

York and 15½c. to Montreal, the shorter distance. From Canadian territory the rates would be for export from Windsor, Sarnia, and east 500 miles 13½c. and over, while for local shipments to Montreal from Windsor and other intermediate points the rate would be 19c., or 5½c. above the New York rate.

"BUTTER, EGGS AND CHEESE.—Tariff (G.T. Ry.) G.D. 57, shows the rates charged on shipments in Canada for export only. Tariff R.R.G.B. 12, rates on general merchandise in Canada to the sea-board for export shows rates from U.S. points to the sea-board. Tariff C.R.C. no. W-17, shows rates from the U.S. points to the sea-board as class rates. Tariff C.R.C. no. E-196, the same. Tariff G.J. no. 20, shows the prevailing rates charged on butter, eggs, and cheese from various points in Ontario to the sea-board. By comparing the above it will be seen that for local consumption in the U.S. cheese is carried 382 miles for 23½c., while for 400 miles in Canada the rate is 36c., or 12½c. per 100 lbs. in favor of the U.S. producers. It will also be seen that 7c. per 100 lbs. more is charged from Lucknow, Listowel, Palmerston, and other points in that vicinity than from London, Ingersoll and Woodstock to Montreal. The rates are not only very high, but no allowance is made for car-load shipments, notwithstanding the enormous proportions to which the trade is developing.

"GENERAL MERCHANDISE.—Tariff C.R.C. no. W-17, shows rates on general merchandise in effect from U.S. territory to the sea-board, and also from points in Canada. Distances are not considered.

"BEANS.—We also desire to call the attention of the committee to the fact that beans are shipped in class rates instead of being hauled at commodity rates, the same as grain products—their weight is the same—they are shipped in the same manner, and their value as a rule is about that of wheat. Tariff G.D. no. 57, shows rates on packing-house products to be very high, and distance not considered.

"TAN BARK.—Tariff (Ottawa, Arnprior and Parry Sound) shows rates on tan-bark. Very high for service rendered.

"We also desire to call the attention of the committee to the fact that the rates on imports are from 50 to 60% less in Canada than the rates on commodities exported, whereas in the U.S. both the exports and imports as a rule are equal. We might enlarge indefinitely, but the purpose in view will be served by pointing out a number of instances which illustrates the difference in rates given to Americans as compared to those given to Canadians. It does not appear fair to favor those who have contributed nothing to the building of our national highways, but on the contrary, they not only have lower rates accorded to their products, but in addition tax their railways heavily as well."

The recommendation of the committee that the report, with the schedules annexed thereto, be referred to the Railway Commission for its consideration and decision forthwith, was adopted by the House of Commons.

Railways in Nova Scotia.

The report of the Provincial Engineer of Nova Scotia, for the year ended Sept. 30, 1904, covers the first year of the work of R. McColl, who succeeded M. Murphy, D.Sc., who held the position for over 30 years. It points out that the railways of the Province may be classed under three heads:—first the 467 miles by the Intercolonial Ry., owned and operated by the Dominion Government; second, the 231 miles of the Dominion Atlantic Ry., owned by a private company, and declared to be for the general advantage of Canada; and third, all other lines which under the terms of the British North America Act come under

the jurisdiction of the Province. These lines with their mileage are:

	Miles.
Canada Coals and Ry. Co.	12
Cape Breton Ry.	31
Cumberland Ry. and Coal Co.	32
Halifax and South-Western Ry.	96
Halifax and Yarmouth Ry.	50
Inverness Ry. and Coal Co.	61
Midland Ry.	58
Nova Scotia Steel and Coal Co.	12½
Sydney and Louisburg Ry.	39
	391½

