

Canadian Government Railways Capital and Operating Statistics.

The Canadian Government Railways, on Mar. 31, 1916, the last date at which figures are available, comprised a total of 4,513.92 miles, of which 4,062.92 were being operated by the Department; 32 miles were being operated under lease by the Dominion Atlantic Ry., and 419.10 miles were under construction. The different lines were as follows: Intercolonial Ry., 1,518.39 miles, on which there are 66.92 miles of second track, and 526.64 miles of sidings, spurs, etc.; there were operated as branches of the Intercolonial, the New Brunswick & Prince Edward Island Ry., 36.05 miles; the International Ry. of New Brunswick, 111.30 miles; and the St. John & Quebec Ry., 119.87 miles; making a total for the Intercolonial of 1,785.61 miles; and the National Transcontinental Ry., including the Lake Superior Branch, leased from the Grand Trunk Pacific Ry., had 2,002.91 miles. The Hudson Bay Ry., 418 miles, is under construction from Pas to Port Nelson, Man., and the Quebec Bridge, also under construction, is 1.10 miles. The capital expenditure on these lines has been as follows:

	Year ended Mar. 31, 1916.	Total Expenditure.
Intercolonial	\$7,635,050.25	\$115,766,560.24
New Brunswick and P.E.I.	198,511.28	224,211.28
International Ry. of N.B.	2,637.47	3,937.47
P.E.I. Ry.	1,350,472.73	10,841,372.44
Nat. Trans. Ry.	7,078,451.69	159,881,197.46
Quebec Bridge	2,746,813.70	18,295,181.51
Hudson Bay Ry.	4,889,131.77	15,749,908.43
Total	\$23,901,068.89	\$320,762,368.83

The principal works on the Intercolonial upon which this expenditure was made in 1915-16 included the new terminal facilities at Halifax, upon which \$3,162,304 was expended; strengthening bridges, \$700,000; car ferry and dock at Mulgrave,

Transportation	6,930,096.31
Transportation, water lines	50,619.83
Miscellaneous expenses	152,058.44
General expenses	304,391.92
Total expenses	\$12,551,495.84
Net earnings	\$1,517,295.57
New Brunswick and P.E.I. Ry.	
Passenger traffic	\$10,404.56
Freight traffic	41,696.60
Mail and express	2,902.86
Total	\$55,004.02
Less miscellaneous	4,589.69
Gross earnings	\$50,414.34
Maintenance of way and structures	\$40,955.33
Maintenance of equipment	5,822.33
Traffic charges	418.90
Transportation expenses	28,904.26
General expenses	743.81
Total expenses	\$76,844.63
Deficit	\$26,430.29
International Railway of New Brunswick.	
Passenger traffic	\$41,067.41
Freight traffic	68,643.57
Mails and express	2,032.38
Total	\$111,743.36
Less miscellaneous	7,119.89
Gross earnings	\$104,623.49
Maintenance of way and structures	\$62,103.92
Maintenance of equipment	10,311.47
Traffic expenses	1,265.45
Transportation charges	40,475.45
General expenses	2,495.09
Total expenses	\$116,651.38
Deficit	\$12,027.89

Less miscellaneous	529,795.75
Gross earnings	\$3,758,387.39
Maintenance of way and structures	\$1,132,714.83
Maintenance of equipment	576,821.07
Traffic charges	90,304.36
Transportation expenses	2,005,086.44
Miscellaneous operations	3,796.31
General expenses	91,805.74
Total expenses	\$3,860,528.95
Deficit	\$102,141.36

With the exception of the Intercolonial, all the lines show a deficiency. The surplus revenue on the Intercolonial was absorbed by adding \$190,000 to the rail renewal account; \$100,000 to the fire renewal account; \$1,225,895.57 to equipment renewal account and \$1,400 on special vote as "compassionate allowances." The deficiencies on operating account on the five other lines, totalling \$327,708.76, are provided for out of consolidated account. There was also paid on account of these lines: \$10,186.29 as interest on purchase price of \$270,000 of the N.B. & P.E.I.R.; \$90,000 as interest on purchase price of \$2,700,000 of the International Ry. of N.B., and \$300,000 on account of rental for the National Transcontinental Lake Superior Branch. The rental of the Intercolonial's Windsor Branch, payable by the Dominion Atlantic Ry., is \$22,500 a year.

