

Tonnage Basis on the C.P.R.

Formerly the C.P.R. handled its freight trains on a loaded car basis, each train consisting of so many loaded cars. The slightest consideration will show that this is not a correct system, as a train might include flats, coal cars, small box cars, 40 ton cars, light & heavy refrigerators, & so on. Owing to the great variation of train loads under the old system the management decided to adopt the tonnage basis, which went into effect on the main transcontinental line, from Chalk River to Cartier, & on the Sault Ste. Marie branch, on Dec. 1 last, & on Jan. 1 was put into effect over the entire system. The statistics as now compiled show carrying capacity of all cars in the train, the actual loads carried & the percentage of actual weight to capacity, average rating of engines, average tonnage hauled & percentage of haulage to rating, the train performance, number of trains run, percentage on time & average detention, the tons of freight hauled per ton of coal used by engine, besides loaded & empty car mileage & engine mileage.

All these statistics are shown for each section of the line & for trains moving in each direction. The new form of conductor's train report also indicates the detentions, if any, to freight trains, for switching & for all other causes at each point, & embraces a very complete system of handling way freight. Coupled with this report is a form of fuel ticket which shows the locomotive foreman, on the return of the engine to the roundhouse, its actual performance per ton of coal used. The management informs us that the new system is working very satisfactorily.

Detention for Trainmen's Meals.

F. W. Jones, Assistant to the Manager of the C.P.R. Western Lines, has issued the following circular: "A number of cases have recently occurred where important freight trains have been delayed for engine or trainmen (in most cases the former) to get meals. Owing to strong competition the Co. is obliged to guarantee schedule time on through freight shipments, & every delay of this kind, no matter how small, interferes with the record. All concerned are notified that rule 180 will be strictly adhered to; that anyone going to meals without express permission from the train dispatcher will be severely dealt with, & that train dispatchers have been instructed not to give this permission except in cases where meals can be obtained without increasing delays which are unavoidable on account of crossing trains or other similar cause. Train & enginemen will have to arrange their meals at terminal points without delaying trains & start out on every trip with sufficient food to carry them to destination.

Grand Trunk Operating Statistics.

The Superintendent of Motive Power gives the following particulars for the last half of 1897 & 1896:

	6 months to Dec., '97.	6 months to Dec., '96.
Total expenditure.....	\$2,157,521	\$2,223,423
Train mileage.....	9,048,134	9,699,516
Expenses per mile, train.....	23.84c.	22.92c.
" engine.....	19.81c.	18.77c.
" car.....	1.40c.	1.46c.
Cars moved per train, passenger.....	4.7	4.9
" freight.....	25.4	22.8
" mixed.....	11.3	12.1

The Superintendent of the Car Department gives the following figures for the same periods:

	6 months to Dec., '97.	6 months to Dec., '96.
Cost of renewals & repairs.....	\$590,601	\$594,015
Miles run by cars, passenger.....	15,252,123	18,218,225
" freight.....	139,323,470	134,089,535
Cost per mile, car.....	1.382c.	1.390c.
" train.....	6.53c.	6.12c.

It has been decided to remove the whole of the plant for dealing with the C.P.R. heavy engines from Donald, B.C., to Revelstoke shops, where the whole of the mountain power will undergo repair & maintenance. The divisional point will be moved to Laggan, where arrangements will be made for stationing the light engines used east of the divide, the heavy power remaining at Field, as now.

NEWS OF THE ROADS.

COAST RY. CO. OF NOVA SCOTIA.—At the annual meeting, at Yarmouth, April 4, the old directors were re-elected. The reports of the officers were read, & we are officially informed they made a very creditable showing & were most satisfactory to all concerned. At a subsequent meeting of directors the following officers were re-elected: T. Robertson, President; C. Cooper, Secretary; L. H. Wheaton, Chief Engineer & Superintendent.

GRAND TRUNK MILEAGE.—The G. T. System, including lines east of St. Clair & Detroit River, and the Detroit & Michigan Air Line, comprises the following mileage: length of roadway, 3,506 miles; 2nd track, 405¼; sidings, 751½; total, 4,663¼. Of this, 4,576¼ miles have steel rails & 87 iron, 61 of the latter being in sidings & 26 in track.

GRAND TRUNK-WABASH.—Speaking of this contract, Bradstreets says: The arrangement is an exceedingly important one for both companies concerned. The G.T. obtains an increase of income, & the Wabash a terminal practically in Buffalo, bringing it into direct connection with a number of lines centering at that city. It is also to be considered that while the alliance between the Wabash & the G.T. has been more or less close ever since Mr. Hays left the former road to assume the management of the latter, the present deal indicates that these relations are to be closer, & that the Canadian road will thus obtain facilities for reaching many important sections & cities in the Western & Southwestern States.

