

THE RAILWAY & SHIPPING WORLD.

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AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM & ELECTRIC RAILWAY, SHIPPING, EXPRESS, TELEGRAPH & TELEPHONE INTERESTS.

The Official Organ of
The Canadian Freight Association.
The Canadian Roadmasters' Association.

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TO ADVERTISERS.

The steam & electric railways, the steamship, express, telegraph & telephone companies in Canada are large buyers.

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to \$3,257,648.51, an increase of \$331,679.84, making the excess of expenditure \$139,978.66, or, including the rent mentioned, \$209,978.66.

Comparing the earnings with those of the previous year the passenger traffic produced \$1,053,864.64, an increase of \$74,859.07; the freight traffic \$1,857,740.06, an increase of \$170,689.74, & the carriage of mails & express freight \$206,065.15, an increase of \$6,093.12. The earnings per mile were \$2,594.

53, an increase of \$91.45. These figures are based on an average mileage of 1,201.63 in 1897-98, & an average mileage of 1,145 in 1896-97.

The number of passengers carried was 1,528,444, an increase of 26,754 in through & local traffic, & 1,434,576 tons of freight were carried, an increase of 138,548 tons. Of flour 987,408 barrels were carried, an increase of 139,707. Of grain 1,551,372 bus. were carried, an increase of 457,873; of this, 8,000 bus. was for shipment at Halifax. Lumber showed an increase of 10,738.091 superficial ft., the total carried being 254,093,816 ft. There was an increase of 17,219 in the number of live stock, of which 89,301 were carried. 369,949 tons of coal, a decrease of 13,413, were carried. Of raw sugar, none was carried. Of refined sugar, 26,434 tons, an increase of 5,714, were carried, of which 15,445 was for points west of the road. 8,330 tons of fresh fish, an increase of 622 tons, & 5,005 tons of salt fish, a decrease of 875 tons, were carried. Of ocean borne goods to & from Europe via Halifax the aggregate was 26,220 tons, an increase of 6,064. Of this, 18,633 was local traffic.

In the winter of 1897-98 the removal of snow & ice entailed an expenditure of \$58,370.90, about \$25,000 more than the cost the previous year. The permanent way & all structures & works are in good order.

The train mileage (or number of miles run by trains) of the year was 3,955,009, an increase of 175,726. The cost per train mile was 82.37c., 4.95c. higher than in the previous year. The working expenses per mile of railway amounted to \$2,711.02, an increase of \$155.59 a mile.

The Windsor Branch is 32 miles long, extending from Windsor Jct., on the I.C.R., to Windsor. It is operated by the Dominion Atlantic Ry. Co., which pays all charges in connection with the working of the traffic, $\frac{2}{3}$ of the gross earnings being allowed the Co., the Government taking the remaining $\frac{1}{3}$, & assuming all costs of maintenance of the road & works. This arrangement is carried out under an agreement dated 1892, which extends for a further term of 21 years, arrangements similar to those made in 1871. All charges for superintendence & supervision of maintenance of works are borne by the Government; the duty of supervision being performed by the chief officers of the I.C.R. The gross earnings of the Government ($\frac{1}{3}$ of gross receipts) were \$37,226.64, a decrease of \$3,376.59. The expenses of maintenance were \$18,181.63, an increase of \$7,360.59, leaving the profit to the Government \$19,045.01. The road has been maintained in good order.

Prince Edward Island Railway.—The total cost of the road & equipments chargeable to capital account at the close of the fiscal year was \$3,768,107.26; there being an addition during the year of \$17,541.88 on account of new works, including the shortening of the line between North Wiltshire & Colville & a survey for a branch from South Port to Murray Harbor.

