

that these should be included among the tariffs which could be disallowed, or for which others might be substituted by the Board under sec. 323.

"I think we must construe that section as including all the various descriptions of tariffs referred to in the Act, and that the Board is empowered to exercise with reference to all these the powers given by the Act to the extent and in the manner that is practicable. It can prohibit Canadian companies from joining in the carriage of traffic from points in a foreign country into Canada, or from points in Canada to a foreign country, if a satisfactory joint tariff be not filed. It can require that the tolls to be charged for carriage on a Canadian railway to a junction with a foreign railway be just and reasonable and conformable to Canadian law, leaving those to be charged for carriage on a foreign railway to be regulated by the foreign law. It can require a Canadian company to enter into a joint tariff with a foreign company, which is willing to adopt a reasonable tariff.

"It appears to me that, in a case like the present, where the foreign company asks and offers to enter into a joint tariff under which its portion of the service will be performed at lower rates, this Board can require the Canadian railway to join in such a tariff, and can limit the proportion to be received by the Canadian company.

"It does not, however, appear to me that the mere fact that the Canadian company has enjoyed a certain rate under the previous tariff is conclusive to determine that it should not receive a higher proportion under the new tariff. Many circumstances may well be taken into consideration in determining this question. The proposed new rate is not lower than that charged by the Canadian companies for carriage from Canadian ports on Lake Superior to Winnipeg. The distances are very nearly the same. This goes far to make out a prima facie case in favor of the reasonableness of the rate proposed. But the parties have not been heard upon these matters.

"The application is of a novel character. No principles have yet been established by the Board to govern its action in such cases. Full opportunity should be given to parties affected, or likely to be affected, by the chance to adduce evidence and present their contentions before the Board, and I do not think that we should attempt to limit them in advance. The matter must be again brought on for hearing."

Partial hearings of the case were held at Fort William and at Winnipeg, and a further hearing was fixed for Ottawa, Jan. 28.

February Birthdays.

Many happy returns of the day to—

S. A. Baker, Canadian Freight and Passenger Agent, Chicago Great Western Ry., Toronto, born at Morrisburg, Ont., Feb. 1, 1877.

B. H. Bennett, General Agent Chicago and North-Western Ry., Toronto, born at Cobourg, Ont., Feb. 6, 1858.

F. L. C. Bond, Resident Engineer G.T.R., Montreal, born there Feb. 21, 1877.

F. W. Churchill, C.P.R. Ticket Agent, Collingwood, Ont., born in London, Eng., Feb. 6, 1853.

H. R. Charlton, Advertising Agent G.T.R., Montreal, born at St. John's, Que., Feb. 9, 1866.

F. W. Cooper, Resident Engineer C.P.R., London, Ont., born there Feb. 16, 1880.

R. Crawford, Northwest Agent Northern Navigation Co., Winnipeg, Man., born at Kingston, Ont., Feb. 21, 1870.

E. A. Evans, General Manager and Chief Engineer Quebec Ry., Light and Power Co., Quebec, born at Kensington, London, Eng., Feb. 26, 1855.

E. H. Fitzhugh, Third Vice-President G.T.R. and Vice-President Central Vermont Ry., Montreal, born in Montgomery County, Mo., Feb. 1, 1853.

L. O. Genest, General Storekeeper, C.P.R. Western Lines, Winnipeg, Man., born at St. Henri, Levis County, Que., Feb. 16, 1856.

W. Jackson, C.P.R. ticket agent, Clinton, Ont., born there Feb. 4, 1860.

C. Gardiner Johnson, Lloyd's Agent for British Columbia, Vancouver, B.C., born at Dumblane, Perthshire, Scotland, Feb. 8, 1857.

R. S. Logan, Assistant to 2nd Vice-President and General Manager G.T.R., Montreal, born at St. Louis, Mo., Feb. 13, 1864.

D. MacPherson, Assistant Chief Engineer Transcontinental Ry. Commission, Ottawa, born at Bath, Ont., Feb. 2, 1858.

C. S. Maharg, Superintendent Dist. 3, C.P.R., Brandon, Man., born in Dufferin County, Ont., Feb. 4, 1867.

T. McNabb, Master Mechanic Alberta Ry. and Irrigation Co. at Lethbridge, Alta., born in Scotland, Feb. 16, 1849.

A. H. Robinson, Superintendent Elgin and Havelock Ry., at Petittcodiac, N.B., born at Elgin, N.B., Feb. 2, 1862.

A. E. Rosevear, Freight Claim Agent G.T.R. at Montreal, born Feb. 20, 1863.

H. H. Schaefer, District Freight Agent Intercolonial Ry., St. John, N.B., born at Cologne, Germany, Feb. 10, 1848.

J. G. Scott, General Manager Quebec and Lake St. John Ry., Quebec, born there Feb. 13, 1847.

G. Spencer, Superintendent C.P.R., North Bay, Ont., born in London, Eng., Feb. 21, 1865.

Hugh Sutherland, Executive Agent Canadian Northern Ry., Winnipeg, Man., born at New London, P.E.I., Feb. 22, 1845.

