

of the previous year, leaving the net earnings \$22,530,023, a decrease of \$292,642. The number of passengers carried was 18,385,722, an increase of 1,281,379, and the freight traffic 36,999,371 tons, an increase of 1,286,149. The total number of miles run by trains was 53,349,394, an increase of 727,870. Sixteen passengers were killed.

The act requiring street railways and tramway companies to make the same returns as ordinary railway companies was not passed till July 18, 1900, so the past fiscal year is the first in which these lines constitute a definite feature of railway statistics. In view of the rapid developments that are taking place in the use of electricity as applied to traction, not only within town and city limits, but on lines of considerable length extending beyond such limits, it is impossible to say how the question of classification of railways for statistical purposes may require to be handled in future. In the present report the statistics of steam railways form one set of statements and a separate set deals with electric railways. In the statements in the previous annual report, returns were included which had been received from 13 electric lines (none of them being street railways proper) but which are now removed from the steam line statements and placed with the other electric systems. For the purposes of comparison between the two years the financial and traffic figures relating to those 13 electric roads have been deducted in the comparative statements relating to steam railways.

The number of electric railways in operation on June 30, 1901 was 41, with 675 miles of track completed, of which 670 were laid with steel rails, 158 being double track. The paid up capital was \$39,076,019, of which the municipal aid was \$173,000 (including \$100,000 subscription to shares and \$40,000 loan). The number of miles in operation was 672. The gross earnings were \$5,768,283 and the working expenses \$3,435,163, leaving the net earnings \$2,333,120. The number of passengers carried was 120,934,656. The City street railways carried passengers as follows:—Montreal, 45,833,652; Toronto, 37,620,583; Ottawa, 7,469,304; Quebec, 3,715,675; Hamilton, 3,693,677; Winnipeg, 3,196,489; Halifax, 2,968,811; St. John, N.B., 1,710,223, and Vancouver, Victoria and New Westminster (operated by one company and returns amalgamated), 5,336,310. The freight carried was 287,926 tons. The car mileage was 31,750,754 miles; 3 passengers were killed. Power was supplied in 11 cases by water and in 30 cases by steam. Ontario had 386 miles, Quebec 197, New Brunswick 12, Nova Scotia 10, Manitoba 18, and British Columbia 51 miles.

The combined statistics of steam and electric railways show the following results:—

Companies making returns	120
Miles of railway completed	18,909
in operation	18,812
Paid up capital	\$1,081,861,558
Gross earnings	\$78,667,032
Working expenses	\$53,803,889
Net earnings	\$24,863,143
Passengers carried	139,320,378
Tons of freight carried	37,287,297
Passengers killed	19

The Federal government expenditure on railways prior to and since the date of confederation (July 1, 1867) amounts, on capital account, to \$131,559,977 (including \$25,000,000 granted to the C.P.R. Co. for its main line), which, together with \$296,872 expended on the Nova Scotia Ry. and the European and North American Ry., and transferred to the Consolidated Fund, and for railway subsidies charged against the Consolidated Fund the further sum of \$25,737,891, makes a total expenditure of \$157,594,740. This includes the annual subsidy of \$186,600 to the Atlantic and North-west Ry. Co. for 20 years from July 1, 1869, which is paid through the Finance Department. It does not include the

annual payment of \$119,700 as interest at 5% on \$2,394,000, payable to the province of Quebec for the line from Quebec to Ottawa which sum has been transferred to the public debt. In addition there has been an expenditure since confederation for working expenses \$87,130,523, covering the maintenance and operation of the government roads, or a grand total of \$244,725,263; of which \$13,881,460.65 was paid out before confederation.

