

the future. The sidewalk planks are of tamarack 7 ft. 6 in. long, 2 in. thick, laid with  $1\frac{1}{2}$  in. fall towards the curb. The cost of the structure was approximately:

Foundation & earthwork, including piling.....	\$ 4,200
Stone & concrete work.....	15,900
Iron-work.....	43,000
Damages St. James hotel property..	4,900
Deck & roadways.....	28,000
Engineering.....	2,000
	<b>\$98,000</b>

### Official Railway Report.

The annual report of the Department of Railways & Canals for the last fiscal year states that the number of railways in operation in the Dominion was 141. As some of these lines have been amalgamated, the number of controlling companies was 81. The number of miles of completed railway was 16,687, an increase of 300, besides 2,218 miles of sidings. The number of miles laid with steel rails was 16,477. The number of miles in operation was 16,550. The paid-up capital amounted to \$921,858,232, an increase of \$22,040,332; the gross earnings amounted to \$52,353,276, an increase of \$1,807,707; the working expenses to \$35,168,665, an increase of \$126,010; the net earnings to \$17,184,611, an increase of \$1,681,697. The total number of miles run by trains was 45,780,851. The accident returns show only 7 passengers killed.

The Government expenditure on railways prior to and since Confederation in 1867 is as follows:—On capital account, \$122,944,518.33; for railway subsidies, \$16,390,887.33; making a total of \$139,335,405.66. The expenditure for working expenses of Government roads was \$69,522,382.86, making a grand total of \$208,857,788.52. The revenue from Government roads during the same period amounted to \$61,196,803.08.

Of the total amount, \$579,255.20 awarded the C.P.R. in 1891 by special arbitrators in respect of transferred works in B.C., to be expended by the Co. under Government supervision, the value of work done up to Aug., 1897, was \$572,445.70, including \$202,675.20 expended prior to the date of award, leaving to be expended \$6,809.50. On June 30, 1897, the C.P.R. Co. had under traffic in Canada 6,314 miles of railway, including leased lines.

**The Government System.**—The I.C.R., the Windsor Branch & the P.E.I.R. were the lines maintained by the Government, a total of 1,388 miles. On the Intercolonial 1,145 miles were in operation, earning \$2,866,028.02, with working expenses of \$2,925,968.67, entailing a loss of \$59,940.65. During the year there was an addition of \$149,112.52 to the capital account expenditure, making the total chargeable to capital on the whole road, as amalgamated, \$55,416,157.15. For increased accommodation at Halifax, there was \$22,274.97; for the branch from Windsor Junction to Dartmouth, \$37,206.44; for increased accommodation at Moncton, \$29,877.32; & for rolling stock, \$14,996.04. Passenger traffic earnings were \$79,005.57, an increase of \$7,579.31; freight traffic \$1,687,050.42, a decrease of \$101,762.76; mail & express produced \$199,972.03, an increase of \$2,571.37. The earnings per mile were \$2,503.08, a decrease of \$86.80.

The Windsor Branch, 32 miles, extending from Windsor Junction on the I.C.R. to Windsor, N.S., is operated by the Dominion Atlantic Ry. Co., which pays all charges of traffic workings, being allowed  $\frac{3}{4}$  of the gross earnings, the Government taking the remaining  $\frac{1}{4}$  & assuming all cost of maintenance. This agreement was made in Dec., 1892, & extends for a further term of 21 years. The duty of supervision is performed by I.C.R. officers. The Government earnings amounted to \$40,603.23, an increase of \$4,041.40. Maintenance expenses amounted to \$10,821.04, a decrease of \$5,655.42, leaving a balance of profit of \$29,782.19 in favor of the Government.

The Prince Edward Island Ry. is 211 miles long. The total cost of road & equipment, chargeable to capital account was \$3,750,565.38. The gross earnings for the year amounted to \$153,443.13, an increase of \$6,966.50. The working expenses were \$240,489.90; the over-expenditure being \$87,046.77. The P.E.I. Ry. carried 121,498 passengers, a decrease of 1,088. The freight carried was 52,151 tons, an increase of 5,756. Passenger receipts were \$62,695.07; freight, \$69,872.66; mails, express, etc., \$20,875.40.

The Government operated the **Bale des Chaleurs Ry.** during the winter 1896-7 in connection with the I.C. Ry. Co., the results from Dec. to May showing an expenditure of \$18,679.97; gross earnings of \$6,725.08; leaving a loss of \$11,954.89. The road was transferred back to the Co. May 31, 1897.

The growth of railways in Canada since 1836 has been as follows:

Year.	Miles in Operation.	Year.	Miles in Operation.
1835	0	1873	3,616
1836-46	16	1874	3,832
1846-49	54	1875	4,331
1850	66	1876	4,804
1851	159	1877	5,218
1852	205	1878	5,782
1853	506	1879	6,126
1854	764	1880	6,858
1855	877	1881	7,194
1856	1,414	1882	7,331
1857	1,444	1883	8,697
1858	1,863	1884	9,577
1859	1,994	1885	10,273
1860	2,065	1886	10,773
1861	2,146	1887	11,793
1862	2,189	1888	12,184
1863	2,189	1889	12,585
1864	2,189	1890	13,151
1865	2,240	1891	13,838
1866	2,278	1892	14,564
1867	2,278	1893	15,005
1868	2,278	1894	15,627
1869	2,524	1895	15,977
1870	2,617	1896	16,270
1871	2,695	1897	16,550
1872	2,899		

RHODES, CURRY & CO.'s car works, foundry & machines shops at Amherst, N.S., were damaged by fire to the extent of between \$40,000 & \$50,000, Mar. 22, the loss being fully covered by insurance.

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