1,624 0
3	Atlantic and Lake Superior	2	950 0			7	2,227 0			9	1,346 0		
4	*Atlantic, Quebec and Western												
5	Bay of Quinté					13	1,070 0						
6	Bedlington and Nelson					1	75 0			12	3,407 0	65 0	767 0
7	Beersville Coal and Ry. Co.												
8	British Yukon	1	150 0			1	150 0			30	2,322 4	16 0	702 4
9	Brockville, Westport and North Western	19	179 0	6 0	12 0	51	554 0			2	1,275 0	575 0	706 0
10	Brandon, Saskatchewan and Hudson Bay					1	252 0			28	3,183 0	56 0	418 0
11	Bruce Mines and Algoma												
12	Buctouche and Moncton												
13	Canada Coal and Ry. Co.												
14	Canada Southern					82	6,936 2			34	2,191 6	9 0	508 0
	Canadian Govt. Railways—												
15	Intercolonial					490	41,654 2			22	9,669 4	41 0	2,964 0
16	Prince Edward Island					58	5,110 0						
17	Canadian Northern					47	14,866 0			1,500	156,115 0	8 0	3,750 0
18	Canadian Northern Ontario	2	49 0	22 0	27 0	22	2,363 0			81	9,983 0	15 0	675 0
19	Canadian Northern Quebec	11	8,460 0	16 0	3,485 6	31	13,711 7			34	4,137 0	12 0	450 0
20	Canadian Pacific	418	13,104 6	3 4	1,706 0	2,480	191,363 0			1,386	200,073 5	5 0	9,085 0
21	Cape Breton					4	309 0	33 0	370 0				
22	Caraquet and Gulf Shore					9	1,775 0	50 0	400 0				
23	Carillon and Grenville												
24	Central Ontario					12	1,179 0						
25	Crow's Nest Southern					8	2,254 0			32	9,212 0	14 0	1,702 0
26	Cumberland Ry. and Coal Co.					6							
27	Dominion Atlantic					24	6,337 8			29	8,418 0		
28	Elgin and Havelock					3	150 0	50 0	50 0	6	1,070 0	30 0	400 0
29	Esquimault and Nanaimo												

* Under construction.

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

Number.	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.
30	Grand Trunk (Canada Atlantic)	4	827 0	100 0	371 0	148	24,767 5							
31	Grand Trunk (in Canada)	89	7,536 0	11 0	539 0	1,480	129,750 11			28	2,336 0	24 0	525 0	
32	Grand Trunk Pacific (under construction)													
33	Halifax and South Western					139	6,854 3			39	6,245 0	13 0	804 0	
34	Hampton and St. Martins													
35	Hereford					10	929 9			2	478 9	119 9	359 0	
36	Hillcrest Ry. Coal and Coke Co.					1	200 0							
37	Inverness Ry. and Coal Co.					14	577 0			14	2,139 0	48 0	420 0	
38	Irondale, Bancroft and Ottawa					17	665 0							
39	Kaslo and Slocan					15	2,397 0							
40	Kent Northern					1	30 0							
41	Kettle River Valley													
42	Kingston and Pembroke					87	1,179 0			3	423 0	36 0	247 0	
43	Klondyke Mines					2	486 11	80 0	406 11	15	2,965 5	32 0	425 0	
44	London and Port Stanley					6	1,466 0	55 0	596 0					
	1 Lake Erie and Detroit River					9	3,217 0	55 0	1,215 0	92	2,250 0	8 0	245 0	
45	Liverpool and Milton					1	210 0	210 0	210 0					
46	Lotbinière and Mégantic					1	34 0	34 0	34 0	1	600 0		600 0	
47	Maganetawan River	1	215 0	215 0	215 0	1	215 0							
48	Manitoulin and North Shore	11	2,223 0	26 0	403 0	14	2,527 3							
49	Massawippi Valley					11	393 8			7	878 5	40 0	224 0	
50	Montreal and Atlantic					22	2,773 2			458	8,532 0	5 0	683 0	
51	Montreal and Province Line					13	1,049 3			39	1,119 0	6 0	113 0	
52	Montreal and Vermont Junction					2	314 3	25 0	289 3	5	1,122 0	18 8	25 0	
53	Midland of Manitoba					1	250 0			60	6,782 0	28 0	602 0	
54	Morrissey, Fernie and Michel					1	900 0			4	995 0	20 0	500 0	
55	Napierville Junction					8	255 6							
56	Nelson and Fort Sheppard					2	580 0			42	5,281 0	14 0	512 0	
57	New Brunswick Coal and Ry. Co.					8	1,113 0			21	4,567 0	40 0	500 0	
58	New Brunswick and P. E. Island					7	1,035 0	52 0	350 0					
59	New Brunswick Southern					63	1,983 0			10	732 0	28 0	220 0	
60	New Westminster Southern					1	70 0	70 0	70 0	9	1,424 0			

61	Nosbonsing and Nipissing																		
62	Nova Scotia Steel and Coal Co.																		
63	Orford Mountain					21	687	6	10	0	78	6	3	362	0	78	0	196	0
64	Ottawa and New York					5	2,606	0	40	0	2,236	0	16	1,187	0	30	0	107	0
65	Philipsburg Ry. and Quarry Co.																		
66	Princeton Branch of the Washington Co. Ry. (U.S.)					2	721	8	253	0	468	8	1	48	0	48	0	48	0
67	Quebec Bridge and Ry. Co. (under construction)																		
68	Quebec Central					47	3,420	2	15	0	646	5							
69	Quebec and Lake St. John					27	3,646	0	24	0	220	0	17	1,139	0	20	0	260	0
70	Quebec Railway, Light and Power Co.					14	1,230	0	13	0	300	0	1	50	0	50	0	50	0
71	Quebec, Montreal and Southern					6	2,444	0	34	0	965	8	23	3,890	0	22	0	1,001	0
72	Red Mountain												8	1,511	0	14	0	432	0
73	Rutland and Noyan																		
74	Salisbury and Harvey					14	185	0											
75	Senenberg and Aurora																		
76	Stanstead, Shefford and Chambly					6	661	6	14	0	134	0	24	2,165	8	11	0	1,526	6
77	St. Clair Tunnel																		
78	St. Lawrence and Adirondack					10	1,322	0	18	0	598	0							
79	Sydney and Louisburg (Dom. Coal Co.)					11	567	0	12	0	330	0	4	680	0	150	0	380	0
80	Temiscouata	43	6,271	0	29	0	558	0	48	7,105	0								
81	Temiskaming and Northern Ontario					37	9,760	8					17	4,645	0	60	0	950	0
82	Thousand Islands					5	795	1	103	0	250	4							
83	Toronto, Hamilton and Buffalo	2	151	10	40	0	111	10	14	1,739	4		41	1,545	0	8	0	247	0
84	Vancouver, Victoria and Eastern					6	1,343	0	60	0	415	0	100	34,559	0	7	0	4,255	0
85	Vancouver Copper Co.'s Ry.												6	935	0	22	0	520	0
86	Victoria and Sidney																		
87	Victoria Terminal Ry. and Ferry Co.																		
88	Wellington Colliery Co.					4	1,100	0											
89	York and Carleton																		
	Total	605					5,720						4,376						

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

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

*Under construction.

30	Esquimalt and Nanaimo.....												
31	Grand Trunk (Canada Atlantic).....	11	309	320	5	20	6			5	20	6	
32	Grand Trunk, in Canada.....	99	3,001	3,100	48	16	6	177	16	6	225	16	6
33	*Grand Trunk Pacific.....												
34	Gulf Shore.....												
35	Halifax and Southwestern.....		239	239									
36	Hamilton and St. Martin's.....		21	21									
37	Hereford.....		29	29									
38	Hillcrest Railway, Coal and Coke Co.....		3	3									
39	Inverness Railway and Coal Co.....		59	59									
40	Irondale, Bancroft and Ottawa.....		17	17									
41	Kaslo and Slocan.....		9	9									
42	Kent Northern.....		2	2									
43	Kettle River Valley.....												
44	Kingston and Pembroke.....		56	56	1	16	5			1	16	5	
45	Klondyke Mines.....												
46	London and Port Stanley.....	10	255	265									
47	Liverpool and Milton.....	2	33	35				4	20	0	4	20	0
48	Lake Erie and Detroit River.....												
49	Lotbinière and Megantic.....		9	9									
50	Maganetawan River.....		4	4									
51	Manitoulin and North Shore.....												
52	Massawippi Valley.....	1	28	29	1	17	2			1	17	2	
53	Montreal and Atlantic.....		182	182				1	18	10	1	18	10
54	Montreal and Province Line.....		38	38									
55	Montreal and Vermont Junction.....		23	23									
56	Morrissey, Fernie and Michel.....		2	2									
57	Midland of Manitoba.....		120	120									
58	Nakusp and Slocan.....												
59	Napierville Junction.....		18	18									
60	Nelson and Fort Sheppard.....		5	5									
61	New Brunswick Coal and Railway Co.....												
62	New Brunswick and P. E. Island.....		26	26									
63	New Brunswick Southern.....		55	55									
64	New Westminster Southern.....		25	25									
65	Nosbonsing and Nipissing.....		2	2	2	22	0			2	22	0	
66	Nova Scotia Steel and Coal Co.....		4	4									
67	Orford Mountain.....		43	43									
68	Ottawa and New York.....		69	69				1	20	0	1	20	0
69	Philipsburg Railway and Quarry Co.....												
70	Princeton Branch of Washington Co. Railway.....												
71	Quebec Central.....		115	115									
72	Quebec and Lake St. John.....	1		1				2	11	0	2	11	0
73	Quebec Railway, Light and Power Co.....		17	17									
72	Quebec, Montreal and Southern.....		98	98									
73	Red Mountain.....		7	7									
74	Rutland and Noyau.....												
75	Salisbury and Harvey.....							2	15	0	2	15	0
76	Schomberg and Aurora.....												
77	Stanstead, Shefford and Chambly.....		44	44									

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

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

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

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

* Under construction.

62	Norbonsing and Nipissing.....									
63	Orford Mountain.....									
64	Ottawa and New York.....				1	46 5		1	46 5	
65	Philipsburg Railway and Quarry Co.....									
66	Princeton Branch of the Washington Co. Ry., U.S.A.....									
67	*Quebec Bridge and Railway Co.....									
68	Quebec Central.....									
69	Quebec and Lake St. John.....									
70	Quebec Railway, Light and Power Co.....									
71	Quebec, Montreal and Southern.....									
72	Red Mountain.....									
73	Rutland and Noyan.....									
74	Salisbury and Harvey.....									
75	Schomberg and Aurora.....									
76	Stanstead, Shefford and Chambly.....									
77	St. Clair Tunnel.....									
78	St. Lawrence and Adirondack.....									
79	Sydney and Louisburg (Dominion Coal Co).....	1	16 5		1	16 6		2	16 5	
80	Temiscouata.....									
81	Temiskaming and Northern Ontario.....									
82	Thousand Islands.....									
83	Toronto, Hamilton and Buffalo.....	2	18 8½					2	18 8½	1
84	Vancouver, Victoria and Eastern.....									4
85	Vancouver Copper Company's Railway.....									1,479 0
86	Victoria and Sydney.....									
87	Victoria Terminal Railway and Ferry Co.....									
88	Wellington Colliery Company's Railway.....									
89	York and Carleton.....									
	Total.....	158		2	9			169	62	

* Under construction.

8-9 EDWARD VII., A. 1909

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

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

PASSEN-

Number.	NAME OF RAILWAY.	KIND OF									
		COL- LISIONS.		DERAIL- MENTS.		PARTING OF TRAINS.		LOCOMOTIVES OR CARS BREAKING DOWN.		FALLING FROM TRAINS, LOCOMO- TIVES OR CARS.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										
	Canadian Government Railways—										
2	Intercolonial.....		5		10					1	4
3	Prince Edward Island.....		1								
4	Canadian Northern										
5	Canadian Pacific.....	2	35	8	56					3	12
6	Grand Trunk.....		34		31		1			2	4
7	Kingston and Pembroke.....										
8	Montreal and Atlantic.....										
9	Montreal and Province Line.....										
10	Morrissey, Fernie and Michel.....										
11	Nelson and Fort Sheppard.....				7						
12	Quebec Ry., Light and Power Co.....										
13	Temiscaming and Northern Ontario.....										
14	Toronto, Hamilton and Buffalo.....										
15	Wabash Railway, in Canada.....		13		27						
	Total.....	2	88	8	131		1			6	20

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

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

OF TRAINS, LOCOMOTIVES OR CARS.

