

## Canadian National Railways.

Operating deficit .....	\$14,020,671.15	\$ 2,144,552.71	\$11,876,118.44	553.84
Canadian Government rentals .....	697,384.22	692,400.00	4,984.22	7.20
Miscellaneous income .....	*961,665.21	*298,075.67	*1,259,740.88	*422.62
Def. St. John and Quebec .....	187,269.97	142,941.87	44,328.10	31.01
Net deficit excluding Canadian Northern fixed charges and miscellaneous income balance ..	\$13,943,660.13	\$ 3,277,970.25	\$10,665,689.88	325.38
Traffic—Passengers carried (exclusive of electric lines.)	1919.	1918	Increase.	Per cent.
Canadian Government .....	6,697,232	5,779,085	918,157	15.89
Canadian Northern .....	4,910,160	4,114,965	795,195	19.32
Canadian National .....	11,607,392	9,894,050	1,713,352	17.32
Tons of freight handled.	1919.	1918.	Decrease.	Per cent.
Canadian Government .....	11,108,391	13,476,755	*2,368,364	*17.57
Canadian Northern .....	13,066,315	13,699,345	*633,030	*4.62
Canadian National .....	24,174,706	27,176,100	*3,001,394	*11.04
Passenger train mileage.				
Canadian Government .....	4,744,179	3,946,703	797,476	20.21
Canadian Northern .....	5,829,184	5,043,098	786,086	15.58
Canadian National .....	10,573,363	8,989,801	1,583,562	17.62
Mixed train mileage.				
Canadian Government .....	1,182,041	1,205,829	* 23,788	* 1.97
Canadian Northern .....	1,841,603	1,788,536	53,067	2.97
Canadian National .....	3,023,644	2,994,365	29,279	0.98
Freight train mileage.				
Canadian Government .....	6,199,775	6,986,399	* 786,624	*11.26
Canadian Northern .....	9,788,782	9,545,329	243,453	2.55
Canadian National .....	15,988,557	16,531,728	* 543,171	* 3.29
Work train mileage.				
Canadian Government .....	547,594	492,558	55,036	11.17
Canadian Northern .....	1,505,543	1,108,625	396,918	35.80
Canadian National .....	2,053,137	1,601,183	451,954	28.23
Total train mileage.				
Canadian Government .....	12,673,589	12,631,489	42,100	0.33
Canadian Northern .....	19,012,946	17,525,622	1,487,324	8.49
Canadian National .....	31,686,535	30,157,111	1,529,424	5.07

\*Decrease.

## Canadian National Railways.

Comparison of pay-roll, 12 months ended Dec. 31.

Can. Government railways .....	\$31,545,481.18	\$24,980,155.59	\$ 6,565,325.59	26.28
Canadian Northern railway .....	41,620,133.30	29,269,906.70	12,350,226.60	42.19
	\$73,165,614.48	\$54,250,062.29	\$18,915,552.19	37.87

## Explanation of Increase.

	Can. Govt. Rys.	Can. Nor. Ry.	Total	Per cent.
Increase due to G.O. 27 .....	\$ 2,499,353.28	\$ 3,218,339.56	\$ 5,717,692.84	30.23
Supplements .....	3,749,029.92	4,827,509.34	8,576,539.26	45.34
Deferred maintenance and increased service	316,942.39	3,456,199.97	3,773,142.36	19.14
Backe time 1918 .....		84,177.73	84,177.73	.....
Total .....	6,565,325.59	12,350,226.60	18,915,552.19	100.00

## Canadian National Railways.

Revised estimate of wages for 12 months at present rates, showing increase under McAdoo Award, supplements and collateral increases down to and inclusive of 4c. increase to shopmen. Based on number of hours on duty for all employees for year ended June 30, 1918.

Class of employees.	Compensation prior to	Increase under G.O. 27.		No.	Increase under Supplements.		Estimated wages 12 months under existing rates.	Total Increase over 1917.	
	G.O. 27. \$ cts.	Amount \$	%		Amount \$ cts.	%	cts.	Amount \$	% cts.
Maintenance of way .....	10,686,978 83	2,837,304 88	26.55	8	4,701,487 53	43.99	18,225,771 24	7,538,792 41	70.54
Maintenance of equipment .....	9,595,877 56	2,921,562 96	30.44	4	3,163,022 42	32.96	15,680,462.94	6,084,585 85	63.41
Enginemen .....	5,334,427 54	611,870 90	11.47	15	636,986 23	11.94	6,583,284 67	1,248,857 13	23.41
Trainmen .....	6,823,329 91	673,679 16	10.65	16	392,532 24	6.21	7,889,541 31	1,066,211 40	16.86
Agents and telegraphers .....	2,468,844 39	177,110 04	7.17	13	956,310 93	38.74	3,602,265 36	1,133,420 97	45.9
Clerical and other station forces ....	6,199,273 57	1,195,561 46	19.28	7	1,970,280 30	31.79	9,365,115 53	3,165,841 76	51.07
Various (not distributed) .....	1,881,846 26	261,059 04	13.89	Var.	830,981 46	60.14	2,473,886 76	1,092,040 50	79.03
Officers .....	1,275,303 73	.....	.....	Coll.	361,353 81	26.33	1,636,657 54	361,353 81	28.33
Grand total .....	43,265,881 79	8,678,148 44	20.06	.....	13,013,954 92	30.07	64,956,985 15	21,691,103 36	50.13