The gross earnings were \$158,950.61, & the working expenses \$231,418.74; the expenditure in excess being \$72,468.13. Compared with the previous year, the gross earnings increased \$5,507.48. The railway carried 126,511 passengers, an increase of 4,021, producing \$63,734.71, an increase of \$1,039.54. Of freight there was carried 57,539 tons, an increase of 5,388, producing \$75,845.60, an increase of \$5,972.94. The earnings from mails & sundries were \$19,370.40, a decrease of \$1,505. Compared with the previous year, the working expenses were less by \$9,069.16. The train mileage was 252,894, a decrease of 1,135 miles. The cost per mile run by trains was 91.51c., a decrease of 3.16c.; & per mile of railway \$1,101.99, a decrease of \$43.20 per mile. The road, with its buildings

& rolling stock has been maintained in a satisfactory condition.

Canals.—The expenditure charged to capital account on the original construction & the enlargement of the several canals of the Dominion up to June 30, 1898, was \$72,504,401.85. A further sum of \$15,067,096.31 was expended on the repairs, maintenance & operation of these works, making a total of \$87,571,498.16. These figures are the aggregate expenditures on specific canals & do not comprise certain items charged to "Canals in general." The total revenue derived, including tolls & rentals of lands & water-powers, amounted to \$11,710,240.08. The expenditure for the fiscal year was: On construction & enlargement, \$3,207,249.79, & \$624,755.96 for repairs, renewals & operation, making a total of \$3,832,005.75. The net revenue for the fiscal year was \$407,662.81, an increase of \$22,882.28. The net canal tolls were \$344,057.13, an increase of \$22,429.80, & the rents were \$44,050.39, a decrease of \$549.25. The expenditure on canal staff & maintenance, repairs & renewals amounted to \$624,755.96, a decrease of \$8,520.20; & the net receipts amounting as above to \$407,662.81, the amount of expenditure in excess of receipts was \$217,093.15, compared with an excess expenditure the previous year of \$248,495.63.

The following features of the principal canal traffic during the season of navigation of 1897 will be of interest:—On the Welland Canal, 1,274,292 tons of freight were moved, a decrease of 5,695 tons; of which 824,485 tons were agricultural products, an increase of 31,123, & 181,817 produce of the forest. 1,050,093 tons passed eastward & 224,199 westward; 1,244,750 were through freight, of which 1,026,458 passed eastward. Of this through freight Canadian vessels carried 345,977 tons, an increase of 4,847, & United States vessels 898,773, a decrease of 3,692. The total freight passed eastward & westward through this canal from U.S. ports to U.S. ports was 564,694 tons, a decrease of 88,519 compared with 1896. The quantity of grain passed down this & the St. Lawrence canals to Montreal was 560,254 tons, an increase of 99,205 compared with the previous year: of this 89,659 were transhipped at Ogdensburg as against 461,049 carried down in 1896, of which 77,355 were transhipped at Ogdensburg. The further quantity of 43,023 tons of grain passed down the St. Lawrence Canals only, to Montreal, making the total 603,277 tons. The rate of toll on grain for passage through the Welland (giving free passage through the St. Lawrence canals) was 10c. a ton.

On the St. Lawrence canals 1,231,365 tons of freight were moved, an increase of 117,675; of which 813,638 were east bound through freight; & 23,831 west bound through freight; 746,537 were agricultural products, 331,620 merchandise, & 94,496 forest products. Seven cargoes of grain, aggregating 2,324 tons, were taken down direct to Montreal through the Welland & St. Lawrence canals.

On the Ottawa River canals the total quantity of freight moved was 562,370 tons, an increase of 60,324, of which 551,700 were produce of the forest. On the Chambly Canal 352,136 were moved, an increase of 7,201, of which 237,653 were the product of the forest. On the Rideau Canal 77,276 were carried, an increase of 3,969, 47,010 being the product of the forest. On the St. Peter's Canal 67,093 were carried, an increase of 1,585, of which 50,013 were merchandise. On the Murray Canal 13,231 passed, an increase of 175, & 5,467 of this were the product of the forest. On the Trent Valley Canal 36,141 were moved, of which 35,294 were product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 4,947,063 tons, an increase of 369,664, carried in 4,268 vessels, the number of lockages being 2,604. Of wheat 17,924,802 bus., & of other grain