GERS.

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

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

8-9 EDWARD VII., A. 1909

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

A.—ACCIDENTS RESULTING FROM THE MOVE
EMPLOYEES—

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

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

MENT OF TRAINS, LOCOMOTIVES OR CARS.

TRAINMEN.

ACCIDENT.										Total Accidents to Trainmen.		Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed.	Injured.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
	1								1		3	1
											2	2
	12	1	2	1	1				13	3	42	3
1	7		3	1					13	5	51	4
			2	1					3	1	6	5
3	3		3	2	1	1			17	7	36	6
											1	7
	1		3		1				5		11	8
11	53		27	6	17		3	3	65	47	265	9
											1	10
											2	11
4	56	3	25	5	20		9	3	69	29	258	12
	2		1					1	3	4	19	13
		1	2						2		2	14
										1	2	15
									2		2	16
	4		1						3		9	17
1									2	1	2	18
									4		4	19
											2	20
					1				3		3	21
											1	22
										1	2	23
	1		1								2	24
									1	2	7	25
	1										2	26
			1								1	27
			1							1	2	28
	1				1				2	1	5	29
											5	30
			1								1	31
											1	32
1			1						7	1	12	33
1	1								3	5	15	34
	1										1	35
22	144	5	74	16	42	1	12	10	221	109	780	

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TABLE 16, C.—Summary of Accidents to Persons

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or cars breaking down.	
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Algoma Central and Hudson Bay										
2	Bay of Quinté										
3	Canada Southern										1
	Canadian Government Railways:										
4	Intercolonial				3						
5	Prince Edward Is and										
6	Canadian Northern										
7	Canadian Northern Ontario										
8	Canadian Northern Quebec										
9	Canadian Pacific				4		1				
10	Crow's Nest Southern						1				
11	Grand Trunk										
12	Inverness Railway and Coal Co.										
13	Massawippi Valley										
14	New Brunswick Southern										
15	Stanstead, Shefford and Chambly						1				
16	Toronto, Hamilton and Buffalo										
17	Wabash Railway in Canada										
	Total				7		2				1

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

OF TRAINS, LOCOMOTIVES OR CARS.

TRACKMEN.

ACCIDENT.										Total Accidents to Trackmen.		Number.	
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed.	Injured.		
Killed	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.
			1									1	1
					1				1			3	2
			2	4	1				1	4		4	3
				1	2				1	1		6	4
			2		2				1	1		2	5
1					2							3	6
	1				2							3	7
									1			1	8
2	11		9	21	11	1	2	1	37	25		75	9
	1			1	5							1	10
					1							1	11
	1											1	12
												1	13
			1									1	14
												1	15
			1									1	16
									2			2	17
3	14		16	27	25	1	2	1	44	32		111	

8-9 EDWARD VII., A. 1909

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

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Canada Southern										
2	Canadian Northern.....		2								
3	Canadian Pacific.....	2	4								
	Total.....	2	6								

EMPLOYEES—SWITCH TENDERS

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

EMPLOYEES—

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

EMPLOYEES—

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

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

OF TRAINS, LOCOMOTIVES OR CARS.

STATION MEN.

ACCIDENT.										Total Accidents. to Station men.		Number.	
Falling from Trains Locomotives or Cars.		Jumping on or off Trains Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed.	Injured.		
Killed	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.
			1						1			2	1
1	3		3		1				5	3		6	2
11	3		4		2				6	3		9	3

CROSSING TENDERS AND WATCHMEN.

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

SHOPMEN.

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

TELEGRAPH EMPLOYEES.

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

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

ACCIDENTS RESULTING FROM THE MOVEMENT
EMPLOYEES

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

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

OF TRAINS, LOCOMOTIVES OR CARS.

OTHER EMPLOYEES.

ACCIDENT.												Total Accidents to other Employees.		Number.
Locomotives or Cars breaking down.		Falling from Trains, Locomotives or Cars.		Jumping on or off trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	In- jured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.	Killed	In- jured.	
						2	1					2	1	1
			1			2					2	2	4	2
			1		2		3				4		10	3
											1		1	4
		1	3	1	2	2	8			1	7	6	26	5
						1						1		6
			1				1							2
		4	4	1	6	20	20				16	27	53	8
				1							1	1	1	9
						1					1	1	2	10
			2								1		3	11
			3								1		3	12
											1		1	13
											1		1	14
			3		1						2		7	15
							3				1		7	16
		5	18	3	11	28	36			1	37	40	122	

TABLE 16, E.—Summary of Accidents to Persons for the Year ending June 30, 1908, showing kind of Accident.

A.—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	In- jured	Killed	In- jured.	Killed	Injured.	Killed	Injured.	At Highway Crossings.		At Stations.		At other Points along Track.		Killed	In- jured.	Killed	In- jured.	
										Killed	In- jured	Killed	In- jured.	Killed	Injured.					Killed	In- jured.
1	Algoma Central and Hudson Bay													1				1		
2	Bay of Quinté													1				1		
3	Canada Southern					1								4	4			5	5	
4	Canadian Government Rys.— Intercolonial						2	4						2	2			15	7	
5	Prince Edward Island																			
6	Canadian Northern																	1	2	
7	Canadian Northern, Ontario																	9	2	
8	Canadian Pacific		2			2	5	4						7	3			2	1	
9	Grand Trunk						5	4						9	7			17	9	
10	Montreal and Atlantic																	50	22	
11	Morrissey, Fernie and Michel																	1	4	
12	Ottawa and New York																	1	2	
13	Quebec Central																	2		
14	Quebec Ry. Light and Power Co.																	1	2	
15	Quebec and Lake St. John																	1		
16	Quebec, Montreal and Southern																	1		
17	Stanstead, Shefford and Chambly						1											1		
18	Temiscaming & Northern Ontario																	1	1	
19	Toronto, Hamilton and Buffalo																	1	1	
20	Wabash Railway in Canada					1	1											1	1	
	Final Total		2			4	14	12		28	10	7	12	9	107	48	11	12	156	120

OTHER PERSONS—NOT TRESPASSING.

1	Bay of Quinté.....							1								1	
2	Canada Southern							1	2							1	2
	Canadian Government Rys.—																
3	Intercolonial			1				2	1			1				4	1
4	Prince Edward Island.....										1					1	1
5	Canadian Northern.....					2			1		1	1			2	1	6
6	Canadian Pacific.....			1		2		1		1		1	1		4	3	8
7	Dominion Atlantic.....								1								1
8	Grand Trunk.....			1		1		10	30		2				1	10	35
9	Massawippi Valley.....								1								1
10	Sydney and Louisburg.....								2			1				1	2
11	Toronto, Hamilton and Buffalo.....							1								1	2
12	Wabash Railway in Canada.....								2								2
	Final Total.....			1	1	1	5	1	15	40	1	4	4	1	7	22	59

TABLE 16F.—Summary of Accidents to Persons for the Year ending June 30, 1908, showing Kind of Accident.

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

PASSENGERS AND OTHER PERSONS.

Number.	Name of Railway.	PASSENGERS.				Total Accidents to Passengers.	OTHER PERSONS.				Total Accidents to Other Persons.		
		Kind of Accident.					Kind of Accident.						
		Getting on or off Locomotives or Cars at rest.		Other Causes.			Handling Traffic.		Other Causes.				
		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.			
1	Algoma Central and Hudson Bay									1		1	
2	Canada Southern										24		24
3	Canadian Pacific.....		3		3		6				1		1
4	Grand Trunk.....				2		2		1	2	1	2	2
	Total		3		5		3		1	3	26		27

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

Number.		Name of Railway.	STATION MEN.										
			Kind of Accident.										
			Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1		Bay of Quinté		1									
2		Canada Southern											2
		Canadian Govt. Ry.— Prince Edward Island											
3		Canadian Northern		1		1						1	1
4		Canadian Northern Ontario											
5		Canadian Northern Quebec		1									
6		Canadian Pacific		18		2		1					1
7		Grand Trunk		5									1
8		Montreal and Atlantic											1
9		Quebec Ry. Light and Power Co.		1									
10		Temiscouata		1									
11		Toronto, Hamilton and Buffalo		1									
12		Total		29		3		1				1	12

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

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

MEN AND SHOPMEN.

Total Accidents to Station Men.		SHOPMEN.										Total Accidents to Shopmen.		Number.	
		Kind of Accident.													
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or cars at rest.		Other Causes.					
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	1										1			1	1
	2				13		8		1		5			27	2
					15				1		4			20	3
1	3				23						1			24	4
					2									2	5
	1														6
	28		5	2	102		8		3	2	20		4	138	7
	6		1	1	11	1	2				6		2	19	8
	1				6		3		1		1			11	9
	1				1									1	10
	1		5											5	11
	1				1		2							3	12
1	45		10	3	174	1	23		6	2	38	6		251	

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

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

Number.	Name of Railway.	TRACKMEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay										
2	Bay of Quinté					2					
3	Canada Southern					2				4	
4	Canadian Govt. Ry.— Prince Edward Island.				7					1	
5	Canadian Northern		1			3				3	
6	Canadian Northern Ontario							2			
7	Canadian Northern Quebec								1		
8	Canadian Pacific				26	41			2	51	
9	Crow's Nest Southern										
10	Grand Trunk			1	1	27		1		9	
11	Midland of Manitoba									1	
12	Montreal and Atlantic									4	
13	Montreal and Province Line										
14	New Westminster Southern										
15	Quebec Ry. Light and Power Co.				2						
16	Quebec and Lake St. John										
17	Quebec, Montreal and Southern										
18	Red Mountain										
19	Stanstead, Shefford and Chambly				1						
20	Temiscouata									3	
21	Temiskaming and Northern On- tario										
22	Thousand Islands					3					
23	Vancouver, Victoria and Eastern									1	
	Total		1	1	37	78		3	3	77	

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

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

AND OTHER EMPLOYEES.

Total Accidents to Trackmen.		OTHER EMPLOYEES.										Total Accidents to other Employees.		Number.
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			1							1		1	1	1
	2		1										1	2
	6				3		1		9	2	10	2	23	3
	8		2										2	4
	7		2		3		5			2	12	2	22	5
	2													6
1										1				7
2	118		23		21		11			2	32	2	87	8
							3				3		6	9
1	38		13	2	1				3		12	2	29	10
	1									1	2	1	2	11
	4													12
							4				1		1	13
	2												4	14
			1										1	15
											2		2	16
											1		1	17
	1										2		2	18
	3												2	19
					1							1		20
												3		21
	3													22
	1		1										4	23
4	196		41	2	29		24		12	9	81	11	190	

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ELECTRIC RAILWAY

No. 1.—SUMMARY STATEMENT of Capital of Electric

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

* 14 miles under construction.

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STATISTICS.

Railways, for the Year ended June 30, 1908.