GREAT NORTHWEST CENTRAL.—A despatch from Winnipeg, April 26, gave a report that the C.P.R. had acquired the Great Northwest Central Ry. & would extend the line this year. When shown the despatch Sir Wm. Van Horne said he had nothing to say on the matter. It would not surprise us at all to learn that the C.P.R. had secured control of this line; it would prove a valuable feeder to that system. At present it runs from Chater, 5 miles east of Brandon, on the C.P.R.'s main transcontinental line, to Hamiota, 51 miles, passing through the splendid agricultural districts of the Little Saskatchewan & Oak River. Its extension through the Beulah & Oak River districts is eagerly desired by a large number of settlers, who went in in anticipation of construction which has been oft deferred.

The following paragraph appeared simultaneously in several Toronto papers May 7, evidently having been supplied. Having been unable to verify any of the statements we give it for what it is worth. "The results of the relief afforded to the Great Northwest Central Ry. Company by the recent judgment of the Privy Council in Delap et al v. Charlebois et al are already apparent. Life has returned to the company. Some time must yet elapse before the formal steps necessary to get rid of the receiver & have control of its own affairs can be taken. Notwithstanding this, however, Mr. Delap has engineers & surveyors already upon the ground picking up the authorized location for the extension, & getting everything in shape, preliminary to beginning the work of further construction. A. F. Macallum, C.E., & party left Ottawa last Monday evening, en route to Brandon, for this purpose. A bill is now before the

House of Commons, which has passed the Senate, authorizing a new issue of bonds by the company to enable it to finance for the expenditure necessary, & extending the time for the further construction one year, which the company will require to finance & carry through the work."

NIAGARA FALLS & SUSPENSION BRIDGE RY. CO.—The report for the quarter ended Mar. 31, filed with the N.Y. State Railway Commission: Gross earnings, \$13,602.38; operating expenses, \$8,603.41; net earnings, \$4,998.97; other income, \$3,256.43; gross income, \$8,255.40; fixed charges, \$9,370; deficit, \$1,114.60.

THE NORTHERN PACIFIC'S General Manager has notified heads of departments that so far as possible all positions will be kept open for employes on the line who enlist in the U.S. army for the present war.

ST. CATHARINES & NIAGARA CENTRAL.—Pursuant to the judgment in the case of Rolls vs. this Ry., tenders will be received up to June 25 by the Master in Ordinary, Toronto, for the purchase of the line, which is about 12 miles long, extending from St. Catharines to the junction with the Canada Southern. The purchase to include all the Co's property, franchises, &c., subject to vendors' liens.

ST. CLAIR TUNNEL CO.—At the Sarnia, Ont., assizes, May 2, the case of Mrs. Dunn against the Tunnel Co. was heard. Plaintiff's husband was a conductor in the employ of defendant, & was asphyxiated in the tunnel. After part of the evidence had been given, defendant consented to a verdict for \$2,500. It had previously paid \$1,900 into court. The amount is to be divided in the proportion of \$1,500 to the infant child, & \$1,000 to the widow.

Index to Railway Legislation.

Under this title, J. E. W. Currier, Private Secretary to the Minister of Railways, has issued a most valuable index to all public & private legislation by the Dominion Parliament respecting steam & electric railways, railway bridges & tunnels, to which the Railway Act, 1888, & amendments, is applicable in whole or in part, from 1867 to 1897, inclusive.

The number of the chapter & the year in which each separate act was passed are contained in the Index. Numbers also appear in brackets opposite to acts referring to subsidies, to indicate the description of each subsidy under a corresponding number in the report of the Minister of Railways for the year ended June 30, 1897, & similar references are made to land subsidies.

Subsidies have been granted to a number of railway companies which are incorporated under acts of the different provincial legislatures; & the titles of all such railways which have earned the whole or any portion of the subsidies granted by the Dominion, or to which subsidies have been voted, or which have entered into contract, are included in the Index.

A supplementary index of telegraph, telephone & cable companies which have been incorporated from 1867 to 1897, & a synopsis of Orders in Council having force of law, which have been published in the Canada Gazette, affecting railways, are also given.

The work has already proved of great value in our office, & we have every confidence in recommending it to everyone in any way interested in railway legislation. The price is \$1.50.

C.P.R. Passenger Traffic.

	1896.	1897.
Passengers carried.....	3,029,887	3,179,589
Passengers carried 1 mile.....	263,607,453	317,997,951
Earnings per pass. per mile....	1.83 cents.	1.82 cents