The returns of traffic upon these lines show a gradual improvement, with the exception of the Sydney and Louisburg Ry. This company has adopted a new system of making up its accounts, and does not show anything for the freight handled for its own purposes; but there has also been some falling off in revenue due to the operations of the Sydney and Glace Bay Ry., an electric line, in which the Dominion Coal Co., which also runs the S. and L. Ry., has a half interest. A detailed examination of the cost of operating shows quite a variation among the different roads. With regard to the maintenance of way, which varies according to the traffic, the cost per mile varies from \$170 to \$1,200, but on the roads which are largely employed in carrying coal, the variation is from \$400 to \$1,200, while on those with ordinary traffic it is from \$170 to \$210 a mile. With regard to locomotive power which should be largely in proportion to train mileage, the cost on the different roads runs from 20c. to 60c. per train mile. The amount of traffic would also be quite a factor in determining the cost of locomotive power, and this is borne out by the figures, as the coal roads, where the loads are much heavier, vary from 33c. to 60c., while the others only range from 20c. to 25c. The traffic expenses vary from 11c. to 29c. per mile of railway. As a sample of the increase in railway traffic, take the Halifax and South-Western Ry., formerly the Central Ry. In 1895, the returns per mile per year were \$613.83; during the year just closed they were \$951.25, an increase of 50% in ten years. The return of accidents for the year shows that only one passenger was killed; this was by jumping from a train. The number of accidents to employes has been larger than usual. Formerly not much attention was paid to this subject as it was claimed by most of the lines that it was a matter that was under the jurisdiction of the Dominion Government, but as owing to recent legislation this point has been settled the Provincial Department is paying more attention to it.

The subsidy accounts at Sept. 30, 1904, showed the following payments, etc.:

	Total subsidy.	Paid in 1904.	Out-standing.
Cape Breton Ry.	\$ 96,000.00	\$ 6,990.00	\$ 71,990.00
Halifax and Yarmouth Ry.	160,000.00	7,976.91	156,449.33
Inverness and Richmond Ry.	244,000.00	11,000.00	
Midland Ry.	183,510.40	7,000.00	

The Halifax and South-Western Ry. does not receive a subsidy in the same way as the other lines. To Sept. 30, 1904, the total paid was \$1,268,699.71, of which \$1,165,000 was paid to the company, \$640,000 being, in 1904, and the remaining \$103,699.71 was paid to various persons under the authority of Chap. 26 of the Statutes of 1903.

The business heretofore carried on in Toronto by the firm the Polson Iron Works has been acquired by Polson Iron Works, Limited. The new company has acquired all the assets of the business and has assumed its liabilities.

The Robb Engineering Co., Amherst, N.S., has sold a 375 h.p. corliss engine and a 150 h.p. Robb-Mumford boiler to the town of Glace Bay, N.S., for an extension of its electric lighting plant, and also a 450 h.p. corliss engine to the city of Moncton, N.B., for direct connection to electric generator.

June Birthdays.

Many happy returns of the day to—
Harry Abbott, President Vancouver and Lulu Island Ry., ex-General Superintendent C.P.R., Vancouver, B.C., born at Abbotsford, Que., June 14, 1829.

F. F. Backus, General Freight and Passenger Agent, Toronto, Hamilton and Buffalo Ry., Hamilton, Ont., born at Rochester, N.Y., June 4, 1860.

Archer Baker, European Traffic Manager C.P.R., London, Eng., born at York, Eng., June 21, 1845.

F. P. Brady, General Superintendent Lake Superior Division C.P.R., North Bay, Ont., born at Haverhill, N.H., June 22, 1853.

A. H. N. Bruce, C.E., Assistant Chief Engineer, Toronto and Hamilton Ry., Toronto, born at Balliscullion, County Derry, Ireland, June 18, 1854.

J. E. Dalrymple, General Freight Agent, Central Vermont Ry., St. Albans, Vt., born at Montreal, June 1, 1869.

W. H. D'Arcy, General Claims Agent, C.P.R. Western Lines, Winnipeg, Man., born at Manorhamilton, Leitrim, Ireland, June 23, 1859.

A. E. Doucet, Division Engineer, Transcontinental Ry. Surveys, Quebec, born at Montreal, June 9, 1860.

W. F. Fitch, President and General Manager, Duluth, South Shore and Atlantic Ry. and Mineral Range Rd., Marquette, Mich., born at Circleville, Ohio, June 28, 1839.

A. A. Goodchild, Auditor of Stores and Mechanical Accounts C.P.R., Montreal, born at Peckham, London, Eng., June 3, 1866.

E. J. Hebert, General Agent C.P.R. Passenger Department, Montreal, born there June 18, 1864.

G. W. Hibbard, General Passenger Agent, Duluth, South Shore and Atlantic Ry. and Mineral Range Rd., Marquette, Mich., born at St. John's, Que., June 15, 1852.

Carl Howe, Assistant General Freight Agent Michigan Central Rd., Buffalo, N.Y., born at Berrien Springs, Mich., June 11, 1870.

L. R. