

# 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

## Summary of All Lines.

	Earnings.	Expenses.	Surplus or deficiency.
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	.....

Ry.	Passengers carried.	Tons of freight carried.	Loco- motive mileage.	Train mileage.	Car mileage.	Gross earnings per Mile of railway.	Engine mile.	Train mile.	Car mile.	Expenses Mile of railway.	Train mile.	% of expenses to gross earnings.
Intercolonial .....	4,124,387	5,447,722	9,705,642	7,890,939	125,915,220	\$9,181.53	\$1.45	\$1.87	\$11.13	\$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	152.43
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	111.50
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	157.08
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	139.42
Nat. Transcontinental Ry.	401,805	1,984,479	2,711,429	2,286,109	47,697,538	1,870.66	1.39	1.64	7.88	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 \$52.21. 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.