PREFERENCE SHARE CAPITAL.			BONDED DEBT.			
Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.	Rate of Interest.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Per Cent.
			103,200 00	103,200 00	103,200 00	
					2,200 00	
			125,000 00	125,000 00	125,000 00	5
3,959,774 00	3,473,108 00	3,473,108 00	3,747,332 00	3,665,572 00	3,665,572 00	4½ & 4¼
250,000 00	234,000 00	234,000 00	1,500,000 00	890,000 00	890,000 00	5
			680,000 00	454,000 00	454,000 00	5
100,000 00	100,000 00	100,000 00				
			175,000 00	175,000 00	175,000 00	5
			20,000 00	450,000 00	450,000 00	5
			300,000 00	300,000 00	300,000 00	
			100,000 00	100,000 00	100,000 00	5
			150,000 00	150,000 00	150,000 00	5
74,900 00	74,900 00	74,900 00	160,000 00	160,000 00	160,000 00	5
			500,000 00	500,000 00	500,000 00	4½
			1,000,000 00	1,000,000 00	300,000 00	5
50,000 00	43,100 00	43,100 00	100,000 00	100,000 00	100,000 00	4
129,600 00	129,600 00	129,600 00	500,000 00	500,000 00	149,100 00	5
			750,000 00	500,000 00	500,000 00	5
408,800 00	315,000 00	315,000 00	1,025,000 00	1,025,000 00	1,025,000 00	6
			4,420,000 00	4,420,000 00	4,420,000 00	4½
			744,900 00	613,000 00	613,000 00	5
			50,000 00	50,000 00	35,000 00	5
			600,000 00	600,000 00	600,000 00	
				910,000 00	910,000 00	5
			100,000 00	100,000 00	100,000 00	5
			88,452 16	88,452 16	88,452 16	
			1,000,000 00	500,000 00	500,000 00	4
			500,000 00	50,000 00	50,000 00	5
			255,000 00	255,000 00	255,000 00	5
				60,000 00	60,000 00	
500,000 00	500,000 00	500,000 00	2,500,000 00	500,000 00	500,000 00	5
500,000 00	500,000 00		2,500,000 00	2,500,000 00	2,500,000 00	
			600,000 00	490,000 00	490,000 00	4½
			66,900 00	66,900 00	66,900 00	5
			150,000 00	150,000 00	150,000 00	5
			725,000 00	667,500 00	667,500 00	5
			1,000,000 00	760,000 00	760,000 00	5
			100,000 00	100,000 00	100,000 00	5
			50,000 00	50,000 00	50,000 00	4
			500,000 00	400,000 00	400,000 00	
				3,998,326 66	3,998,326 66	4½ & 6
			300,000 00	140,000 00		5
			1,560,000 00	1,560,000 00	1,520,000 00	5
			750,000 00	750,000 00	750,000 00	5
			5,000,000 00	5,000,000 00	5,000,000 00	5
			200,000 00	140,000 00	113,800 00	5
			100,000 00	12,700 00	12,700 00	5
5,973,074 00	5,369,708 00	4,869,708 00	34,795,784 16	35,129,650 82	33,859,650 82	

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No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	TOTAL CAPITAL.		FLOATING
		Subscribed.	Paid up.	Amount.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	103,200 00	103,200 00	
2	Leased Line—Berlin and Bridgeport.....		31,692 46	
3	Brantford Street	325,000 00	325,000 00	27,956 46
4	Brantford and Hamilton Electric.....	960,000 00	960,000 00	
5	British Columbia.....	10,124,876 00	10,124,876 00	267,734 75
6	Cape Breton.....	2,124,000 00	2,124,000 00	20,000 00
7	Chatham, Wallaceburg and Lake Erie.....	938,625 00	973,625 00	95,180 27
8	Cornwall Street.....	200,000 00	200,000 00	
9	Egerton Tramway Co., N.S.....	425,000 00	425,000 00	9,591 30
10	Galt, Preston and Hespeler.....	49,850 00	31,310 00	100,000 00
11	Leased Line—Preston to Berlin.....	1,000 00	1,000 00	
12	Grand Valley.....	1,150,000 00	1,150,000 00	64,367 94
13	Guelph Radial.....	131,100 00	126,000 00	
14	Halifax Tramway.....	800,000 00	800,000 00	120,000 00
15	Hamilton and Dundas.....	450,000 00	450,000 00	
16	Hamilton, Grimsby and Beamsville.....	350,000 00	378,000 00	
17	Hamilton Radial.....	2,271,150 00	2,271,150 00	192,431 43
18	Hamilton Street.....	705,000 00	705,000 00	87,062 41
19	Hull.....	292,700 00	292,000 00	
20	International Transit Co.....	1,150,000 00	456,000 00	141,724 36
21	Kingston, Portsmouth and Cataraqui.....	183,100 00	183,100 00	
22	Levis County.....	879,600 00	528,700 00	166,068 50
23	London Street.....	1,050,000 00	1,044,640 00	46,874 57
24	Montreal Park and Island.....	2,060,900 00	2,060,900 00	1,247,895 86
25	Montreal Street.....	13,420,000 00	13,420,000 00	690,912 56
26	Montreal Terminal.....	1,613,000 00	1,613,000 00	104,474 98
27	Nelson Trauway Co.....	300,000 00	285,000 00	
28	Niagara Falls, Park and River.....	1,200,000 00	1,200,000 00	
29	Niagara, St. Catharines and Toronto.....	1,835,000 00	1,835,000 00	
30	Niagara Falls, Wesley Park and Clifton.....	150,000 00	150,000 00	
31	Oshawa.....	128,452 16	155,852 16	12,493 27
32	Ottawa.....	1,747,700 00	1,747,700 00	49,616 00
33	Peterborough Radial.....	150,000 00	150,000 00	28,911 23
34	Port Arthur Street.....	255,000 00	255,000 00	
35	Port Dalhousie, St. Catharines and Thorold.....	160,000 00	137,500 00	
36	Quebec Ry., Light & Power Co. (Citadel).....	2,000,000 00	2,000,000 00	
37	Quebec Ry., Light & Power Co. (Montmorency).....	5,500,000 00	5,402,945 50	317,234 87
38	Sandwich, Windsor and Amherstburg.....	840,000 00	787,000 00	242,715 62
39	Sarnia.....	154,100 00	151,217 50	
40	Sherbrooke Street.....	350,000 00	350,000 00	11,800 00
41	South-western Traction Co.....	1,131,500 00	1,105,226 00	
42	St. John.....	1,560,000 00	1,767,000 00	207,000 00
43	St. Stephen, N.B.....	200,000 00	200,000 00	14,520 00
44	St. Thomas Street.....	50,000 00	50,000 00	
45	Sydney and Glace Bay.....	900,000 00	900,000 00	
46	Toronto Street.....	11,998,326 66	11,998,326 66	450,214 94
47	Toronto Suburban.....	220,000 00	80,000 00	100,000 00
48	Toronto and York Radial.....	3,560,000 00	3,520,000 00	557,858 48
49	Windsor, Essex and Lake Shore Rapid.....	1,625,475 78	1,625,475 78	47,191 93
50	Windsor and Tecumseh.....			
51	Winnipeg Street.....	11,000,000 00	10,996,894 00	
52	Woodstock, Thames Valley and Ingersoll.....	240,000 00	213,800 00	1,487 97
53	Yarmouth Street.....	67,200 00	67,200 00	
	Totals.....	89,080,755 60	87,903,231 06	5,363,319 70

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

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

DEBT.	Total Cost of Railway and Rolling Stock.	Number.	REMARKS.
Rate of Interest.			
p.c.	\$ cts.		
	104,510 76	1	
	31,692 46	2	
	1,105,519 47	3	Cost not ascertainable.
		4	
		5	Present company result of amalgamations.
5 & 6	2,198,624 75	6	
6 & 7		7	
	201,204 22	8	
	439,858 15	9	
5	126,223 86	10	
	476,413 34	11	
		12	Cost covered by agreement with Van Echa Co.
	109,192 42	13	
6	740,000 00	14	
	345,647 36	15	
	331,790 00	16	
	1,407,351 56	17	
	708,043 68	18	
	598,744 37	19	
	321,361 03	20	
		21	Cost not ascertainable.
5	615,070 09	22	
	1,112,395 27	23	
6	2,455,684 31	24	
5 & 6	11,874,288 07	25	
	1,667,963 25	26	
	96,394 81	27	
	1,154,841 35	28	
	1,932,564 79	29	
	100,000 00	30	Purchased for \$100,000 by N. St. C. & T. Ry.
6	213,331 01	31	
5 & 5½	2,091,784 47	32	
6	176,731 34	33	
	175,870 72	34	
	90,000 00	35	
6 & 7	1,219,804 17	36	
6	1,092,648 43	37	
	169,056 46	38	Includes Windsor and Tecumseh.
6	350,000 00	39	
	750,000 00	40	
6½		41	
	200,000 00	42	
		43	Taken over by city.
	999,122 37	44	
4½	13,541,920 06	45	
6	132,240 24	46	
6	3,982,551 05	47	
6	783,558 15	48	
		49	
	3,186,761 34	50	
		51	
	63,555 74	52	Not shown in return.
		53	
	59,473,414 92		

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

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

Number.	NAME OF ELECTRIC RAILWAY.	Mileage.	CAR MILEAGE.			Locomotive Mileage.
			Passenger Cars.	Freight Cars.	Total Car Mileage.	
1	Berlin and Waterloo.....	3 12	88,961		88,961	
2	Leased Line—Berlin and Bridgeport.....	2 38	34,384		34,384	
3	Brantford Street.....	7 00	125,722		125,722	
4	Brantford and Hamilton Electric.....	23 00	28,362		28,362	
5	British Columbia.....	78 93	3,857,049	97,302	3,954,351	
6	Cape Breton.....	11 90	320,591		320,591	
7	Chatham, Wallaceburg and Lake Erie.....	21 50	116,480		116,480	
8	Cornwall Street.....	6 30	198,016		198,016	7,718
9	Egerton Tramway Co.....	8 10	134,386	5,054	139,440	
10	Galt, Preston and Hespeler.....	9 00	220,557	27,945	284,502	
11	Leased Line—Preston to Berlin.....	10 75				
12	Grand Valley.....	23 50	152,303		152,303	
13	Guelph Radial.....	6 00	180,000	2,500	182,500	
14	Halifax Tramway Co.....	12 13	806,411		806,411	
15	Hamilton and Dundas.....	7 25	96,981		96,981	
16	Hamilton, Grimsby and Beausville.....	22 00	285,225		285,225	
17	Hamilton Radial.....	24 75	394,022		394,022	
18	Hamilton Street.....	22 00	1,610,402		1,610,402	
19	Hull.....	16 75	499,998	12,038	512,036	
20	International Transit Co.....	3 37	263,881		263,881	
21	Kingston, Portsmouth and Cataraqui.....	8 00	199,680		199,680	
22	Levis County.....	10 25	274,674		274,674	
23	London Street.....	26 46	1,425,995		1,425,995	
24	Montreal, Park and Island.....	23 60	897,680	17,115	914,795	
25	Montreal Street.....	71 82	14,418,605		14,418,605	
26	Montreal Terminal.....	20 89	491,977	37,883	529,860	
27	Nelson Tramway Co.....	3 00	26,880		26,880	
28	Niagara Falls Park and River.....	11 75	367,727	552	368,279	
29	Niagara, St. Catharines and Toronto.....	30 00	285,672	251,385	537,057	251,385
30	Niagara Falls, Wesley Park and Clifton.....	4 50	184,670		184,670	
31	Oshawa.....	8 83	25,460	18,032	43,492	43,492
32	Ottawa.....	23 38	3,335,324		3,335,324	
33	Peterborough Radial.....	6 00	264,813		264,813	
34	Port Arthur Street.....	9 00	196,078		196,078	
35	Port Dalhousie, St. Catharines and Thorold.....	8 17	124,125		124,125	
36	Quebec Ry., Light and Power Co. (Citadel Div.).....	17 22	1,332,310		1,332,310	
37	" " " (Montmorency Div.).....	25 00	269,485		269,485	
38	Sandwich, Windsor and Amherstburg.....	35 44	665,855		665,855	
39	Sarnia.....	8 00	149,400		149,400	
40	Sherbrooke Street.....	7 00	288,322		288,322	
41	Southwestern Traction Co.....	28 50	241,357	15,569	256,926	
42	St. John, N. B.....	12 50	916,391		916,391	
43	St. Stephen, N. B.....	3 00	183,960		183,960	
44	St. Thomas Street.....	7 50	338,040		338,040	
45	Sydney and Glace Bay.....	18 80	302,674		302,674	
46	Toronto Street.....	52 39	14,843,574		14,843,574	
47	Toronto Suburban.....	9 81	202,386		202,386	
48	Toronto and York Radial.....	78 05	936,508	66,675	1,003,183	
49	Windsor, Essex and Lake Shore Rapid.....	37 28	109,108	796	109,904	796
50	Windsor and Tecumseh.....					
51	Winnipeg Street.....	52 66	3,500,270		3,500,270	
52	Woodstock, Thames Valley and Ingersoll.....	11 50	114,184		114,184	
53	Yarmouth Street.....	2 00	85,120		85,120	
	Total.....	992 03	56,412,035	552,846	56,964,881	303,391