J. B. Tinning, Travelling Passenger Agent C.P.R. Atlantic S.S. Lines, Toronto, born there Feb. 21, 1866.

J. W. Troup, Superintendent C.P.R. Pacific Coast Steamships, Vancouver, born Feb. 5, 1855.

Sir Wm. C. VanHorne, K.C.M.G., Chairman C.P.R. and President Cuba Co., Montreal, born in Will County, Ill., Feb., 1843.

Brockville, Westport and Northwestern Railway.

Following are extracts from the annual report for the year ended June 30, 1907: The general balance sheet shows current assets totalling \$1,433,015.79. The company has spent large sums in permanent improvements during the year, and it is the intention to put a much larger sum into the roadbed during the coming year. The balance of improvements to June 30, 1906, together with the outlays since that date to June 30, 1907, total \$48,136.41. The cash on hand at the close of the year was \$5,901.22.

GAIN AND LOSS ACCOUNT.

Maintenance of way.....	\$ 3,087.54
Maintenance equipment.....	1,646.49
Conducting transportation.....	17,318.99
General expenses.....	5,014.35
Bond interest.....	18,000.00
Taxes.....	911.33
Wear and tear (implements).....	4,813.64
N.Y. financial expenses.....	3,122.84
Current interest.....	407.87
Suspense account and sundries.....	512.28
Surplus account.....	7,187.67

Total..... \$62,023.00

Passenger traffic.....	\$30,486.73
Freight traffic.....	27,154.17
Mail service.....	3,369.60
Express.....	931.25
Sundry income.....	81.25

Total..... \$62,023.00

The gross earnings derived from the operations of the present line of completed road show a substantial and steady increase each

year. A comparison of the annual earnings and operating expenses for the last five years is given as follows:

	Earnings.	Expenses.
1903.....	\$44,461.74	\$32,733.14
1904.....	48,431.25	30,792.66
1905.....	54,045.76	30,145.74
1906.....	59,378.99	29,748.85
1907.....	62,023.00	27,067.37

Comparison of earnings for year ending June 30, 1907, with those of previous year:

	1906	1907
Passengers.....	\$28,518.15	\$30,486.73
Freight.....	26,344.85	27,154.17
Mail.....	3,378.80	3,369.60
Express.....	830.59	931.25
Other sources.....	246.60	81.25

Total..... \$59,318.99 \$62,023.25

There was expended during the year on equipments, rolling stock, roadway and structures, \$24,777.33, as compared with \$14,115.69 in 1906. The excess of gross earnings over gross operating expenses for the year was \$34,955.63. In 1906, the line carried 69,110 passengers; in 1907, 73,468, an increase of 4,358.

A comparison of the freight traffic of the past two years shows:

	Tons Weight 1907	Tons Weight 1906
Flour in barrels.....	1,945	2,027
Grain (bushels).....	3,556	2,975
Livestock, no. head.....	2,762	2,173
Lumber, all kinds.....	1,337	1,109
Coal and other fuel.....	1,915	1,183
Manufactured goods.....	7,766	8,520
All other articles.....	2,575	3,325

Total..... 21,865 21,312

The road is 45 miles long, with two miles of sidings; four locomotives, 10 passenger, mail and express cars, 18 box and platform cars with air brakes and auto-couplings, one snow-plow car, and three engine houses.

TRAFFIC AND MILEAGE STATISTICS.

Per cent. operating expenses to earnings.....	0.436
Gross earnings per mile road.....	1,378.288
Gross earnings per train mile.....	1,059
Operating expenses per mile of road.....	601.497
Operating expenses per train mile.....	0.462
Average cost of maintenance of way, per mile of road.....	68.61
Average improvements to roadway, per mile of road.....	212.54
Miles run by passenger trains.....	30,150
Miles run by freight trains.....	295
Miles run by mixed trains.....	28,090

Total miles run by trains..... 58,535

Average rate of speed per hour, passenger trains.....	30 miles.
Average rate of speed per hour, freight trains.....	21 miles
Average rate of speed per hour, mixed trains.....	21 miles.

The report was adopted and the directors re-elected. Following are the officers and directors for the current year: President, E. R. Thomas, New York; Vice-President, J. Gerken, New York; Treasurer, F. T. Lewis, New York; Secretary and Manager, C. Heilshorn, New York; Superintendent and Assistant Manager, W. T. Curle, Brockville, Ont.; other directors: C. F. Thomas, New York; W. S. Buell, R. Bowie, W. H. Comstock, Brockville, Ont.; J. Cumming, Lyn, Ont.; W. C. Fridenburg, Westport, Ont. The changes made in the officers for the year are: F. T. Lewis succeeds C. F. Thomas as Treasurer; the position of Assistant Secretary and Treasurer, heretofore held by Mr. Van Tuyl, is abolished; C. Heilshorn has been appointed Manager as well as Secretary, and W. T. Curle has been made Assistant Manager as well as Superintendent.

The G.T.R. has been approached by a deputation representing the Dominion Millers' Association, regarding the putting into effect of an export rate on flour based on the all-rail rate from Fort William to North Bay on Manitoba wheat. It is stated that both the G.T.R. and C.P.R. will shortly issue new tariffs, making the export rate via Portland, Boston and St. Louis, 1½c. per 100 lbs. over the present tariff to Montreal, and 2½c. per 100 lbs. to Halifax.