

Pan-American Exposition Rates.

A meeting to consider Pan-American rates, etc., was held at the Queen's Hotel, Toronto, July 15, the following lines being represented: C.P.R., G.T.R., Michigan Central, Toronto, Hamilton, and Buffalo and Wabash Rys.; Niagara River line and Richelieu and Ontario Navigation Co.

G. T. Bell, G.P.A. of the G.T.R., was elected chairman, and A. H. Notman, A.G. P.A. of the C.P.R., secretary.

It was resolved that, effective July 22, limits for single fare tickets in territory west of Kingston and Sharbot Lake be made as follows:—1 to 80 miles, 2 days in addition to date of sale; 81 miles and over in above territory, 5 days in addition to date of sale. This increases the limit for 81 miles and over from 2 to 5 days in addition to date of sale. The mileage from Brantford to Buffalo is to be considered as 80 miles. It is understood that this will not change the fares and other ticket conditions already agreed on. Windsor and Walkerville to be on the same basis as Detroit.

It was also resolved that limits for special excursions in territory west of Kingston and Sharbot Lake be made 1 to 80 miles, good going one day and return same or next day; 81 miles or over, good going one day and return same or two following days. Mileage from Brantford to Buffalo to be considered as 80 miles. Tickets to be sold July 31, Aug. 14 and 28, to be good going by one regular or one special train, returning by regular or special trains within the limit.

Public Aid to Railways.

The Dominion Government Statistician, G. Johnson, has compiled the following information:—

The Dominion has granted in bonuses to railways, \$90,038,578, and 39,725,130 acres of land.

Of the bonuses the C.P.R. received \$62,742,816, and 25,000,000 acres of land, the

remainder, both of money and land, being divided among various other railways.

The several provinces have bonused railways to the amount of \$28,700,251, and municipalities to the amount of \$12,141,086, making a total cash bonusing of \$130,879,915.

In addition, loans have been made to the extent of \$24,346,800, of which \$15,964,533 was by the province of Canada before Confederation to the G.T.R., the amount being taken over by the Dominion as one of the assets of the province.

Subscriptions for shares or bonds by the provinces and the municipalities amount to \$3,064,500; the Dominion never indulged in that form of assistance.

The cost of the Intercolonial Ry. and connected branches (not included in the above) was \$60,006,192.

The total cash outlay for railways by the Dominion is \$166,009,303; by the provinces, \$33,905,207, and by the municipalities, \$183,382,897, making in all a cash aid of \$218,297,407. The Dominion aid is nearly 16% of the whole capital invested in railways; the Provincial Government aid is 3.14%, and the municipal aid 1.59%, in all a little over one-fifth of the total invested capital in railways has been supplied by the public through the Governments and municipalities.

While the Dominion has aided railways to the extent of \$8,952 per mile constructed, the province of Quebec has contributed \$4.623 per mile of the 3,414 miles within her borders, and the Quebec municipalities have given \$1,342 per mile. Ontario, as a province, has contributed \$1,066 per mile to aid in the construction of the 6,842 miles of railway in that province, and Ontario municipalities have contributed \$1,800 per mile. Quebec, therefore, from her own resources has contributed \$5,965 per mile, and Ontario \$2,866 per mile in aid of railways within their respective boundaries. New Brunswick has contributed \$3,401 per mile of her 1,438 miles of railway, and Nova Scotia \$2,232 per mile of her 927 miles.

The history of railways in Canada shows

that 20 various kinds of railway financing have been adopted in order to provide the railways she possesses.

Dawson, Yukon.—The Alaska Exploration Co. has a charter for the construction of a street railway in Dawson, and, it is reported, will begin construction this summer.

The Quebec Southern Ry's general offices, heretofore temporarily located at 141 St. James St., Montreal, have been removed to 26 St. Sacramento St.

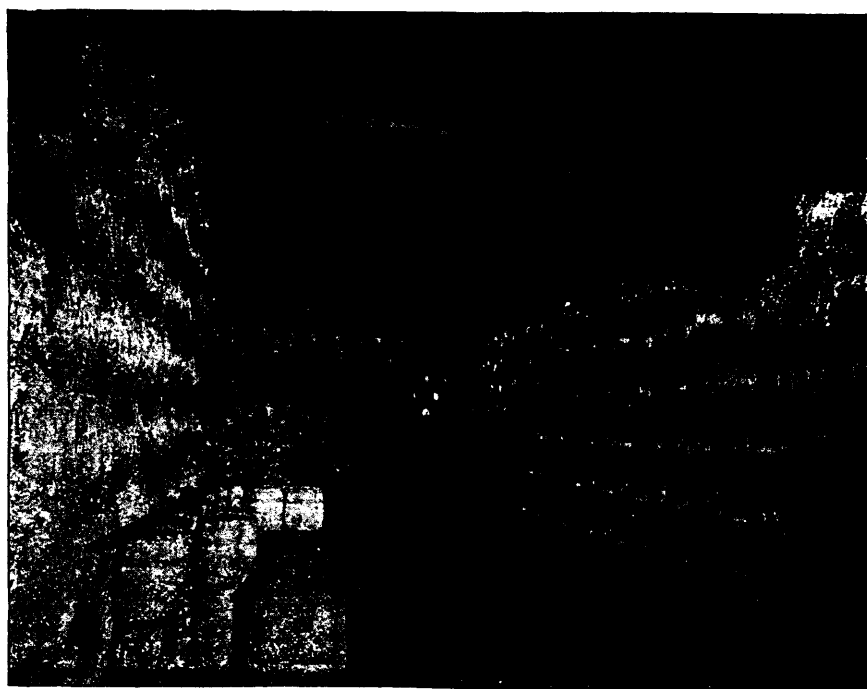
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