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

Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Cars. Miles per Hour.	Average Rate of Speed of Freight Cars. Miles per Hour.	Number.	Remarks.
621,916		7.4		1	
138,000				2	
485,213		10		3	
21,879	5	25		4	
21,328,180	37,859	8.50	8.50	5	In operation one month only.
1,586,062		8.3		6	
159,700	8,450	18	12	7	
368,070		12		8	
920,413				9	
708,296	92,063	10	6	10	
				11	
207,582		15		12	
636,976	12,000			13	
3,928,892		6		14	
462,063	480	14		15	
473,099	16,095	15	15	16	
1,003,009	1,945	20		17	
8,078,816		12		18	
1,112,898	9,927	23	19	19	
956,329		8		20	
821,754		9		21	
1,483,732		10		22	
6,325,541		9		23	
3,539,049	39,400	15	10	24	
91,120,394		8		25	
1,151,011	88,277	20	12	26	
196,527				27	
1,440,058		9.2	7	28	
977,561	112,597	30	20	29	
762,437		8		30	
141,085	91,568			31	
13,445,041		8		32	
665,430		8		33	
1,652,018		15		34	
441,664		8		35	
6,049,203		8		36	
1,265,890		21		37	
2,690,473		12		38	Includes Windsor and Tecumseh.
633,545		8		39	
901,533		10		40	
324,167	1,184	30	30	41	
3,433,809		7.5		42	
586,956				43	
511,604		11		44	
2,210,939				45	
87,964,425				46	
862,590		9		47	
2,920,696	220,000	20	15	48	
138,710	625	20	15	49	
				50	
21,292,004		10		51	
387,500		15		52	
230,000		8		53	
299,099,309	732,475				

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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	26,037 70		1,318 14
2	Leased—Berlin and Bridgeport.....	2 38	5,824 40		
3	Brantford Street.....	7 00	20,946 52		
4	Brantford and Hamilton Electric.....	23 00	6,249 91	43 95	
5	British Columbia.....	78 93	1,124,786 76	70,157 04	2,237 12
6	Cape Breton.....	11 90	79,303 16		141 30
7	Chatham, Wallaceburg and Lake Erie.....	21 50	25,101 68	10,617 57	592 86
8	Cornwall Street.....	6 30	16,486 94	7,505 08	
9	Egerton Tramway Co.....	8 10	43,299 90	1,470 36	
10	Galt, Preston and Hespeler.....	9 00	55,289 12	48,346 86	4,208 82
11	Leased—Preston to Berlin.....	10 75			
12	Grand Valley.....	23 50	35,024 56	30 00	770 48
13	Guelph Radial.....	6 00	26,078 36	1,067 86	
14	Halifax Tramway.....	12 13	173,870 64		
15	Hamilton and Dundas.....	7 25	42,638 20	1,513 38	116 31
16	Hamilton, Grimsby and Beamsville.....	22 00	70,417 87	12,056 65	5,546 38
17	Hamilton Radial.....	24 75	103,178 86	6,510 24	503 03
18	Hamilton Street.....	22 00	322,133 70		
19	Hull.....	16 75	58,547 26	9,825 67	2,463 91
20	International Transit Co.....	3 37	39,404 70		
21	Kingston, Portsmouth and Cataraqui.....	8 00	28,385 85		
22	Levis County.....	10 25	52,950 21	1,731 58	355 93
23	London Street.....	26 46	226,552 08		1,412 42
24	Montreal, Park and Island.....	23 60	270,175 66	7,517 98	
25	Montreal Street.....	71 82	3,606,446 54		
26	Montreal Terminal.....	20 89	76,487 86	17,205 21	500 00
27	Nelson Tramway Co.....	3 00	5,418 25		
28	Niagara Falls, Park and River.....	11 75	133,068 84	1,181 35	539 33
29	Niagara, St. Catharines and Toronto.....	30 00	101,383 37	56,517 48	1,081 84
30	Niagara Falls, Wesley Park and Clifton.....	4 50	32,546 29		
31	Oshawa.....	8 83	7,294 93	46,708 29	2,937 70
32	Ottawa.....	23 38	570,251 73		8,091 00
33	Peterborough Radial.....	6 00	30,256 43		
34	Port Arthur Street.....	9 00	82,922 00	990 10	
35	Port Dalhousie, St. Catharines and Thorold.....	8 17	21,043 68		
36	Quebec Ry., Light and Power Co. (Citadel Div.).....	17 22	252,776 00		750 00
37	Quebec Ry., Light and Power Co. (Montmorency Division).....	25 00	127,842 75		1,230 88
38	Sandwich, Windsor and Amherstburg.....	35 44	144,842 97		5,346 97
39	Sarnia.....	8 00	27,593 30	3,504 45	1,006 50
40	Sherbrooke Street.....	7 00	33,885 05		
41	South Western Traction Co.....	28 50	56,428 18		4,015 72
42	St. John, N.B.....	12 50	156,254 31		
43	St. Stephen, N.B.....	3 00	28,125 55		
44	St. Thomas Street.....	7 50	11,175 43		
45	Sydney and Glace Bay.....	18 80	102,722 10	4,650 24	1,573 88
46	Toronto Street.....	52 39	3,511,656 74		4,800 00
47	Toronto Suburban.....	9 81	36,963 18		
48	Toronto and York Radial.....	78 05	258,422 51	36,595 14	2,000 00
49	Windsor, Essex and Lake Shore Rapid.....	37 28	34,653 77	274 45	401 77
50	Windsor and Tecumseh.....				
51	Winnipeg Street.....	52 66	901,264 61		
52	Woodstock, Thames Valley and Ingersoll.....	11 50	18,479 40		855 50
53	Yarmouth Street.....	2 00	10,834 27		175 00
Totals.....		992 03	13,233,724 08	346,020 93	54,882 79

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for the Year ending June 30, 1908.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Working Expenses to Earnings.	Earnings per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	Cts.		
2,606 85	29,962 69	9,662 64	67.75	33.68	1	
428 42	6,252 82	565 50	90.95	18.21	2	
11,962 66	32,909 18	2,773 72	91.57	26.17	3	
231 55	6,525 41	1,311 99	79.89	23.00	4	In operation one month only.
2,700 53	1,199,881 45	445,062 20	62.90	30.34	5	
9,755 01	89,199 47	32,656 01	63.38	27.82	6	
6,984 59	43,206 70	1,703 53	96.05	37.09	7	
2,252 74	26,244 76	3,784 79	85.57	13.25	8	
2,458 91	47,229 17	13,817 07	70.74	33.87	9	
1,258 83	109,103 63	36,789 77	66.28	43.90	10	
					11	
1,122 06	36,947 10	2,162 26	105.85	24.25	12	
1,157 79	28,304 01	7,017 94	75.20	15.50	13	
775 98	174,646 62	55,186 44	68.40	21.66	14	
3,324 44	47,592 33	14,996 85	68.50	49.07	15	
2,161 81	90,182 71	22,279 66	75.30	31.61	16	
4,606 07	114,798 20	27,173 21	76.32	29.13	17	
809 40	322,943 10	75,296 55	76.68	20.05	18	
3,474 67	74,311 51	13,568 88	118.25	14.51	19	
614 03	40,018 73	3,237 74	79.41	15.16	20	
1,326 04	29,711 89	1,911 92	106.43	14.88	21	
662 20	55,699 92	5,218 44	109.36	20.24	22	
3,971 15	231,935 65	64,099 46	72.36	16.26	23	
5,583 15	283,276 79	97,470 88	65.59	30.96	24	
130,173 96	3,736,620 50	1,565,858 31	58.09	25.91	25	
3,161 77	97,354 84	4,185 88	104.29	18.37	26	
	5,418 25	11,680 99	315.58	20.15	27	
7,726 50	142,516 02	65,637 43	53.94	38.69	28	
1,432 82	160,415 51	47,950 69	70.10	29.86	29	
	32,546 29	15,102 79	53.59	17.62	30	
1,432 04	58,372 96	8,064 05	86.18	134.21	31	
19,666 89	598,009 62	207,307 56	65.33	17.92	32	
786 02	31,042 45	3,099 82	90.01	11.72	33	
3,454 91	87,367 01	25,938 11	70.31	44.50	34	
	21,043 68	7,145 57	66.04	16.95	35	
2,150 00	255,676 00	71,819 49	71.90	19.19	36	
					37	
10,925 63	139,999 26	47,781 74	65.87	51.95	37	
9,769 00	159,958 94	66,220 17	58.60	24.00	38	
5,331 46	37,435 71	1,974 02		25.05	39	
247 50	34,132 55	2,422 70	92.90	11.83	40	
61 33	60,505 23	8,902 84	85.28	23.12	41	
400 00	156,654 31	9,714 94	93.80	17.09	42	
167 75	28,293 30	3,699 71	113.07	15.43	43	
388 33	11,563 76	4,402 62	137.98	3.42	44	
1,751 62	110,697 84	52,549 40	52.52	36.57	45	
92,761 61	3,609,218 35	1,633,879 94	54.73	24.31	46	
2,046 48	39,009 66	4,785 68	87.73	19.27	47	
2,794 39	299,812 04	108,021 01	63.97	29.88	48	
255 63	35,585 62	11,852 03	66.69	32.37	48	
					50	
1,920 00	903,164 61	465,080 57	48.51	25.80	51	
200 00	19,534 90	3,820 20	80.44	17.10	52	
3,187 16	14,196 43	3,185 26	77.56	16.67	53	
					50	
372,421 68	14,007,049 48	5,311,169 57				Includes Windsor and Tecumseh Ry.

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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	2,495	46	6,185	90	3,604	31
2	Leased—Berlin and Bridgeport	2 38		324 26				
3	Brantford Street	7 00	1,631	71	11,267	39	4,017	34
4	Brantford and Hamilton Electric	23 00		171 04		2,337 25		783 66
5	British Columbia.....	78 93	68,237	72			68,515	65
6	Cape Breton.....	11 90	4,077	59	21,575	49	5,271	28
7	Chatham, Wallaceburg and Lake Erie	21 50		54 64		19,178 04		311 71
8	Cornwall Street.....	6 30	2,824	46	11,265	77	4,742	53
9	Egerton Tramway Co.....	8 10		1,926 21		7,833 27		4,587 56
10	Galt, Preston and Hespeler	9 00	11,639	13	26,077	72		
11	Leased—Preston and Berlin	10 75						
12	Grand Valley.....	23 50	2,873	90	20,807	33	2,693	18
13	Guelph Radial.....	6 00	1,167	67	4,381	75	3,654	86
14	Halifax Tramway Co.....	12 13	17,638	42	22,409	11	19,361	43
15	Hamilton and Dundas.....	7 25	4,632	54	7,978	85	3,361	30
16	Hamilton, Grimsby and Beamsville	22 00	10,130	58	20,454	83	9,346	03
17	Hamilton Radial.....	24 75	9,728	85	28,236	08	9,236	26
18	Hamilton Street.....	22 00	19,063	02	87,727	29	25,703	25
19	Hull.....	16 75	22,375	37	8,668	76	17,398	17
20	International Transit Co.....	3 37	1,507	46	7,000	00	3,139	99
21	Kingston, Portsmouth and Cataract	8 00	4,839	90	536	74	4,283	76
22	Lévis County.....	10 25	9,298	02	12,314	04	8,038	23
23	London Street.....	26 46	16,813	98	31,975	44	25,291	98
24	Montreal Park and Island.....	23 60	27,422	32	40,655	67	16,025	80
25	Montreal Street.....	71 82	238,933	12	401,811	50	274,353	24
26	Montreal Terminal.....	20 89	22,689	93	18,817	68	13,735	09
27	Nelson Tramway Co.....	3 00	4,036	13	1,600	00		
28	Niagara Falls, Park and River.....	11 75	13,777	94	7,278	15	4,211	24
29	Niagara, St. Catharines and Toronto	30 00	13,748	65	20,385	41	11,541	27
30	Niagara Falls, Wesley Park and Clifton	4 50	2,075	20	260	50	2,741	95
31	Oshawa.....	8 83	6,317	47	18,571	57	5,503	82
32	Ottawa.....	23 38	61,161	18	24,652	23	49,794	35
33	Peterborough Radial.....	6 00	3,427	74	1,630	00	4,716	85
34	Port Arthur Street.....	9 00	12,340	39	6,615	12	12,067	58
35	Port Dalhousie, St. Catharines and Thorold	8 17	1,632	41	789	58	2,738	65
36	Quebec Railway, Light and Power Company (Citadel Division).....	17 22	29,399	66	104,218	62	19,478	49
37	Quebec Railway, Light and Power Company (Montmorency Division).....	25 00	16,125	52	18,194	91	6,380	16
38	Sandwich, Windsor and Amherstburg	35 44	10,810	72	26,106	19	6,192	43
39	Sarnia.....	8 00	1,565	58	4,923	61	1,911	44
40	Sherbrooke Street.....	7 00	4,203	13	552	38	20,441	72
41	Southwestern Traction Co.....	28 50	6,827	83	18,314	60	6,244	96
42	St. John, N. B.....	12 50	20,041	70	77,698	56	29,922	51
43	St. Stephen, N. B.....	3 00	2,364	21	10,292	93	3,957	91
44	St. Thomas Street.....	7 50	1,268	88	10,256	72	2,757	28
45	Sydney and Glace Bay.....	18 80	4,847	88	26,413	48	12,657	22
46	Toronto Street.....	52 39	174,896	90	363,670	74	283,484	20
47	Toronto Suburban.....	9 81	4,885	63	12,869	31	4,050	62
48	Toronto and York Radial.....	78 05	32,215	86	51,254	38	25,931	97
49	Windsor, Essex and Lake Shore Rapid.....	37 28	3,257	83	19,303	60	5,335	07
50	Windsor and Tecumseh.....							
51	Winnipeg Street.....	52 66	27,753	93	151,510	06	70,246	33
52	Woodstock, Thames Valley and Ingersoll.....	11 50	1,124	30	7,621	92	762	85
53	Yarmouth Street.....	2 00	325	12	8,242	98	397	07
	Total.....	992 03	912,929	09	1,803,723	45	1,118,924	55

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Expenses for the Year ended June 30, 1908.

