

93.13	44,062,949.94	Operating expenses	34,026,652.43	82.04
6.87	3,247,061.97	Net earnings	7,443,369.41	17.96
100.00				100.00

Earnings, Expenses and Net Earnings

Per mile operated year ended Dec. 31.

Year	Average miles operated	Earnings	Expenses	Net earnings
1917	9,433	\$4,396.27	\$3,607.19	\$789.08
1918	9,452	5,005.29	4,661.76	343.53

Fixed Charges Per Mile of Line.

	1918	1917
Amount required per mile of road to pay fixed charges, including leased lines	\$1,893.60	\$1,695.24

Description of Freight Carried for Years Ended Dec. 31.

	1918	1917
Flour, sacks (100 lb. each)...	8,904,498	7,138,927
Grain, bushels	93,985,078	112,971,191
Live stock, head (all kinds)	654,583	609,409
Logs and lumber, ft., m.f....	1,614,829	1,970,656
Firewood, cords	362,118	334,489
Coal, tons	2,373,985	2,126,334
Immigrants' effects, cars.....	5,279	3,958
Building material (lime, stone, brick, sand, etc.), cars	29,794	33,340
Miscellaneous, tons	4,048,065	4,269,115

Passenger, Freight and Miscellaneous Statistics Compared With Previous Fiscal Year.**PASSENGER TRAFFIC**

	1918	1917
Passengers carried (earning revenue)	4,114,965	4,503,958
Passengers carried one mile	288,067,800	293,322,255
Passengers carried one mile per mile of road	30,477	31,425
Average distance carried	70.01	65.13
Total passenger revenue	\$7,127,141.55	\$6,437,305.25
Average amount received per passenger	\$1.73.225	\$1.42.925
Average amount received per passenger per mile, cents	.02.474	.02.194
Total passenger train earnings	\$8,783,084.63	\$7,970,489.84
Passenger train earnings per train mile	1.28.903	1.14.649

FREIGHT TRAFFIC

	1918	1917
Revenue tons carried	13,289,641	13,834,676
Revenue tons carried one mile	4,021,275,963	4,328,241,986
Revenue tons carried one mile per mile of road	425,442	463,707
Average distance haul of one ton	302.59	312.86
Total freight revenue	\$35,674,816.63	\$31,134,034.68
Average amount received for each ton of freight	\$2.68.441	\$2.25.043
Average revenue per ton per mile, cents	.00.887	.00.719
Total freight train earnings	\$36,719,136.76	\$31,937,926.59
Freight train earnings per train mile	\$3.24.220	\$2.69.118

TRAIN MILEAGE.

	1918	1917
Mileage of passenger trains	5,044,607	5,037,334
Mileage of freight trains	9,556,238	9,952,918
Mileage of mixed trains	1,769,124	1,914,725

EXPENSES PER TRAFFIC TRAIN MILE

	1918	1917
Maintenance of way and structures, cts....	54.67	41.28
Maintenance of equipment, cts.	51.12	35.39
Traffic expenses, cts....	04.79	04.52
Transportation expenses	1.43.69	1.05.83
Miscellaneous operations, cts.	03.52	03.23
General expenses, cts....	07.10	07.42
Total	\$2.64.89	\$1.97.67

Operations of Electric Lines Not Included in Above Statement.

	1918	1917
Passengers carried (earning revenue)	6,036,625	5,859,032
Total passenger revenue	\$504,319.84	\$441,675.72
Revenue tons carried	409,704	423,642
Total freight revenue	\$252,746.20	\$225,809.38

Summary of Equipment at Dec. 31.

	1918	1917
Locomotives	788	735
Sleeping and dining cars	116	116
Passenger cars	596	624
Baggage, mail and express cars	191	187
Business cars	25	22
Freight, refrigerator and stock cars	31,828	29,489
Conductors' vans	426	443
Boarding, tool, auxiliary cars, steam shovels and snow equipment	1,675	1,520

Miles of Railway.

The total mileage operated at Dec. 31, 1918, including lines owned and leased, was 9,566.5 miles, made up as follows:

	Miles.
Lines in Nova Scotia	374.6
Quebec Division	786.3
Ontario Division	1,792.2
Minnesota Division	172.6
Central Division	2,678.0
Western Division	2,989.9
Pacific Division	711.3

Electric lines in Ontario	61.6
Total	9,566.5

Location of Lines.

Nova Scotia	374.6
Quebec	729.5
Ontario	2,253.3
Manitoba	1,995.7
Saskatchewan	2,218.3
Alberta	1,246.9
British Columbia	531.9
Minnesota	216.3

Total	9,566.5
Average miles operated for fiscal year	9,452

Summary of Mileage.