Following are the general statistics of the various government lines:

	Summary of All Lines.		Surplus or deficiency.
	Earnings.	Expenses.	
Intercolonial Railway	\$14,068,791.41	\$12,551,495.84	\$1,517,295.57
New Brunswick & Prince Edward Island Railway	50,414.34	76,844.63	26,430.29
International Railway of New Brunswick	104,623.49	116,651.38	12,027.89
St. John & Quebec Railway	57,742.71	90,757.13	33,014.42
Prince Edward Island Railway	390,626.82	545,020.62	154,093.80
National Transcontinental Railway	3,758,387.39	3,860,528.75	102,141.36
Total	\$18,430,886.16	\$17,241,298.35	\$1,189,587.81

Ry.	Passengers carried.	Tons of freight carried.	Loco- motive mileage.	Train mileage.	Car mileage.	Gross earnings per			Expenses			% of gross earnings.
						Mile of railway.	Engine mile.	Train mile.	Mile of railway.	Train mile.	Car mile.	
Intercolonial	4,124,387	5,447,722	9,705,642	7,890,939	125,915,220	\$9,181.53	\$1.45	\$1.87	\$8,187.74	\$115.96	88.86	
N. B. and P. E. I. Ry.	21,264	74,936	57,176	42,439	275,016	1,426.14	0.88	1.19	18.33	2,173.82	181.07	
International of N. B.	35,950	80,770	76,404	72,500	507,469	934.14	1.37	1.44	20.60	1,041.33	160.90	
St. John and Quebec	42,864	42,000	72,438	68,444	382,808	481.71	0.78	0.84	15.08	757.13	132.60	
Prince Edward Island	412,535	118,862	453,503	367,614	2,280,639	1,422.07	0.36	1.06	17.41	1,982.62	148.26	
Nat. Transcontinental Ry.	401,805	1,984,479	2,711,429	2,286,109	47,697,538	1,870.66	1.39	1.64	1,021.50	168.87	102.62	
Total	5,038,805	8,748,769	13,078,392	10,728,045	177,058,690							

N.S., \$343,850; Dartmouth to Deans Branch, \$300,360; and rolling stock, \$2,500,000. The principal item of expenditure on the Prince Edward Island Ry. was on account of the car ferry terminal work at Port Borden, P.E.I., and Cape Tormentine, N.B., \$1,322,593.34. The work done on the Intercolonial branch lines was necessary to bring them up to that line's standard, and the expenditures on the National Transcontinental, the the Quebec Bridge and the Hudson Bay Ry. was for construction and completion.

The accounts of the several parts of the Intercolonial Ry. System are kept distinct, as the ownership of the New Brunswick & Prince Edward Island Ry. and the International Ry. of New Brunswick have not yet been transferred to the Government; and as the St. John & Quebec Ry. is operated under an agreement with the New Brunswick Government. Following are the details of operating earnings and expenditure:

Intercolonial Railway.	
Passenger traffic	\$4,010,879.58
Freight traffic	9,200,339.21
Mails, express, freight, etc.	857,572.62
Gross earnings	\$14,068,791.41
Maintenance of way and structures	\$2,489,798.20
Maintenance of equipment	2,367,679.33
Traffic expenses	256,871.81

St. John and Quebec Railway.	
Passenger traffic	\$27,532.08
Freight traffic	38,193.59
Express	215.27
Total	\$65,940.94
Less rental	8,198.23
Gross earnings	\$57,742.71
Maintenance of way and structures	\$35,508.30
Maintenance of equipment	6,885.81
Traffic expenses	3,036.85
Transportation charges	41,435.45
General expenses	3,890.72
Total expenses	\$90,757.13
Deficit	\$33,014.42
Prince Edward Island Railway.	
Passenger traffic	\$181,518.96
Freight traffic	174,454.52
Mails and express	21,937.03
Miscellaneous	13,016.31
Gross earnings	\$390,926.82
Maintenance of way and structures	\$144,865.30
Maintenance of equipment	85,304.79
Traffic expenses	10,586.59
Transportation charges	286,068.70
General expenses	18,095.24
Total expenses	\$545,020.62
Deficit	\$154,093.80
National Transcontinental Railway.	
Passenger traffic	\$ 473,109.61
Freight traffic	3,776,275.90
Mails and express	38,797.63
Total	\$4,288,183.14

Cost of Maintaining Electric Locomotives

Electric locomotives on the Norfolk & Western Ry., according to that company's report for the six months ended Dec. 31, 1916, proved much more expensive to maintain and operate than steam locomotives. The average cost of repairs, power and lubricants for electric locomotive equipment per 100 locomotive miles was \$6,290, while that of repairs, fuel, stores and lubricants for steam locomotive equipment was only \$25.21. Repairs were respectively \$32.69 and \$12.70. Power and lubricants for the electric locomotives cost \$30.21 per 100 locomotive miles, as against \$12.51 for fuel, stores and lubricants for steam locomotives.

A table in the report divides the steam equipment by divisions and by classes of locomotive (passenger and freight). On the Pocahontas Division, which is the one electrified, repairs to freight and to passenger steam locomotives cost respectively \$14.60 and \$8.53, while fuel, stores and lubricants cost \$15.86 and \$6.01, making totals respectively of \$30.46 and \$14.54.