## Standard Conditions and Specifications for Wire Crossings.

The Board of Railway Commissioners passed general order 288, Mar. 23, as follows:—Re sec. 372 of the Railway Act, 1919, for carrying of wires and cables along or across railway tracks and the Canadian National Rys. application for an order amending the Standard Conditions and Specifications for Wire Crossings, approved by general order 231, May 6, 1918, as amended by general order 267, June 27, 1919: Upon reading what is filed in support of the application, the Canadian Pacific and Grand Trunk Railways concurring therein, it is ordered that the Standard Conditions and Specifications for Wire Crossings, as approved by general order 231, be amended by striking out paragraph 4 of part 1 and substituting therefor the following, viz:—

"4. The applicant, before any work is begun, shall give the railway company owning, operating, or using the said railway at least 72 hours prior notice thereof in writing, and the said railway com-

pany shall be entitled to appoint an inspector, under whose supervision such work shall be done, and whose wages, at a rate not to exceed \$11 a day, shall be paid by the applicant; such payment to cover both wages and expenses. When the applicant is a municipality, and the work is on a highway under its jurisdiction, the wages of the inspector shall be paid by the railway company."

General order 267 is rescinded.

## London to Calcutta by Rail.

The Bagdad Railway begins at Konia, in the heart of Asia Minor, where, by means of the Anatolian Railway it connects with Constantinople. From Constantinople to Aleppo, is some 850 miles. From Aleppo the line proceeds to Jerablus, on the Euphrates, and thence by Nisibin to the important center of Mosul on the Tigris; thence southward to Bagdad and to Basra. From Aleppo to Bagdad is about 650 miles. Carry the imagination further, and we may reasonably picture, under the new

political arrangements between Great Britain and Persia, the extension of the Bagdad Railway to Teheran, and thence to Quetta and India. That done—and the conception has its grandeur—travel overland between London and Calcutta should be a matter of less than a fortnight. Lindsay Bathford in Edinburgh Review.

## Alberta's Guarantees of Railway Bonds.

The Province of Alberta is reported to have made a statement in the Legislature recently, in reply to questions as to the position of the province in regard to its guarantees of bonds for railway construction. His reply covered the guarantee of bonds for lines forming part of the Canadian Northern Ry., and for branch lines of the Grand Trunk Pacific Ry., both of which railways are now under the Dominion Government's control, the first forming part of the Canadian National Rys., and the second being under a Dominion Government Receiver-ship, and will shortly pass, with the G.T.R. under government ownership.

In reference to the Canadian Northern Ry. the Premier said the Alberta Government had guaranteed bonds for the lines from Strathcona to Calgary, 230 miles; from north of Calgary to Lethbridge, 125 miles; from Camrose to Vegreville, 45 miles; from near MacLeod to the western boundary of the province, 65 miles, and from the crossing of the Lethbridge-Calgary line over the Little Bow River, via MacLeod to the international boundary, 110 miles. Bonds have been sold in respect of these lines to the extent of 88.35% of the guarantee, the

amount of money standing to the credit of the province from the proceeds of the sales of such bonds being \$1,201,791.85. The completed lines of the branches guaranteed are those from Camrose to Vegreville; Strathcona to Calgary, and a portion of the Lethbridge-Calgary line, there being still 96.87 miles to build. Monies paid over to the C.N.R. for work done amount to \$188,600 on the Calgary-Lethbridge line; \$182,325 on the Little Bow-Boundary line and \$86,282.30 on the MacLeod-B.C. boundary branch.

In reference to the Grand Trunk Pacific branch lines the Premier said the provincial guarantee was for the lines from Tofield to Calgary, 201.5 miles, the bonds for which had been sold and the entire proceeds paid to the company. This line is completed and has been in operation for some years.

Van Horne Estate. The transferring of 122½ square miles of crown lands, owned by the late Sir William Van Horne's estate in Northumberland County, N.B., to the International Paper Co., New York, has been completed.