

latter roads were originally promoted by A. A. Killam, who is now aged 84. E. M. Sherwood, Hillsboro, N.B., is Manager.

The York & Carleton Ry. was built under a charter granted by the New Brunswick Legislature in 1887. The line starts at Cross Creek station on the old Canada Eastern Ry., subsequently taken over by the Intercolonial Ry., and runs to Stanley, 5.85 miles. In 1903 a Dominion subsidy was voted towards an extension from Stanley to Ryan Brook, 4.5 miles, but construction was not undertaken until 1906, when it was completed to Glippen Glen, 3.5 miles, and to Ryan Brook, early in 1907. In 1908 a project was initiated by Dr. D. Moore, President Y. & C. R., and his associates under the title of the Stanley Ry. & Manufacturing Co., for the establishment of industries at Ryan Brook and the extension of the line from there to a junction with the National Transcontinental Ry. at Nappedoggin Lake, 9 miles. Towards the construction

of this line the Dominion Government in 1908 voted a subsidy at the usual rate. Surveys were made, but nothing was done in the way of construction, and the line has continued to be operated from Cross Creek to Ryan Brook, 10.35 miles. This mileage is reported to be laid with steel rails; there do not appear to be any bridges on the line, but there are 11 level crossings, all of which are reported to be unguarded. Its equipment consists of 1 locomotive engine and 1 car. Its earnings for the year ended June 30 were \$4,987.54; operating expenses, \$3,835.38, and net earnings \$1,152.16. It carried 7,461 passengers, and 5,994 tons of freight, its trains making 7,112 miles of mixed train running. The company received \$32,896.00 from the Dominion Government, and \$25,247.00 from the New Brunswick Government as subsidies. Its capital stock outstanding is \$105,900, and there is no bond or other outstanding indebtedness.

Report of the Railways Department for 1916-17.

The report of the Railways and Canals Department for the year ended Mar. 31, 1917, was issued recently, in a very much abridged form, as compared with previous years. All maps, plans and illustrations of railway and canal works, and all detail reports of engineers and other officers are omitted, only the direct reports of the chiefs being inserted. Several statistical tables and miscellaneous information relating to previous years, valuable only for reference, are also omitted. The reports of the department's accountant, and of the Comptroller and Treasurer of Government Railways are given in a compressed and rearranged form. The whole report is contained in 79 pages, compared with 416 the previous year, which had maps and illustrations in addition.

The total railway expenditure for the year, including the Quebec Bridge, was \$41,895,886.53, of which \$14,737,326.70 was charged to capital, \$25,799,906.54 to revenue, and \$1,358,653.29 to income. The expenditure on capital account included \$4,490,472.56 for the Intercolonial Ry., \$609,751.71 for the Prince Edward Island Ry., \$3,916,586.20 for the National Transcontinental Ry., \$2,604,279.94 for the Hudson Bay Ry., \$2,733,677 for the Quebec Bridge, \$3,724.98 for the International Ry., \$46,579.38 for the New Brunswick & Prince Edward Island Ry., and \$332,254.93 for the Quebec & Saguenay Ry. The expenditure on income account included \$959,583.88 paid as subsidies on railways, \$215,947.14 for the Board of Railway Commissioners, \$46,630.53 for railway grade crossing fund, and \$44,149.09 for surveys and inspections. The total government expenditure on railways prior to and since Confederation to Mar. 31, 1917, on capital account was \$391,884,025.79, which includes the expenditure on Quebec Bridge account; \$25,000,000 granted to the C.P.R., and \$660,683.09 expended on the Annapolis & Digby Ry. In addition there has been expended out of the consolidated fund \$267,997,373.17, covering the operating expenses of the government lines, and \$75,117,415.47 on subsidies other than that for the C.P.R. main line. Of this amount there was expended prior to Confederation \$10,766,765.54 upon Intercolonial Ry., and \$3,144,735.11 on Prince Edward Island Ry. construction.

Canadian Northern Ry. Headquarters.

In connection with the change in C.N.R. ownership, and the appointment of all the directors by the Dominion Government, the question of the location of the company's head office is being discussed, at least by press correspondents, some of whom predict a removal from Toronto to Montreal. Sir Robert Borden, in speaking in the House of Commons on May 15, said it might be desirable to bring the National Transcontinental, the Intercolonial and the Prince Edward Island Railways under the same corporate ownership as the Canadian Northern. The opinion prevails that should this be done it might be followed by the removal of the C.N.R. headquarters from Toronto and of the Canadian Government Railways headquarters from Moncton, N.B., and their concentration at Montreal, which would be more in the centre of the system.

Canadian Government Railways Working Expenses.—The following sums were voted at the Dominion Parliament's recent session under the supplementary estimate. For year ended Mar. 31, 1918, further amount required, \$8,500,000. For year ending Mar. 31, 1919, \$37,000,000.