General and Operating charges.	Total.	Cost of Operating per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	Cts.		
8,014 38	20,300 05	22 81	1	
5,363 06	5,687 32	16 54	2	
13,219 62	30,135 46	23 97	3	
1,921 47	5,213 42	18 30	4	In operation one month only.
618,065 88	754,819 25	19 56	5	
25,619 10	56,543 46	17 63	6	
21,958 78	41,503 17	35 63	7	
3,627 21	22,459 97	11 34	8	
19,065 06	33,412 10	23 96	9	
34,597 01	72,313 86	29 09	10	
			11	
12,734 95	39,109 36	25 67	12	
12,081 79	21,286 07	11 66	13	
60,051 22	119,460 18	14 82	14	
16,622 79	32,595 48	33 61	15	
27,971 61	67,903 05	23 80	16	
40,423 80	87,624 99	22 23	17	
115,152 99	247,646 55	15 37	18	
39,438 09	87,880 39	17 16	19	
20,133 54	31,780 99	12 04	20	
21,963 41	31,623 81	15 83	21	
31,268 07	60,918 36	22 17	22	
93,754 79	167,836 19	11 76	23	
101,702 12	185,805 91	20 31	24	
1,255,664 33	2,170,762 19	15 05	25	
46,298 02	101,540 72	19 16	26	
11,463 11	17,099 24	63 61	27	
51,611 26	76,878 59	20 87	28	
66,789 49	112,464 82	20 94	29	
12,365 85	17,443 50	9 44	30	
19,916 05	50,308 91	115 67	31	
255,094 30	390,702 06	11 71	32	
18,168 04	27,942 63	10 55	33	
30,405 81	61,428 90	31 33	34	
8,737 47	13,898 11	11 19	35	
30,759 74	183,856 51	13 79	36	
51,516 93	92,217 52	34 22	37	
50,629 43	93,738 77	14 07	38	Includes Windsor and Tecumseh.
27,061 06	35,461 69	23 73	39	
6,512 62	31,709 85	10 99	40	
20,215 00	51,602 39	20 08	41	
19,276 60	146,939 37	16 03	42	
15,377 96	31,993 01	17 39	43	
1,683 50	15,966 38	4 72	44	
14,229 86	58,148 44	19 21	45	
1,203,286 57	1,975,338 41	13 38	46	
12,418 42	34,223 98	16 91	47	
82,388 82	191,791 03	19 11	48	
6,837 09	23,733 59	21 59	49	
			50	
188,593 72	438,104 04	12 28	51	
6,205 63	15,714 70	13 76	52	
2,046 00	11,011 17	12 93	53	
4,860,302 82	8,695,879 91			

8-9 EDWARD VII., A. 1909

No. 8.—SUMMARY of Accidents for

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

SESSIONAL PAPER No. 20b

the Year ended June 30, 1908.

Putting arms or heads out of Windows.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Struck by Engine or Cars at Highway Crossing.		Walking, standing, lying or being on Track.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
															1	1
															1	2
	1				13				1				4	1	52	3
					4				1				2	1	6	
					2				4	16			3	4	19	
									1	1					3	4
													1	1	1	5
															2	6
													1		1	7
					8							1		1	1	8
					2										8	
					1										2	
													1		4	9
															1	
															2	
													1		3	10
					2										9	11
	1				3	3	23			1					4	12
										1	1				67	13
					1										5	14
															1	
															1	
													2		2	15
															1	16
						1									1	
													1		1	
									1	6					6	17
										1					6	
	8				2					1			11		76	
													5		6	18
															46	
													37		288	
															7	19
			2										4	1	288	
						21							223	21	223	
															1	20
													1	4	4	
															12	
															3	21
							1						3		1	
												2		2	7	
											1		1		2	22
											1				1	
													1		3	
															1	23
															1	
															1	
					28								1		1	24
															54	
					1							1	1	1	4	
									1	8		1	7	2	15	25
															1	
							1								1	
	1														1	26
															1	
															1	
																27
															3	
															34	
															1	29
															1	
															2	
					1				1	2			2		4	31
															4	
															4	
					1	13	4							1	13	32
															3	
															3	

8-9 EDWARD VII., A. 1909,

No. 8—SUMMARY of Accidents for

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines. when in motion.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
34	Toronto Street.....	52.39	{ Passengers..	4	.....	4	411	.....	.....
			{ Employees..	.....	28	.....	3	.....	.....
			{ Others .....	.....	.....	.....	.....	.....	.....
35	Sarnia Street.....	8.00	{ Passengers..	.....	.....	.....	1	.....	.....
36	Windsor, Essex and Lake Shore Rapid	37.28	{ Employees..	.....	.....	.....	1	.....	.....
			{ Others .....	.....	.....	.....	.....	.....	.....
37	Winnipeg.....	52.66	{ Passengers..	.....	1	.....	6	.....	.....
			{ Employees..	.....	.....	.....	.....	.....	.....
38	Woodstock, Thames Valley and Ingersoll	11.50	Employees....	.....	.....	.....	1	.....	.....
				5	65	6	911	.....	1

SESSIONAL PAPER No. 20b

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

Putting arms or heads out of Windows.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Struck by Engine or Cars at Highway Crossing.		Walking standing, lying or being on Track.		Striking Bridges.		Other Causes.		Total.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
					70	3								11	481	34
			3		12		3					1	104	1	153	
							68	5	84				58	5	205	35
															1	
							2								1	36
					2		8							2	1	
					1							1	2	1	19	37
														1	1	
															1	38
1	10	.....	5	3	164	30	114	15	136	.....	3	7	474	67	1,883	

"	Great Western	Preston to Guelph	11	✓	30	1,364½	G. T. R.
1857-8	Brockville and Ottawa	Brockville to Carleton Place	45	✓			"
"	Buffalo and Lake Huron	Stratford to Goderich	43½	✓			"
"	Grand Trunk	St. Mary's to London, Toronto to Sarnia	189½	✓			"
"	Great Western	Komoka to Sarnia and Petrolia Branch	56	✓			"
"	Nova Scotia	Halifax to Truro	62	✓			Intercolonial.
"	Nova Scotia	Windsor Junction to Windsor	32	✓			"
"	Port Hope, Lindsay and Beaverton	Port Hope to Lindsay, Millbrook to Peterborough	54½	✓	483	1,847½	G. T. R.
1858-9	Brockville and Ottawa	Smith's Falls to Perth	11	✓			C. P. R.
"	European and North American	St. John to Sussex	45½	✓			Intercolonial.
"	Grand Trunk	St. Thomas to St. Paschal	52	✓			"
"	Welland	Pt. Dalhousie to Pt. Colborne, Allandale to Clifton	33½	✓	141½	1,989½	G. T. R.
1859-0	European and North American	Sussex to Moncton	44	✓			Intercolonial.
"	Grand Trunk	St. Paschal to Riviere du Loup	27	✓			"
"	St. Lawrence and Atlantic	St. Hubert to Victoria Bridge	4½	✓	75½	2,064½	G. T. R.
0-1	Grand Trunk	Berton to Doon	7	✓			"
"	Buffalo and Lake Huron	Goderich to Goderich Elevator	0½	✓			"
"	New Brunswick and Canada	Watt Junction to St. Andrews, McAdam to Woodstock	78½	✓	85½	2,150½	C. P. R.
1861-2	"	Houlton to Debec Junction	8	✓	8	2,158½	"
1862-3	"	"	0		0	2,158½	"
1863-4	Grand Trunk	Athabaska to Doucet's Landing	35½	✓	35½	2,193½	"
1864-5	Grand Trunk	Waterloo to Elmira	10	✓		2,193½	"
"	Nova Scotia	Truro to Pictou	51	✓	61	2,254½	Intercolonial.
1865-6	New Brunswick and Canada	Debec Junction to Maine Boundary, McAdam to St. Stephen	34	✓	34	2,288½	C. P. R.
1866-7	"	"	0			2,288½	"
1867-8	"	"	0			2,288½	"
1868-9	Eastern Extension of N. B.	Pajusec to Musquash	37	✓			Intercolonial.
"	Massawippi Valley	Lennoxville to Vermont Boundary, Stanstead Junction to Stanstead	35	✓			"
"	St. John & Maine	St. John to Vanceboro	91	✓			C. P. R.
"	Stanstead, Sheffield & Chambly	St. Johns to Waterloo	43	✓			Vermont Central.
"	Windsor & Annapolis	Windsor to Annapolis	84	✓	290	2,578½	Dominion Atlantic.
1869	Canada Central	Carleton Place to Pembroke	77	✓			C. P. R.
"	Wellington, Grey & Bruce	Guelph to Alma	22½	✓			G. T. R.
					99½	2,677½	

APPENDIX "A"—Continued.

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1870-1	Intercolonial	Musquash to Amherst	4			Intercolonial.
"	Midland	Peterborough to Lakefield	10			G. T. R.
"	Port Hope, Lindsay & Beaverton	Lindsay to Beaverton	23			"
"	Quebec & Lake St. John	Quebec to Gosford	25½			Canadian Northern.
"	Wellington, Grey & Bruce	Alma to Harriston	26	88½	2,766½	G. T. R.
1871-2	Intercolonial	Truro to Amherst	77			Intercolonial.
"	Northern	Collingwood to Meaford	20½			G. T. R.
"	Port Hope, Lindsay & Beaverton	Beaverton to Orillia	20½			"
"	Toronto & Nipissing	Scarboro to Cobocok	78			"
"	Wellington, Grey & Bruce	Harriston to Clifford	6¾	202½	2,968¾	"
1872-3	Canada Southern	International Bridge to Amherstburg, St. Clair Junction to Cartwright	323½			C. P. R.
"	Grand Trunk	Doon to Galt	6			"
"	Great Western	Glencoe Loop to Fort Erie, Harrisburg to Brantford	153½			G. T. R.
"	New Brunswick	Fredericton to Woodstock	63			C. P. R.
"	Toronto, Grey & Bruce	Toronto to Owen Sound	116½			"
"	Wellington, Grey & Bruce	Clifford to Southampton	46¾	709	3,677¾	G. T. R.
1873-4	Intercolonial	Riviere du Loup to St. Flavie	84			"
"	Toronto, Grey & Bruce	Orangedale to Teeswater	67			C. P. R.
"	Wellington, Grey & Bruce	Palmerston to Kincairdine	66	217	3,894¾	G. T. R.
1874-5	Hamilton & Lake Erie	Hamilton to Port Dover	40½			"
"	London, Huron & Bruce	London Junction to Wingham	69			"
"	Montreal, Portland & Boston	Farnham to Grandby	15			"
"	New Brunswick	Hartland to Andover	36			C. P. R.
"	Northern	Barrie to Muskoka	47¾			G. T. R.
"	Port Hope, Lindsay & Beaverton	Orillia to Waubashene, Waubashene to Midland	32			"
"	Prince Edward Island	Souris to Charlottetown, Georgetown to Tignish Junction	197			"
"	South Eastern	Stanstead, Sheffield & Chambly Ry. to Province Line	44			Vermont Central.
1875-6	Whitby and Port Perry	Whitby to Port Perry	20	501	4,395¾	G. T. R.