Mileage owned by Canadian Northern Ry. System	9,067.5
Joint running rights, etc.—	
Toronto to Rosedale, G.T.R.	3.8
Grand Trunk Crossing, Orillia, C.P.	2.8
Riverside to Ottawa Union Station, G.T.R.	18.6
Current River to Port Arthur, C.P.R.	1.7
Chip Lake to Obed, G.T.P.	2.1
Snaring to Geikie, G.T.P.	77.8
New Westminster to Vancouver, Great Northern	21.0
Halifax to Southwestern Jct., C.G.R.	13.8
Middleton Jct. to Middleton, D.A.R.	6.0
Duluth to D.W. & P. Jct, Nor. Pac.	3.5
Lines leased—Northern Pacific in Manitoba	151.7
Total mileage operated	347.3
	9,566.5

Suit Against Express Company for Damage to Strawberries.

The Quebec Court of Appeal gave judgment at Montreal, recently, on the appeal of H. V. Clogg, trading as J. R. Clogg and Co., fruit importers, against a Superior Court decision, dismissing an action brought against the Canadian Express Co. and the American Express Co. to recover \$424.74 loss on a car load of strawberries which had deteriorated in quality in transit from Independence, La. The fruit was consigned from Independence by the American Express Co., May 5, 1916, and was transferred on Clogg's instructions to the Canadian Express Co., at Port Huron, Mich. The cost laid down in Montreal was \$1,725.94. On delivery it was found that the fruit had deteriorated, and it was sold for \$1,301.20. Clogg alleged that the deterioration was due to the carriers' negligence in not keeping the car sufficiently cooled, and sought to recover the difference in value from the Canadian Express Co.—the American Express Co. being subsequently added as a defendant. The Superior Court dismissed the action, and Clogg appealed. After argument, Justice Demers found that the consignment was shipped in good order, and there was a new contract when the car was transferred to the Canadian Express Co. at Port Huron. Article 1675 of the Civil Code provides that carriers are liable for loss or damage of things entrusted to them unless they can prove that such loss or damage was caused by a fortuitous event or irresistible force, or arose from a defect in the thing itself. It was not Clogg's duty to show how the loss was occa-

sioned. It was evident that the Canadian Express Company showed lack of care in transportation. It ought to know its business sufficiently not to take over a defective car from another company, if it was necessary to assume in this case to believe that this car was not in a proper condition when taken over at Port Huron. As it was admitted the temperature of the car was too high when it arrived at Montreal, it was probable that it had not been sufficiently iced between Port Huron and Montreal. The Superior Court's decision dismissing the action as against the American Express Co. was affirmed, and reversed as against the Canadian Express Co. Judgment for \$424.74 with interest and costs was entered against the Canadian Express Co.

Railway Situation in Gaspe Peninsula.

A meeting of merchants, lumbermen and others interested in the development of the Gaspe Peninsula was held in Quebec, Feb. 5, to consider the railway situation in their district. It is served by the Quebec Oriental Ry., from Matapedia on the Intercolonial Ry., to New Carlisle, 98 miles; and the Atlantic, Quebec and Western Ry., from New Carlisle to Gaspe Basin, 104 miles; both lines being under one management. After hearing reports as to the condition of the roadbed, the rolling stock and the service being given, an association for the improvement of the railway situation on the Gasp coast was formed, with Hon. J. H. Kelly as President, and a number of resolutions were passed. The two important ones were: To authorize the executive committee to place before the Dominion Government the real situation as to the railways, and to ask that the government acquire the lines either by agreement as to value, or by arbitration, and that meanwhile the Board of Railway Commissioners be asked to order the companies to furnish a daily mail and passenger service in each direction between Matapedia and Gaspe Basin.

Ice Railway at Port Arthur—The Contractors for the extension of the breakwater at Current River, Port Arthur, Ont., Chambers, McQuigge, McCaffrey Co., have laid a single track narrow gauge railway, with passing tracks, over the ice from the mainland to where the breakwater is being built. The rolling stock consists of 4 locomotives and a large number of dump cars. Each train consists of 6 cars, the load being about 50 tons, about 1,000 tons a day being dumped into 40 ft. of water. The contract covers the construction of 1,500 ft. of breakwater.

Cornwall International Bridge Taxation—The Ontario Legislature is being asked to ratify a Cornwall Tp. Council bylaw confirming an agreement made between the council and the Ottawa and New York Ry., fixing an annual assessment of \$150,000 on the portion of the international bridge between Canada and the United States, which is in Cornwall Tp.

The Canadian Transfer Co.'s Toronto stables were damaged by fire Feb. 6, the loss being put at \$1,500. About 40 horses in the stables were saved.

Spanish Railway Companies have asked authority to increase freight rates 35% to meet increased operating expenses.