

TAXES PAID BY THE RAILWAYS OF CANADA

The report on railway statistics, issued by the Department of Railways and Canals, gives the following summary of the tax bill of Canadian railways, by provinces:—

Province.	Provincial Tax.	Municipal Tax.	Total Tax.
	\$ cts.	\$ cts.	\$ cts.
Nova Scotia	25 06	1,680 13	1,705 13
New Brunswick	54,262 11	4,184 10	58,446 21
Quebec	117,756 25	507,060 11	624,816 36
Ontario	702,539 99	990,589 39	1,693,129 38
Manitoba	234,543 48	102,597 34	337,140 82
Alberta	112,611 82	97,455 51	210,067 33
Saskatchewan	135,999 20	27,187 17	163,186 37
British Columbia	457,819 95	291,602 88	749,422 79
Yukon Territory	6,826 11	6,826 17
Outside of Canada	159,476 47	6,871 37	166,347 82
Totals	1,981,860 38	2,029,223 00	4,011,083 38

REPORT OF DOMINION RAILWAY BOARD FOR LAST FISCAL YEAR

Forty-nine Public Sitings Held and 351 Applications Heard

DEALT WITH 3,611 CASES

By the Act 3, Edward VII, chapter 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chapter 62), to be appointed by the Governor in Council; this Act was in force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chapter 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the Board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1918, of which a summary is given below, has been received.

During the fiscal year the board held fifty-nine public sittings, at which 391 applications were heard. These con-

sisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,611; 20 per cent of which were set down for formal hearing, and 80 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were

OPERATING EXPENSES OF RAILWAYS OF DOMINION

The distribution of operating expenses of Canadian railways during 1918 is shown thus by the annual report on railway statistics, issued by the Department of Railways and Canals:—

	\$	Per cent.
Way and structures	51,614,857 71	18.84
Equipment	57,342,234 84	20.92
Traffic	6,352,393 99	2.32
Transportation—rail line	145,107,306 15	52.96
—water line	1,552,958 83	0.56
Miscellaneous operations	4,443,665 75	1.62
General expenses	7,597,985 10	2.77
Transportation for investment—Cr	8,056 58	0.01
Total	273,955,435 79	

ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 333 fatal accidents, not including 31 persons killed in automobile accidents at railway crossings. On the railways, 22 passengers, 137 employees and 174 other persons were killed. Of these 174 last mentioned, 93 were trespassers; of the 31 persons killed in automobile accidents, 26 were killed at unprotected crossings; 397 orders providing protection at 444 crossings were given.

The Fire Inspection Department reports that the inspection has been carried on in co-operation with various Dominion and Provincial fire protective

organizations. Seventy-eight employees of such organizations were under appointment as local officers of the board. The total damages by fire amounted to \$105,668. Of these fires, 76.84 per cent were attributed to the railways; 7.84 per cent to other known causes, and 15.32 per cent to unknown causes. Many of the fires attributable to railways caused so little damage that only \$25,819 of the total damages of \$105,668 is attributed to the railways.

The above summary is published in the current report of the Department of Railways and Canals.

REPORT GIVEN ON STRIKES IN JUNE

Total of Eighty, Involving About 87,917 Workpeople

Thirty-two strikes, involving 22,788 employees, were reported as having commenced during June. There were in existence at some time or other during the month 80 strikes, involving about 87,917 work-people. The total time loss on account of industrial disputes was estimated at 1,445,021 working days, as compared with 893,816 in the previous month, and 46,941 in June, 1918. The time loss occasioned by the 32 strikes which began in June was 289,374 working days, while a loss of 1,155,647 is charged to the 48 strikes that commenced prior to June. Termination of the dispute was reported in the case of 29 of those which commenced prior to June. Fourteen of the disputes commencing during June terminated during the month, leaving the following 37 strikes, affecting 23,755 workpeople, on record June 30: loggers, Comox; coal miners, District 18; miners, Rossland; pottery workers, St. John's, Que.; construction employees, Princeton; carpenters, Sydney; boilermakers,

Montreal; sympathetic strike, Vancouver; beaver board employees, Thorold; textile workers and bakers, Montreal; street railwaymen, Toronto; longshoremen, Victoria; seamen, Vancouver and Victoria; barbers, Kingston; and glass workers, Thorold.

TOUCHES AT SIX OF COAST PORTS

Intercolonial Railway is Referred to in Report

The report of the Department of Railways and Canals, recently issued, makes the following reference to the Intercolonial Railway:—

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, was extended to Montreal by Means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with terminal in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern Railway, from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's Bridge, with connected property, 1.33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12.52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1918, was 1,527.39 miles, including 5.95 miles for the Vale Railway.

The following are the through distances:—

	Miles.
Montreal to—	
Halifax, via Lévis	838.60
St. John, via Lévis	741.09
Sydney, via Lévis	1,001.45
North Sydney, via Lévis	986.29

Freight is carried direct via St. Henri, which would reduce each of the above distances by 5.45 miles.

WINDSOR BRANCH.

This road runs from Windsor Junction, on the Intercolonial Railway, to Windsor, N.S. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of \$22,500.

VOLUME AND COST OF FUEL FOR RAILWAYS

Year	Tons.	Cost.	Cost per Ton.
1907	5,608,954	\$15,137,504	
1909	6,832,108	17,544,449	
1911	6,800,648	20,182,193	
1913	9,263,984	28,426,355	
1915	6,903,418	20,889,055	
1917	10,130,799	36,784,642	
1918	10,173,344	52,630,430	
1913			\$3 07
1914			3 12
1915			3 02
1916			3 11
1917			3 63
1918			5 17