1875-6	Brantford, Norfolk and Port Burwell	Brantford to Tilsonburg	34½			G. T. R.
"	Brockville and Ottawa	Carleton Place to Ottawa	29			C. P. R.
"	Chatham Branch	Chatham Junction to Chatham	9			Intercolonial.
"	Intercolonial	Moncton to Campbellton	185			
"	Kingston and Pembroke	Kingston to Sharbot Lake	47½			C. P. R.
"	Montreal and Vermont Junction	St. John's, P. Q., to International Boundary	23½			"
"	New Brunswick	McAdam Junction to Benton	33			"
"	Port Dover and Lake Huron	Port Dover to Stratford	55½			G. T. R.
"	South Eastern	Sorel to Sutton Junction	21			
"	Whitby and Port Perry	Whitby to Port Perry	20			G. T. R.
				457	4,852½	
1876-7	Albert Southern	Salisbury to Harvey	45			
"	Canada Central	Pembroke to Moose Lake	34½			C. P. R.
"	Intercolonial	Campbellton to St. Flavie	105½			
"	Lake Simcoe Junction	Stouffville to Jackson's Point	27			
"	Levis and Kennebec	Black Lake to Harlaka Junction	74			G. T. R.
"	Massawippi Valley	Extension to Lemoxville	9			
"	Montreal, Portland and Boston	Richelieu to Farnham	9			Montreal and Province Line.
"	New Brunswick	Aroostook to Edmundston	20			C. P. R.
"	Petitcodiac and Elgin	Petitcodiac to Elgin	14			Elgin and Havelock.
"	Quebec Central	Sherbrooke to Black Lake	64			
"	Whitby and Port Perry	Port Perry to Manilla	13½			G. T. R.
				407½	5,260	
1877-8	Canada Southern	Extension to Cartwright	4			
"	Grand Trunk	Berlin to Waterloo	13¾			
"	Hamilton and South Western	Hamilton to Allandale	95½			G. T. R.
"	Intercolonial	Extension to Halifax	2			
"	Intercolonial	Sherbrooke to Megantic	57½			
"	Kingston and Pembroke	Sharbot Lake to Mississippi	14			C. P. R.
"	Laurentian	St. Thérèse to St. Lin	15			
"	Montreal, Portland and Boston	St. Lambert to Richelieu	23			
"	New Brunswick	To Edmundston	38			C. P. R.
"	Port Dover and Port Huron	Stratford to Dover	27½			G. T. R.
"	Quebec Central	Beauce Junction to St. Flavie	15			
"	Quebec, Montreal and Ottawa	Montreal to Ottawa	117½			C. P. R.
"	South Eastern	To Sutton Junction	72			
"	Victoria	Haliburton to Victoria Junction	54½			G. T. R.
"	Waterloo and Magog	Waterloo to Magog	23			
				560	5,820	
1878-9	Grand Junction	Belleville to Lakefield Junction	63½			G. T. R.
"	Intercolonial	Megantic to Maine Boundary	12			
"	Hamilton and South Western	Berlin to Lake Junction	41			G. T. R.
"	Missiquoi and Black River		10			
"	Quebec, Montreal, Ottawa and Occidental	Quebec to St. Martin's Jct., 159 miles; Piles Jct. to Grand Piles, 275 miles; Joliette to St. Félix, 17 miles; Bertha Jct. to Berthaville, 2 miles.	212			C. P. R.
"	St. Martin's and Hampton	Hampton to St. Martin's	30			
1878-9	Springhill and Parrsboro	Springhill to Parrsboro	32			
				400½	6,220½	

APPENDIX "A"—Continued.

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1879-80...	Belleville and North Hastings.....	North Hastings Junction to Elerado.....	22			
"	Canadian Pacific.....	Emerson to Winnipeg, 65 miles; Winnipeg to Ingolf, 101 miles; Port Arthur to English River, 114 miles.....	280			
"	Carleton Branch.....	Carleton to Junction.....	2			
"	Grand Southern of New Brunswick.....	St. John to St. Stephen.....	82			
"	Halifax and Cape Breton.....	New Glasgow to Strait Canso.....	79			
"	Kent Western.....	Kent Junction to Richibucto.....	3 $\frac{1}{2}$			Kent Northern.
"	Kingston and Pembroke.....	Mississippi to Snow Road.....	2			C. P. R.
"	Lake Champlain and St. Lawrence.....	Standbridge to Gullinore.....	60 $\frac{1}{2}$			
"	Midland.....	.....	4 $\frac{1}{2}$			G. T. R.
"	New Brunswick and Canada.....	McAdam to Vanceboro.....	7			C. P. R.
"	Prince Edward County.....	Pictou to Trenton.....	32			Central Ontario.
"	Western Counties.....	Digby to Yarmouth.....	67			Dominion Atlantic.
1880-1...	Canada Central.....	Moose Lake to Mattawa.....	47 $\frac{1}{2}$	641 $\frac{1}{2}$	6,862	C. P. R.
"	Credit Valley.....	Toronto to St. Thomas; Streetsville to Orangeville; Church Falls to Stone.....	183 $\frac{1}{2}$			"
"	Grand Trunk.....	Sarnia to Point Edward.....	4 $\frac{1}{2}$			
"	Halifax and Cape Breton.....	Strait Canso to Mulgian Wharf.....	1			Intercolonial.
"	Intercolonial.....	Small Extension.....	1 $\frac{1}{2}$			
"	Kent Western.....	Extension to Richibucto.....	7 $\frac{3}{4}$			Kent Northern.
"	Montreal, Portland and Boston.....	St. Ringmonti to St. Carsiar.....	4			Montreal and Province Line.
"	North Simcoe.....	Colwell to Penetanguishene.....	33 $\frac{1}{4}$			
"	Quebec and Lake St. John.....	To Roberville.....	36	319 $\frac{1}{2}$	7,181 $\frac{1}{4}$	Canada Northern.
1881-2...	Bay of Quinté.....	Deseronto to Deseronto Junction.....	4			
"	Canada Atlantic.....	Coteau Junction to Casselman.....	48 $\frac{1}{2}$			G. T. R.
"	Canada Central.....	Mattawa to Callander.....	38			C. P. R.
"	Canadian Pacific.....	Callander to Vernie.....	51 $\frac{1}{2}$			
"	Canadian Pacific.....	St. Thérèse to St. Eustache.....	8			
"	Georgian Bay and Lake Erie.....	Palmerston to Hynorth.....	56			G. T. R.
"	Kent Western.....	To Richibucto.....	7			Kent Northern.

"	Kingston and Pembroke	Snow Road to Larante	7½	220½	7,401½	C. P. R.
1882-3	Canada Atlantic	Casselman to Ottawa	30			G. T. R.
"	Canadian Pacific	{ English River to Ingolf, 213 miles Winnipeg to Bowell, 696 miles	909½			
"	Canadian Pacific	Vernie to Cutler	124½			
"	Canadian Pacific	St. Therese to St. Jerome	2½			
"	Georgian Bay and Lake Erie	{ Hynorth to Wiarton, 8 miles Palmerston to Durham, 26½ miles	34½			G. T. R.
"	Kent Western	To Richibucto	9			Kent Northern.
"	Kingston and Pembroke	To Renfrew	10			C. P. R.
"	Manitoba and Southwestern	Portage LaPrairie to Minnedosa	79			"
"	Manitoba and Southwestern	Winnipeg to Elm Creek	50½			"
"	Montreal and Champlain	St. Martin's to Howark	4½			
"	Midland	{ Blackwater to Lindsay, 18½ miles Peterborough to Omamee, 13½ miles	32½			G. T. R.
"	Montreal and Sorel	St. Lambert to Sorel	44½			Que., M'tl. & S'th'n.
"	Montreal, Portland and Boston	St. Caesar to Marieville	8½			Mont. & Prov. Line.
"	North Shore, P. Q.		8½			
"	Northern and Southwestern		8½			
"	Southeastern	Drummond to St. Anenice	10			
				1,368	8,769½	
1883-4	Canada Atlantic	Coteau Junction to Coteau Landing	2			G. T. R.
"	Canada Southern	Essex Centre to Amherstburg	16			
"	Canada Central	Renfrew to Eganville	26			C. P. R.
"	Canadian Pacific	Sudbury to Algoma	96			
"	Canadian Pacific	Cutler to Port Arthur	482			
"	Central Ontario	Picton to Eldorado	71½			
"	Erie and Huron	Rondeau to Wallaceburg	41½			L. E. and D. R.
"	Intercolonial	Dalhousie Junction to Dalhousie	7			
"	Kingston and Pembroke	Lavante to Renfrew	31			
"	Manitoba and Southwestern	Winnipeg to Minniota	46			C. P. R.
"	Montreal and Champlain	Howick to International Boundary	35			
"	Thousand Islands	Gananoque to G. T. R.	3½			
				857½	9,627	
884-5	Canada Atlantic	Clark's Island to Lacolle	46½			G. T. R.
"	Canadian Pacific	Bowell to Glacier	393			
"	Canadian Pacific	Buckingham	4			
"	Intercolonial	St. Charles Branch	14			
"	Jacques Cartier Union	Jacques Cartier to Junction with C. P. R.	6½			
"	Napanee, Tamworth and Quebec	Napanee to Tamworth	28½			
"	Ontario and Quebec	Toronto to Perth	199			C. P. R.
"	Prince Edward Island	County Line to Cape Traverse	12			
"	Sarnia, Chatham and Erie	Oil Spring to Oil City	5½			Canada Southern.
				708½	10,335½	
1885-6	Canadian Pacific	Glacier to Revelstoke	41			
"	Caraquet	Gloucester Junction to Caraquet	45			
"	Elgin, Petitecodiac and Havelock	Petitecodiac to Havelock	12½			Elgin and Havelock.
"	Intercolonial	Dartmouth Branch	5			
"	Manitoba and Southwestern	Elm Creek to Switzer Junction	114½			C. P. R.

APPENDIX "A."—Continued.

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1885-5.	Manitoba Northwestern.....	Minnedosa to Salt Coats.....	51			C. P. R.
"	Northern Pacific Branch.....	Gravenhurst to Sundridge.....	71½			"
"	Northwest Coal and Navigation Co.....	Dunmore to Lethbridge.....	109½			"
"	Quebec and Lake St. John.....	To Roberville.....	18			Canadian Northern.
"	St. John Bridge and Railway.....	N. B. Railway to T. C. Railway.....	1½			
"	Waterloo and Magog.....	Waterloo to Sherbrooke.....	16			
				485½	10,821½	
1886-7.	Canadian Pacific.....	Revelstoke to Vancouver.....	460½			
"	Canadian Pacific.....		10½			
"	Caraquet.....	Caraquet to Shippegan.....	16			
"	Erie and Huron.....	Wallaceburg to Sarnia.....	31½			L. E. and D. Ry.
"	Esquimalt and Nanaimo.....	Victoria to Wellington.....	78			
"	Great Northern.....	St. Jerome to New Glasgow.....	8			
"	Intercolonial.....	Fredericton Branch.....	14			
"	Lake Temiskaming.....	Long Sault to Lake Temiskaming.....	6			
"	L'Assomption.....	L'Epiphanie to L'Assomption.....	3½			
"	Manitoba and Southwestern.....	Domefield to Deloraine.....	46			C. P. R.
"	Manitoba Northwestern.....	Binscarth to Russell, Minnedosa to Rapid City, Salt Coats to Langenburg.....	77½			"
"	New Brunswick and P. E. I. Ry.....	Sackville to Cape Tormentine.....	36			
1886-7.	Northern Pacific Junction.....	Sundridge to Nipissing.....	40½			
"	Northern and Western, N. B.....	Gibson and Chatham Junction, 107 miles, Blackville to Fredericton.....	116			Intercolonial.
"	Nosbonsing and Nipissing.....	Lake Nipissing to Lake Nosbonsing.....	5½			
"	Pontiac Pacific Junction.....	Aylmer to Coulonge Village.....	61			C. P. R.
"	Qu'Appelle, Long Lake and Saskatchewan.....	Regina to Craven.....	23			Canadian Northern.
				1,033½	11,854½	
1887-8.	Atlantic and North Western.....	Mile End to Farnham.....	44½			C. P. R.
"	Buctouche and Moncton.....	Moncton to Buctouche.....	32			
"	Canada Atlantic.....		2			G. T. R.
"	Canadian Pacific.....	Sudbury to Copper Mines.....	5			
"	Canadian Pacific.....	Algoma to Sault Ste. Marie.....	86½			
"	Caraquet.....	Shippegau to Tracadie Mills.....	8			
"	Chatham Branch.....	Chatham Station to Wharf.....	2			Intercolonial.
"	Intercolonial.....	Pictou Town Branch.....	14			

