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# THE Railway and Shipping World

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## RAILWAYS & CANALS.

### Annual Report of the Department.

The annual report of the Department of Railways & Canals for the year ended June 30, 1898, has been issued. Following is a summary of the report of the Deputy Minister & Chief Engineer.

The number of railways in actual operation, including the 2 Government roads, the I.C.R. & the P.E.I.R., was 146: some of these, however, are amalgamated or leased; making the total number of controlling companies 84, not including the Government railways. The number of companies absorbed by amalgamation is 34, & the number of leased lines is 33.

The number of miles of completed railway was 16,870, an increase of 183, besides 2,248 miles of sidings. The number of miles laid with steel rails was 16,622, of which 553 was double track. The number of miles in operation was 16,718.

The paid-up capital amounted to \$941,297,037, an increase of \$19,439,895. The gross earnings amounted to \$59,715,105, an increase of \$7,361,829, & the working expenses aggregated \$39,137,549, an increase of \$3,968,884 compared with those of the previous year, leaving the net earnings \$20,577,556, an increase of \$3,392,945. The number of passengers carried was 18,444,049, an increase of 2,272,711, & the freight traffic amounted to 28,785,903 tons, an increase of 3,485,572. The total number of miles run by trains was 50,658,283, an increase of 4,977,432. The accident returns show 5 passengers killed.

The Government expenditure on railways prior to & since 1867 amounts, on capital account, to \$123,551,091.77 (including a payment of \$25,000,000 to the C.P.R. Co.), & for railway subsidies charged against the Consolidated Fund the further sum of \$17,619,222.11, making a total expenditure of \$140,834,731.29. In addition there has been an expenditure since Confederation for working expenses of \$73,029,631.74, covering the maintenance and operation of the Government roads, or a grand total of \$213,863,363.03; all of which, with the exception of \$13,881,460.65, has been expended on railways during the past 31 years. This does not include an annual subsidy of \$186,600 to the Atlantic & Northwest Ry. Co. for 20 years from July 1, 1889, nor interest at 5% on \$2,394,000, payable to the province of Quebec for the line from Quebec to Ottawa, which has been transferred to the Public Debt. The revenue derived from the Government roads during the same period amounts to \$64,510,650.18.

**Canadian Pacific Railway.**—Of the \$579,255.20 awarded to this Co. in 1891 by the arbitrators in respect of transferred works in British Columbia, and to be expended by the

Co. under Government supervision in certain specified directions, the total value of the work executed up to Nov., 1898, is \$579,022.53, which includes the expenditure, \$202,675.20, prior to the date of the award, leaving still to be expended \$233.67.

It should be noted that for the year ended on the 30th June, 1898, the Company had under traffic in Canada 6,334 miles of railway, including leased lines, & 36 miles over which it has running powers. Its gross earnings were \$25,470,796.18 (as against 6,314 miles of railway, & earnings \$21,242,638.75 the previous year). The total expenditure for working expenses was \$14,684,790.65, making the net earnings

to competent hands, as the ground has been carefully selected & as good alignment as the physical features of the country will admit of obtained. The maximum grade is 1%, or 52.8% a mile, the severest curves being 10 & 12 degrees, except in one instance, where a 15 degree curve has been introduced. The work of construction has so far been confined to the section between Lethbridge & Kootenay Landing, 290 miles, over which the track laying was completed on Oct. 8, 1898, & at this date of writing the line over this section is in safe condition for public traffic. A train transfer landing has been constructed on Kootenay Lake at Kootenay Landing, so that cars with their loads can be transferred without transshipment from that point to Nelson, which will greatly assist mining operations through the Kootenay district. The amount of subsidy paid up to Nov. 1, 1898, is \$2,162,190.

It is only proper here to note that amongst the various works & undertakings of the Co. for the substantial improvement of its railway in the directions of steel bridge construction, the formation of solid embankments & the adaptation of the most recent appliances to its rolling stock in order to secure safety & comfort to its passengers & employes, it has now equipped with self couplers 8,456 freight cars, & has fitted 6,601 freight cars with automatic brakes.

**Government Railways in Operation.**—The lines maintained by the Government are: The Intercolonial, the Windsor Branch (maintained only), & the Prince Edward Island Rys. The gross earnings of all the Government roads for the fiscal year were \$3,313,847.10, an increase of \$253,772.72. The gross working expenses were \$3,577,248.88, an increase of \$399,979.27. The net loss on the operations of the year was \$263,401.78. These figures include \$70,000 rent, paid for the extension of the I.C.R. into Montreal.

**Intercolonial Railway.**—In Mar., 1898, the operations of the I.C.R. were extended to Montreal by means of leases obtained from the G.T. & Drummond County Ry. Cos., making an addition of 169.81 miles to the operation of the Government line, its length being 1,314 miles instead of 1,145. During the fiscal year there was an addition of \$252,756.80 to capital account expenditure, making the total expenditure chargeable to capital, on the whole road as amalgamated under the act of 1891, \$55,668,913.95. The additions made during the year included \$56,651.93 for increased accommodation at Halifax, \$93,943.08 for increased accommodation at Moncton, \$19,820.48 for the extension to deep water at North Sydney, & \$65,510.92 on rolling stock.

The gross earnings of the year amounted to \$3,117,669.85, an increase of \$251,641.83, & the working expenses (exclusive of \$70,000 rent paid for the extension to Montreal



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\$10,786,005.53, an increase of \$2,120,167.20 over the net earnings of the previous year.

The construction of the Crow's Nest Pass Ry., being considered a necessity for the successful development of the mining interests of B.C., Parliament granted a subsidy of \$11,000 a mile in aid of it. Under the act the C.P.R. Co. undertook the work of construction & entered into a contract, breaking ground July 15, 1897, since which the works of construction have been vigorously prosecuted. The length of road under contract is: Lethbridge to Kootenay Lake, 290 miles; Kootenay Lake to Nelson, 54 miles; total, 344 miles. The supervision of the location of the line has evidently been entrusted