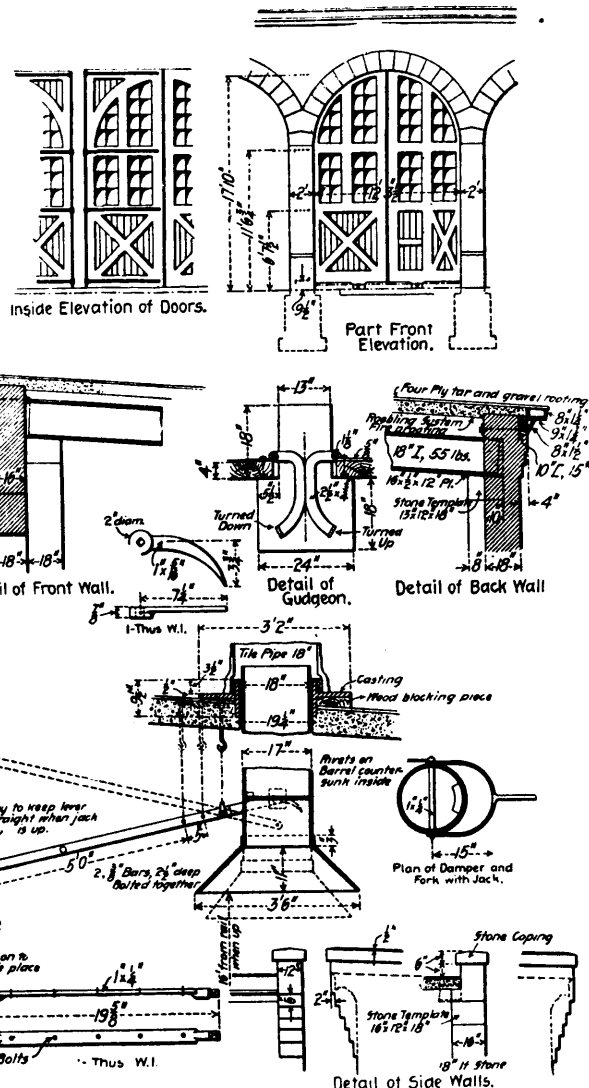
### Operation of Government Railways.

The railways maintained by the government are: The Intercolonial, the Windsor branch (maintained only), and the Prince Edward Island railways. The gross earnings of all the government roads for the year ended June 30, 1900-1901, was \$5,213,381.24, an increase of \$439,219.37 over the preceding year. The gross working expenses were \$5,738,051.54, an increase of \$1,073,823.48. The net loss on the operations of the year was \$525,670.30. The Intercolonial gave a loss of \$488,186.77, including \$140,000 rental paid for the extension into Montreal; the Windsor branch (one-third of total earnings), gave a profit of \$30,399.23, and the Prince Edward a loss of \$67,882.76.

**Intercolonial Ry.**—During the year there was an addition of \$3,652,313.46 to the capital account expenditure, making the total expenditure chargeable to capital on the whole road as amalgamated up to June 30, 1901, \$63,975,261.78.

The additions made during the year included: for increased accommodation at Halifax, \$31,969, at St. John, \$221,932, at Sydney, \$96,000, and at Levis, \$90,000; for increased sidings, stations and other facilities, \$353,577; for strengthening bridges, \$142,678; for engine-houses, \$132,422; for additional rolling stock, \$1,563,705; for applying air-brakes to freight cars, \$25,485, and for steel rails and fastenings, \$402,549.

The gross earnings of the year were \$4,972,235.87, an increase of \$420,164.16, and the working expenses \$5,460,422.64 (including \$140,000 rent paid for the extension into Montreal), an increase in comparison with the previous year (when \$164,694.47 was paid for such rental), of \$1,029,017.95, the excess of expenditure over earnings being \$488,186.77, against an excess of earnings over expenditure in the previous year of \$120,667.02. Of the expenditure for the past year, the item of locomotive power is answerable for \$1,970,987.70, an increase of \$585,917.80. Comparing the earnings with those of the previous year, the passenger traffic produced \$1,607,166.79, or 32.32% of the gross earnings, an increase of \$202,666.92; the freight traffic produced \$3,121,066.15, or 62.77%, an increase of \$208,215.63, and the carriage of mail and



CANADIAN PACIFIC RAILWAY FIREPROOF ROUNDHOUSES.

express freight produced \$244,062.93, or 4.91%, an increase of \$9,251.61. The earnings per mile of railway were \$3,782.11, an increase of \$319.59. The mileage of the railway was the same as in the previous year, 1,314.67.

The number of passengers carried was 2,025,295, an increase of 233,542; of freight, 2,111,310 tons were carried, a decrease of 39,898. The through freight increased 40,359 tons, and the local freight decreased 80,257 tons. Of flour and meal, 1,292,106 barrels were carried, an increase of 58,030. Of grain, 3,535,364 bush, were carried, an increase of 814,911. Lumber showed an increase of 17,508,890 superficial feet, the total quantity carried being 396,858,890. There was an increase of 3,110 in the number of live stock, of which 95,923 were carried, 506,590 tons of coal, a decrease of 96,619, were carried. Of raw sugar, 489 tons were carried, an increase of 383. Of refined sugar, 25,821 tons, a decrease of 3,186, were carried. 9,318 tons of fresh fish, an increase of 371, and 9,768 tons of salt fish, an increase of 3,125, were carried. Of manufactured goods, 476,528 tons were carried, a decrease of 30,496. Of ocean borne goods, other than deals, to and from Europe, via Halifax, the aggregate was 163,838 tons, an increase of 124,044. Of this, 155,514 tons was local traffic.

The removal of snow and ice cost \$96,855, an increase of \$7,982. The permanent way and all structures and works are in good order. The train mileage (or number of miles