	Joggins Mines	McCann Station to Joggins Mines	12			Maritime R. Co. & P. Co.
	Leamington and Lake St. Clair	Comlier Station to Leamington	16			Canada Southern.
	Ontario and Quebec	Perth to Montreal	140			C. P. R.
	Toronto, Grey and Bruce	Glennamma to Wingham	5			"
	West Ontario Pacific	Woodstock to London	26½			"
				393½	12,248	
1888-9	Atlantic and North Western	Farnham to Maine Boundary	138			C. P. R.
	Beauharnois Junction	St. Martin's to Valleyfield	30½			G. T. R.
	Canada Atlantic		7½			"
	Dominion Line	Dudville Junction to Dudville	4½			"
	Elgin, Petiteodiac and Havelock	Havelock to Killam's Mills	1½			Elgin and Havelock.
	Fredericton and St. Mary's bridge	Bridge to St. Mary's	1½			Intercolonial.
	Guelph Junction	Guelph	15			C. P. R.
	Lake Temiskaming	Kippecon Branch	9½			"
	Lake Erie, Essex and Detroit	Walkerville to Leamington	32			Pere Marquette.
	Lower Laurentian	St. Tete Junction to St. Pierre Junction	22			Can. Northern, Que.
	Manitoba North Western	Sandburge to Salt Coats	25½			C. P. R.
	Montreal and Lake Maskinonge	St. Felix to St. Gabriel	10			"
	Ontario and Quebec	Montreal to Windsor Junction	4½			"
	Quebec and Lake St. John	To Roberville	123			Canadian Northern
	Sarnia, Chatham and Erie	Oils Springs Branch	2½			Canada Southern.
	St. Louis and Richibucto	St. Louis to Richibucto	7			Kent Northern.
	South Norfolk	Simcoe to Port Rowan	17			G. T. R.
	Temiscouata	Rivière du Loup to Edmundston	81			"
	Thousand Islands	G. T. R. Junction to Gananoque Wharf	1			"
				533½	12,781½	
1889-0	Central, N. B.	Norton to Chipman	44½			N. B. C. and R.
	Erie and Huron	Branches	2½			L. E. and D. R.
	Great Northern	New Glasgow to St. Julian	10½			"
	Hereford	Vermont Junction to Dudville	48½			"
	Kingston, Napanee and Tamworth	Yonker to Harrowsville, 7 miles, Tamworth to Tweed, 21 miles.	28			Can. Pac. Ry.
		To St. Gabriel	3			Can. Northern Ry.
	Montreal and Lake Maskinonge	Winnipeg to International Boundary	65½			"
	Northern Pacific and Manitoba	Winnipeg to Portage La Prairie	52½			"
	Northern Pacific and Manitoba	Morris to Brandon	148			"
	Northern Pacific and Manitoba	London to Windsor	112½			C. P. R.
	Ontario and Quebec	Wyman to Bristol Iron Mines	4½			"
	Pontiac and Renfrew	Branch to Roberville	14			C. N. R.
	Quebec and Lake St. John	Heliville to St. Anne	20½			Que. Ry. L. & P. Co.
	Quebec, Montmorency and Charlevoix			551	13,332½	"
1890-1	Alberta Railway and Coal Co.	Lethbridge to Coutts	66½			C. P. R.
	Canadian Pacific	Winnipeg to Glenboro	6½			"
	Columbia and Kootenay	Robson to Nelson	27½			"
	Cornwallis Valley	Kentville to King's Port	14			D. A. R.
	Drummond County	St. Rosalie to Nicolet	45			Intercolonial.
	Great Northern	St. Andrew's to Lachute	7			C. N. Quebec.
	Intercolonial	Point Tupper to Sydney	90			"
	Intercolonial	North Sydney Branch	5			"
	Intercolonial	Oxford Junction to Brown's Point	67			"

APPENDIX "A"—Continued.

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now Operated by
1890-1...	Intercolonial	Pugwash Branch	5			
"	Lake Erie, Essex and Detroit	Fosters to Decons Mills	4			Père Marquette.
"	Manitoba Northwestern		13 ³ / ₄			C. P. R.
"	Montreal and Ottawa	Vaudreuil to Rigaud	16 ³ / ₄			"
"	Nova Scotia Central	Middletown to Lunenburg	74			Halifax and South-western.
"	Qu'Appelle, Long Lake and Saskatchewan	Regina to Prince Albert	224			Canadian Northern.
"	Quebec and Lake St. John	Chambord Junction to Chateau	6			" "
"	Salisbury and Harvey	Albert to Prescott	1			
"	Saskatchewan and Western	Minnedosa to Rapid City	15	676	14,008 ¹ / ₂	C. P. R.
1891-2...	Albert Southern	Harvey Bank to Alma	16			
"	Brockville, Westport and S. Ste. Marie	Brockville to Westport	45			Brockville, Westport and Northwestern.
"	Calgary and Edmonton	Calgary to Edmonton, 190 ¹ / ₂ miles; Calgary to Edmonton, 63 ¹ / ₂ miles	254			C. P. R.
"	Central Counties	Glen Robertson to Hawkesbury	21			G. T. R.
"	Canadian Pacific	Kenway to Oxbow	114			
"	Canadian Pacific	Elmsboro to Nesbot	27			
"	Canadian Pacific	Missouri to Missouri Junction	10			
"	Grand Trunk	Blackwell to Sarnia	5			
"	Great Northwest Central	Chatu to Lenore	51			C. P. R.
"	Great Eastern	Yamaska to River St. Francis, 6 miles; Nicolet to Junction with G. T. R., 7 miles	13			
"	Lower Laurentian	To St. Pierre Junction	17 ¹ / ₂			C. N. Quebec.
"	North Pacific and Manitoba	Connections with C. P. R. at Winnipeg	1 ¹ / ₂			C. N. R.
"	Orford Mountain	Eastman to Lawrenceville	10			
"	Ottawa and Gatineau Valley	Junction C. P. R., Hull to Farrelton	30			C. P. R.
"	Qu'Appelle, Long Lake and Saskatchewan	To Prince Albert	7			C. N. R.
"	Shuswap and Okanagan	Sanona to Okanagan	51			C. P. R.
"	St. Lawrence and Adirondack	Valleyfield to International Boundary	20			
"	St. Clair Tunnel	Sarnia to Port Huron	24 ¹ / ₂			
"	Temiscouata	Edmundston to Connors	32			
"	Waterloo Junction		10 ¹ / ₂			
"	Western Counties	Annapolis to Digby	20			Dominion Atlantic.

"	Windsor and Annapolis	Wilmot to Torbrook	3½	760½	14,769	" "
1892-3	Atlantic and Northwestern	Renfrew to Eganville	22½			C. P. R.
"	Bay of Quinté	New Branch	7			"
"	Calgary and Edmonton	Newtown to Fort McLeod	42½			"
"	Canadian Pacific	Deloraine to Napinka	18½			"
"	Canadian Pacific	Menteith Junction to Reston	31½			"
"	Canadian Pacific	Oxbow to Estevan	41½			"
"	Canadian Pacific	Glenboro to Souris	18½			"
"	Fredericton and St. Mary's	Fredericton to St. Mary's	4			"
"	Grand Trunk	Glencoe to Kings Port	21			"
"	Grand Trunk	Toronto Belt Line	13			"
"	Lake Erie and Detroit River	Leamington to Ridgetown	46			Père Marquette.
"	London and Port Stanley	London to Port Stanley	24			"
"	Montreal and Ottawa	Rigaud to Point Fortune	7			C. P. R.
"	Montreal and Western	St. Jerome to St. Agatha	30½			"
"	New Glasgow Iron and Coal	Ferona Junction to Sunny Brae	12½			"
"	Ottawa and Gatineau Valley		10			"
"	Port Arthur, Duluth and Western	Port Arthur to International Boundary	85½			C. N. R.
"	Quebec and Lake St. John	To Chicoutimi	46			"
				471½	15,240½	"
1893-4	Baie des Chaleurs	Metapedia to Chaplin	80			"
"	Brantford, Waterloo and Lake Erie	Brantford to Waterford Junction	17			G. T. R.
"	Canadian Pacific	North Portal to Pasqua	160½			"
"	Drummond County	St. Leonard Junction to Lemieux	20			Intercolonial.
"	Irondale, Bancroft and Ottawa	G. T. R. Junction to Bancroft	20			"
"	Kingston, Napanee and Tamworth	To Sydenham	4½			"
"	Lake Temiskaming Col.	Mattawa westwards	10½			C. P. R.
"	Montreal and Western	St. Agathe to La Belle	39½			"
"	Montford Colonization	Montreal to Montford	10			C. N. Que.
"	Nelson and Fort Sheppard	Five Mile Point to Fort Sheppard	55½			"
"	Orford Mountain	Laurenceville to Kingsbury	26½			"
"	Ottawa and Gatineau	Junction C. P. R. to Wright	16			C. P. R.
"	Ottawa, Arnprior and Parry Sound	Ottawa to Golden Lake	85			G. T. R.
"	Ontario and Quebec	Leaside Junction to Toronto	5½			C. P. R.
"	Parry Sound Colonization	Scotia to Eglinton	29½			G. T. R.
"	Phillipsburg Junction	Standbridge to Phillipsburg	6½			"
"	Thousand Islands	Extension across Gananoque Line	½			"
"	Tobique Valley	Perth Junction to Plaster Rock	28			"
"	United Counties	St. Hyacinthe to Iberville Junction	30			Quebec, Montreal and St. Hyacinthe.
				644	15,880½	"
1894-5	Canada Central	Junction with Lower Laurentian to St. Flore	10			C. P. R.
"	Drummond County	Lemieux to Manseau	8			Intercolonial.
"	Grand Trunk	Owen Sound Branch	12½			"
"	Great Northern	Lower Laurentian to St. Flore	10			C. N. Quebec.
"	Irondale, Bancroft and Ottawa	To Bancroft	10			"
"	Lake Temiskaming Colonization		20½			C. P. R.
"	Lotbinière and Mégantic	System Junction to St. Jeans de Chateau	23½			"
"	Montford Colonization	Montford to Toland Lake	11			C. N. Quebec.

APPENDIX "A."—Continued.

