

Minister of Railways' Statements on Canadian Government Railway Operation.

The Minister of Railways, in introducing his estimates in the House of Commons recently, said the Canadian Government Railways now extended to 4,063 miles, made up as follows: Intercolonial, 1,562; National Transcontinental, 2,009; Prince Edward Island, 275; International of New Brunswick, 112; St. John & Quebec, 105.

During the financial year ended Mar. 31, the Intercolonial earned \$16,802,290, and the expenditures were \$15,664,577, giving a surplus of \$1,137,713, which will be absorbed by the equipment renewal account. The surplus at Mar. 31, 1916, was \$1,517,295.

On the National Transcontinental the earnings were \$5,916,550, and the operating expenses \$7,883,177, compared with \$3,758,387 and \$4,410,528 respectively for the 11 months ended Mar. 31, 1916. The deficit for the year was \$1,966,627 against deficit of \$625,141 at Mar. 31, 1916.

The Minister did not give any separate figures for the Prince Edward Island Ry., the International Ry. of New Brunswick, or the St. John & Quebec Ry., but concluded his references to the operations of the government railways by stating that the earnings of the entire system were \$23,465,566, compared with \$18,373,143 for the previous year, while the operating expenses were \$24,645,433, against \$17,797,061 for the previous year. The deficit on the combined operations was \$1,179,867, against \$576,182 in the previous year. The deficit on the years operations was, he explained, due to increased wages, the increased cost of coal, extreme weather conditions, which caused an expenditure of \$169,288 on the Intercolonial for snow fighting, as compared with \$64,757 in the previous year, and the necessity of establishing train service on the National Transcontinental not yet warranted by the business offering.

The total number of passengers carried over the system for the year 1916 was 5,673,796. Included in this number were 277,135 military and naval passengers. There were few accidents, no passengers had been killed, but 22 had sustained injuries.

Sir James Loughheed laid before the Senate, June 19, the following statement as to the earnings of the Intercolonial and the National Transcontinental Railways for the following three districts:

District	Track mileage	Passenger Earnings	Freight earnings	Mails and express.	Total.	Less miscellaneous.	Grand total.	Earnings per mile.
No. 5. Moncton to Diamond Jct. Via Transcontinental.	456	\$ 64,128.96	\$1,147,920.17	\$ 9,270.84	\$1,221,319.96	\$ 178,291.38	\$ 1,043,028.59	\$ 2,292.37
No. 1. Montreal to Mont. Joli.	355	1,830,510.61	3,981,529.89	335,989.85	6,167,930.35	302,531.89	5,865,398.46	16,522.25
No. 2. Mont Joli to Moncton, including Br'ch Derby Jct. to Fredericton.	421	1,231,067.66	2,172,261.76	235,718.58	3,639,078.30	105,629.30	3,533,448.96	3,392.99

The Hamilton Radial Electric Ry. has been ordered to pay the County of Wentworth, Ont., \$1,165.30, representing annual payments for the years 1915, 1916, and 1917 for a portion of the highway occupied by its track. The company contended that it was no longer compelled to make such payment, as the portion in question had been annexed by the city, and in any event, the company no longer claimed any franchise privilege over it.

Grain in Store at Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Week ending July 6, 1917.	Wheat. bushels.	Oats. bushels.	Barley. bushels.	Flax. bushels.	Totals. bushels.
Fort William—					
C.P.R.	954,647	470,849	35,867	.....	1,461,363
Consolidated Elevator Co.	358,689	248,661	9,725	45,218	662,293
Empire Elevator Co.	248,009	211,479	23,757	117,326	594,571
Ogilvie Flour Mills Co.	501,449	105,970	5,738	.....	613,157
Western Terminal Elevator Co.	386,602	140,044	10,394	260,810	797,850
G.T. Pacific	644,401	544,490	38,034	53,480	1,280,405
Grain Growers' Grain Co.	598,772	295,576	13,800	.....	908,247
Fort William Elevator Co.	436,838	155,785	15,818	106,961	715,402
Eastern Terminal Elevator Co.	243,967	266,569	8,465	.....	521,001
Thunder Bay Elevator Co.	527,072	155,589	16,853	34,559	734,073
Port Arthur—					
Port Arthur Elevator Co.	1,356,269	1,042,398	73,854	74,955	2,547,476
D. Horn & Co.	125,062	84,013	23,984	61,699	294,758
Dominion Government Elevator	1,251,628	588,829	51,825	133,861	2,026,143
Grain afloat . ....	.....	.....	.....	.....	.....
Total Terminal Elevators	7,633,405	4,312,052	328,213	882,869	13,156,739
Saskatoon Dom. Govt. Elevator Co. ..	155,152	97,279	4,022	9,845	266,298
Moose Jaw Do. Govt. Elevator	414,009	153,390	6,824	5,546	579,769
Calgary	92,275	95,200	9,668	591	197,734
Vancouver	9,512	22,645	.....	.....	32,157
Total Interior Terminal Elevators ..	670,948	368,514	20,514	15,982	1,075,958
Depot Harbor	142,054	.....	.....	.....	142,054
Midland—					
Aberdeen Elevator Co.	469,573	61,865	.....	.....	531,438
Midland Elevator Co. ....	.....	.....	.....	.....	.....
Liffin, G.T.P.	1,089,150	745,426	63,445	.....	1,898,021
Port McNicoll	101,558	1,590,994	5,245	.....	1,704,797
Collingwood . ....	.....	43,005	.....	.....	43,005
Goderich	240,763	385,799	23,721	.....	649,833
Western Canada Flour Mills Co.	117,307	.....	.....	.....	117,307
Kingston—					
Montreal Transportation Co.	164,860	124,823	.....	.....	289,503
Commercial Elevator Co.	23,150	90,272	507	.....	113,929
Port Colborne	385,038	870,007	.....	.....	1,255,045
Prescott . ....	.....	.....	.....	.....	.....
Montreal—					
Harbor Commissioners, No. 1	391,117	1,425,331	180,308	.....	1,996,756
Harbor Commissioners, No. 2	404,435	646,814	74,464	.....	1,125,713
Montreal Warehousing Co.	81,100	924,010	102,929	.....	1,108,039
Quebec Harbor Commissioners	3,851	85,664	.....	*8,782	98,297
West St. John, N.B.	131,166	5,795	6,252	.....	143,213
Halifax, N.S.	166,558	.....	.....	.....	166,558
Total Public Elevators	3,918,500	6,999,805	456,421	*8782	11,383,508
Total quantity in store	12,22,853	11,680,571	805,148	907,633	25,616,205
*Corn.					

The Toronto, Hamilton & Buffalo Railway and the Town of Dundas.

The consideration of the Toronto, Hamilton & Buffalo Ry.'s bill for the confirmation of an agreement with the Hamilton & Dundas St. Ry., has been referred to the House of Commons for consideration by the Minister of Justice. The agreement provides for the handling of freight from the T.H. & B.R. into Dundas by the H. & D.R. The original agreement was made 20 years ago, and was to run

the ratification of the 29 year period of the agreement. The Town of Dundas opposes the application, first on the ground that freight cars were left on the streets, and, secondly, after the company agreed to spend \$15,000 on a new switching ground and freight lines, to the use of steam locomotives in such yard. The cost of two electric locomotives to handle the traffic would be \$80,000, which would mean an interest charge of \$4,800 a year, while the total earnings from the traffic are about \$5,400 a year. The company could not see its way to adopt electric power, but offered to leave the matter with the Board of Railway Commissioners. This did not satisfy the representatives of Dundas, and the Railway Committee amended the bill by ratifying the agreement making the term of its operation five years, instead of the further period of 29 years asked. It was contended in the House of Commons on behalf of the company that the agreement must be ratified for the whole period or the ratification must be refused. The company had made up its mind, however, that if the Town of Dundas would not grant what it is thought to be entitled to it will withdraw the two clauses of the bill referring to the matter and leave the town to handle its freight as it sees fit. On behalf of the town it was contended that the railway company, having received the benefit of the agreement up to the present, ought not to use the threat of withdrawal on the expiration of the 21 years to compel the town to carry out what it was alleged was a bad bargain.

for 50 years, but as the general law of Ontario only sanctions agreements for 21 the Town of Dundas, and in the year following the signing of the original agreement was ratified by the Ontario Legislature. Under the terms of the agreement the T.H. & B.R. has been operating freight traffic over the H. & D.R. into Dundas, and now, at the close of the 21 year period, it is applying to the Dominion Parliament, to which it is subject, for