Birthdays of Transportation Men in July.

Many happy returns of the day to:

A. A. Allen, Vice President, Holden Co., Ltd., Montreal, formerly Master Mechanic, Timiskaming & Northern Ontario Ry., born at Grafton, Ont., July 7, 1870.

J. H. Black, ex-Superintendent, Timiskaming & Northern Ontario Ry., now at Toronto, born near Smiths Falls, Ont., July 8, 1874.

D. E. Blair, Superintendent of Rolling Stock, Montreal Tramways Co., born at St. Thomas de Montmagny, Que., July 25, 1877.

D'Alton C. Coleman, Assistant General Manager, Western Lines, C.P.R., Winnipeg, born at Carleton Place, Ont., July 9, 1879.

G. C. Conn, ex-Freight Traffic Manager, Pere Marquette Ry., Detroit, Mich., now General Traffic Manager, Buick Motor Co., Flint, Mich., born at Woburn, Mass., July 1, 1867.

H. Darling, Locomotive Foreman, G.T. Pacific Ry., Smithers, B.C., born in Northumberland, Eng., July 27, 1873.

S. E. Dewey, General Eastern Freight Agent, G.T.R., New York, born at Beckenham, Kent, Eng., July 4, 1879.

A. H. Eager, Assistant Superintendent of Rolling Stock, Western Lines, Canadian Northern Ry., Winnipeg, born at Waterloo, Que., July 15, 1868.

F. C. Foy, ex-Canadian Passenger Agent, New York Central Lines, Toronto, now on company's Buffalo staff, born at Toronto, July 5, 1881.

S. J. Hungerford, General Manager, Eastern Lines, Canadian Northern Ry., Toronto, born at Bedford, Que., July 16, 1872.

C. W. Johnston, Assistant General Passenger Agent, G.T.R., Montreal, born at Actonville, Que., July 27, 1879.

M. Kelly, Resident Engineer, Farnham Division, Quebec District, C.P.R., Farnham, born at Thamesville, Ont., July 6, 1874.

T. King, Superintendent, Detroit Division, Western Lines, G.T.R., Detroit, Mich., born at Dunbarton, Ont., July 18, 1869.

A. E. Lock, Superintendent Car Service, Toronto, Hamilton & Buffalo Ry., Hamilton, Ont., born at Albany, N.Y., July 14, 1879.

G. A. McNicholl, Assistant General Freight and Passenger Agent, Grand Trunk Pacific Ry., Prince Rupert, B.C., born at Montreal, July 31, 1876.

H. D. Mackenzie, Master Mechanic, Canadian Government Railways, Edmundston, N.B., born at Churchville, N.S., July 22, 1864.

J. M. Macrae, District Freight Agent, Canadian Northern Ry., Saskatoon, Sask., born at Stornoway, Scotland, July 31, 1884.

W. G. Manders, General Freight Agent, Western Lines, Canadian Northern Ry., Winnipeg, born at Owen Sound, Ont., July 24, 1876.

Neil Marple, Master Car Builder, Canada Southern Division, Michigan Central Rd., St. Thomas, Ont., born in McKillip Tp., Ont., July 1, 1860.

G. A. Mills, Electrical Engineer, Winnipeg Electric Ry., born at Indianapolis, Ind., July 5, 1885.

J. E. Morazain, Superintendent, District 1, Intercolonial Division, Canadian Government Railways, Levis, Que., born at Wheatland, Que., July 31, 1875.

R. E. Perry, Assistant General Freight Agent, Canadian Government Railways, Moncton, N.B., born at Drayton, Ont., July 5, 1876.

J. E. Quick, General Baggage Agent, G.T.R., Toronto, born at Richmond, Ontario Co., N.Y., July 10, 1851.

G. G. Ruel, Chief Solicitor, Canadian Northern Ry., Toronto, born at St. John, N.B., July 5, 1866.

George Stephen, Freight Traffic Manager, Western Lines, Canadian Northern Ry., Winnipeg, born at Montreal, July 5, 1876.

Sir Thos. Tait, President, Fredericton & Grand Lake Ry. & Coal Co., Montreal, born at Melbourne, Que., July 24, 1864.

M. M. Todd, Vice President, Grand Valley Ry. and Lake Erie & Northern Ry., Galt, Ont., born there July 22, 1891.

G. A. Walton, General Passenger Agent, Western Lines, C.P.R., Winnipeg, born at Montreal, July 17, 1881.

Railway Lands Patented.—Letters patent were issued during May, in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

	Acre.
Alberta & Great Waterways Ry.	13.91
Calgary & Edmonton Ry.	2,226.20
Canadian Northern Ry.	1,766.00
Edmonton, Dunvegan & British Columbia Ry.	85.91
Grand Trunk Pacific Ry.	2.68
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co.	320.00
Total	4,414.70