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1834-5	Nakusp and Slocan	Nakusp to Three Forks	37			C. P. R.
"	Ottawa, Arnprior and Parry Sound	Golden Lake to Whitney	61			G. T. R.
"	Parry Sound Colonization	Eglington to Rose Point	18½			"
"	Quebec, Montmorency and Charlebois	St. Anne's to Cape Tourmant	9			Quebec Ry., Light and Power Co.
"	Sydney and Louisburg	(Branches to Coal Mines, 13½ miles. \ Sydney to Louisburg, 39½ miles	52½			
"	Toronto, Hamilton and Buffalo	Waterford to Hamilton	43			
"	United Counties	Floville to St. Hyacinthe	31			Quebec, Montreal and Southern.
"	Victoria and Sydney, B. C.	Victoria to Sydney	16½			
1895-6	Sarnia, Chatham and Erie	Oil City to Petrolia	7½			Canada Southern.
"	Canadian Pacific		79½			
"	Central Counties	South Indian to Rockland	16			G. T. R.
"	Great Northern	St. Flore to Shawenegan	11			C. N. Quebec.
"	Inter-colonial	Windsor Junction to Dartmouth	12			
"	Irondale, Bancroft and Ottawa	To Bancroft	15			
"	Kaslo and Slocan	Kaslo to Slocan	31			C. P. R.
"	Ottawa and Gatineau		2			
"	Ottawa, Arnprior and Parry Sound	Whitney to Algonquin Park	22½			G. T. R.
"	Quebec Central	Twing Junction to Megantic	60			
"	Sydney and Louisburg	Sydney Junction to Sydney	1½			
"	Toronto, Hamilton and Buffalo	Hamilton to Welland	42			
"	Tilsonburg, Lake Erie and Pacific	Port Burwell to Tilsonburg	16			C. P. R.
1896-7	Cap de la Madeline	Piles Junction to Cap de la Madeline	2½			C. P. R.
"	Lake Manitoba and Canals	Gladstone to Sifton	100½			"
"	Lotbiniere and Megantic	To St. Jean Chaleur	7			
"	Massawippi Valley	Stanstead Junction	2			
"	Montreal and Ottawa	Rigaud to Alfred	29½			C. P. R.
"	Ontario, Belmont and Western	Central Ontario Junction Iron Mines	9½			
"	Ottawa, Arnprior and Parry Sound	Algonquin Park to Scotia Junction	44½			G. T. R.
"	Red Mountain, B. C.	International Boundary to Rossland	9½			
"	St. Lawrence and Adirondack	Beauharnois to Adirondack	13			
				373½	16,253½	
					16,569½	
				315½		

"	St. Stephen and Milltown	St. Stephen to Milltown	4 $\frac{1}{2}$	222 $\frac{1}{2}$	16,792	C. P. R.
1897-8	Albert Southern	Albert to Harvey Bank	3			
"	Baie des Chaleurs	Caplin to Paspébiac	20			
"	Canadian Pacific		18			
"	Coast Railway	Yarmouth to Pubnico	20			
"	Columbia and Western		31			C. P. R.
"	Drummond County	Manseau to Chaudiere	43			I. R. C.
"	Gulf Shore	Caraquet Junction to Poemouce	16 $\frac{3}{4}$			
"	Great Northern	Joliette to St. Boniface	16 $\frac{1}{2}$			C. N. Quebec.
"	Great Eastern	Yamaska to Sorel	10			
"	Irondule, Bancroft and Ottawa	To Bancroft Station	3			
"	Lake Manitoba and Canals	Sifton to Winnipegosis	22 $\frac{1}{2}$			C. P. R.
"	Montreal Colonization	Toland Lake to Herberdam	12			
"	Ottawa, Arnprior and Parry Sound	Rose Point to Depot Harbor	2 $\frac{3}{4}$			G. T. R.
"	Phillipsburg Junction	To Phillipsburg	4 $\frac{1}{2}$			
"	Tilsonburg, Lake Erie and Pacific	To Tilsonburg	4	223 $\frac{1}{4}$	17,015 $\frac{1}{4}$	C. P. R.
1898-9	British Columbia Southern	Nelson to Proctor	20 $\frac{1}{2}$			C. P. R.
"	Canadian Northern		1 $\frac{1}{2}$			
"	Canadian Pacific	Lethbridge to Kootenay Landing	181 $\frac{1}{2}$			
"	Columbia and Western	Castegga Junction to Rossland and Boundary	35 $\frac{1}{2}$			C. P. R.
"	East Richelieu Valley	Iberville to Norgén Junction	22 $\frac{3}{4}$			Quebec Montreal and Southern.
"	Montreal and Ottawa	Alfred to C. A. Railway Junction	40 $\frac{1}{2}$			C. P. R.
"	Northern Pacific and Manitoba		46 $\frac{1}{2}$			C. N. R.
"	Ontario and Quebec	Montreal Station to Montreal Junction	5 $\frac{1}{2}$			C. P. R.
"	Ottawa and New York	Ottawa to St. Lawrence River	57 $\frac{1}{2}$			
"	Pembroke Southern	Golden Lake to Pembroke	21	432 $\frac{1}{4}$	17,447 $\frac{1}{4}$	G. T. R.
1899-0	British Yukon	White Pass to White Horse Spur	64 $\frac{3}{4}$			
"	Canadian Northern		92			
"	Canadian Pacific		68 $\frac{3}{4}$			
"	Columbia and Western	Castegga Jct. to Midway, 101 miles ; Mining Spur to Boundary Creek, 23 miles	124			C. P. R.
"	Halifax and Yarmouth	Pubnico to Shag Harbour	12			Halifax & S. Western.
"	Manitoba Northwestern		2 $\frac{3}{4}$			C. P. R.
"	Portage and Northwestern		29 $\frac{1}{4}$			C. N. R.
"	Montreal and Sorel	Sorel to Yamaska	19	412 $\frac{1}{2}$	17,860	Que., Mont'l & S'thrn.
1900-1	Algoma Central and Hudson Bay	Sault Ste. Marie to Oglidaka	48			
"	Bedlington and Nelson	Port Hill to C. P. R.	15 $\frac{1}{4}$			
"	British Yukon	Branch to White Horse	25 $\frac{3}{4}$			
"	Canada Atlantic	Branch in Ottawa	1 $\frac{1}{4}$			G. T. R.
"	Canadian Pacific		94			
"	Canadian Northern		172 $\frac{3}{4}$			
"	Central Ontario	To Bancroft and Coe Hill Mines	21			
"	Great Northwest Central		20			C. P. R.
"	Great Northern		100			C. N. Que.
"	Inverness and Richmond	Port Hawkesbury to Inverness	56 $\frac{1}{2}$			Inverness Coal & Ry.Co

APPENDIX "A"—Continued.

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic in each year.	Now operated by
1900-1	Lenora and Mount Sicker	Lenora Mines to Crofton	6½			
"	Montreal and Sorel	To Yamaska	7			Que., Mont'l & S'thrn.
"	New Westminster Southern	Douglas to South Westminster	24			
"	Northern Pacific and Manitoba		4½			C. N. R.
"	Ottawa and Gatineau		1½			C. P. R.
"	Portage and Northwestern		5½			C. N. R.
"	Rutland and Noyan	International Boundary to Noyan	3½			
"	St. Mary's River	Sterling to Cardston	30			Alta. Ry. & Irrig't'n Co.
"	Thousand Islands	To Gananoque Station	2			
"	York and Carleton	Cross Creek to Stanley	5½			
				645½	18,505½	
1901-2	Algoma Central and Hudson Bay	Cglidaka to Pangissin	32½			
"	Canadian Northern	Josephine Yards to Josephine Mines	370½			
"	Canadian Pacific		28½			
"	Central Counties	Glen Robertson to Hawkesbury	21			G. T. R.
"	Grand Trunk	Meaford to Meaford Harbour	2			
"	Inverness and Richmond	I. R. C. Jct. Point Tupper to Hawkesbury	4½			Inverness Coal & Ry. Co
"	Lake Erie and Detroit River	To St. Thomas	44½			
"	Lenora and Mount Sicker	Lenora Mines to Crofton	5½			
"	Liverpool and Milton	Liverpool to Milton	5½			
"	Manitoulin and North Shore	Sudbury to Gertrude, 13½ miles; Stanley Jct. to Spanish River, 1½ miles; Elsie Jct. to Mines, 1 mile	16			
"	Midland (N.S.)	Windsor to Truro	58			Dominion Atlantic.
"	Ottawa and Gatineau	Extension to Hull	1½			C. P. R.
"	Pontiac Pacific Jct	Aylmer to near Hull	7			"
"	Toronto, Hamilton and Buffalo	Hamilton Jct. to Hamilton	3½			
"	Victoria and Sidney, B.C.	Terminal to Ferry	1½			
				601½	19,107	
1902-3	Algoma Central and Hudson Bay	Michipicotin to Mines	12			
"	Baie des Chaleurs	To Paspebiac	2			
"	Bay of Quinté	Yarker to Sydenham	11½			
"	Bruce Mines and Algoma	Bruce Mines to Rock Lake	17½			
"	Canadian Pacific		69			
"	Crow's Nest Southern	International Boundry to Fernis	53½			

"	Edmonton, Yukon and Pacific	Stratheona to Edmonton	4½			C. N. R.
"	Halifax and Yarmouth	Shag Harbour to Barrington	18			Halifax & S. Western
"	Intercolonial	Riviere Ouelle Branch	6			
"	Kootenay and Arrowhead	Lardo to Gerrard	33½			C. P. R.
"	Kettle River Valley	Grand Falls to Republic	3½			
"	Pontiac Pacific Jct.	Davidson to Waltham	10			C. P. R.
"	Quebec and Lake St. John	Chambord Jct. to Chicoutimi	44			C. N. R.
"	Tilsonburg, Lake Erie and Pacific	Tilsonburg to Ingersoll	15½			C. P. R.
"	Vancouver and Lulu Island	Vancouver to Steveston	17½			"
"	Vancouver, Victoria and Eastern	Laurica to Grand Forks, 14½ miles; Grand Forks Jct. to Danville, 2 miles	16½			
"	Victoria Terminal Railway and Ferry Co.	Cloverdale to Port Guichon, 16 m.; into Victoria, 1½ m	17½			
				351½	19,458½	
1903-4.	Albert		2			
"	Bay of Quinté	To Bannockburn, Deseronto	20½			
"	Canadian Pacific	To West Deseronto	84½			
"	Cape Breton Extension	Point Tupper to St. Peters	31			
"	Great Northwest Central	Forest to Lenora	40			C. P. R.
"	Halifax and Southwestern		22			
"	Manitoba Southeastern		107			C. P. R.
"	Manitoba and Northwestern	Yorktown to Shebo	42½			C. P. R.
"	Montreal and Province Line	Farnham to Freighsburg	18			
"	Morrissey, Fernie and Michel	Swanton to Carbonada	4¾			
"	Maganetawan River	Burk's Falls to Maganetawan	2			
"	Ontario and Rainy River		9¾			C. N. R.
"	Ottawa, Northern and Western	Blue Sea Lake to Maniwaki	22			C. P. R.
"	Restigouche and Western	Campbellton, 18 miles west	18			Int'l of N. Bk.
"	Schomberg and Aurora	Bard Lake to Schomberg	14½			
"	St. Mary's River	To Cardstone	17			Alberta Ry Irrigation Co.
"	Wellington Colliery	Senior Bay to Cumberland	10¾			
				466½	19,924½	
1904-5.	Beersville Coal	Adamsville to Mount Carlisle	8¾			
"	Canadian Northern		527½			
"	Canadian Pacific	{ Gaterhongay to Lyleton, 22 miles. Deloraine to Lyleton, 365½ miles. Arcola to Regina, 113 miles }	173¾			
"	Crow's Nest		10			
"	Chateaugay and Northern	Montreal to Joliette	36½			Can. Nth'n Que.
"	Halifax and Southwestern		97			
"	Klondyke Mines	Dawson City to Steward River	2			
"	Lindsay, Bobcaygeon and Pontypool	Burkton Jct. to Bobcaygeon	38¾			C. P. R.
"	Morrissey, Fernie and Michel	To Carbonada	6			
"	Northern Colonization	Labelle to Nomingue	23½			"
"	Orford Mountain	Eastman to Bolton Line	12			
"	Princeton Branch	Milltown to International Boundary	5			
"	Quebec and Lake St. John	Valcartier to St. Gabriel	4			C. N. R.
"	Restigouche and Western	Campbellton	20			Int'l of N. Bk.
"	Sydney and Louisburg	Branch	4			
"	Temiskaming and Northern Ontario	North Bay to New Liskeard	113			
"	Vancouver, Victoria and Eastern	Copper Jct. to Phoenix and Branch	29½			

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

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by.
1904-5....	Vancouver, Westminster and Yukon.....	Vancouver to New Westminster.....	14½	1,125½	21,050	N. B. Coal & Ry.
1905-6....	Algoma Central and Hudson Bay	Branch to Maple Camp, 1 mile; Lake Wild to Breiting Mine, 2 miles; branches to Chippewa River, 1 mile.....	4			
"	Prince Edward Island.....	Charlottetown to Murray Harbour, 52½ mile; Montague Jct. to Montague, 6½ miles.....	58½			
"	Central of N.B.....	Chipman to Minto.....	13½			
"	Klondyke Mines Ry.....	To Steward River.....	13			
"	International of N.B (formerly Restigouche and Western).....	Campbellton, 28 miles west.....	28			
				116½	21,166½	

APPENDIX B.**RAILWAY STATISTICS.**

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

DECEMBER 28, 1908.

Re Railway Signalling.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	Miles.
Total railway mileage in the United States.....	151,455.2
Non-automatic block signals..	47,875.7
Automatic block signals..	10,803.0
	<hr/>
Automatic signals on single track	4,363.5
“ “ on double track	5,699.8
“ “ on three track	197.8
“ “ on four track	541.9
	10,803.0

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I have the honour to be, yours respectfully,

(Sgd.) JOHN MURPHY,
Electrical Engineer.

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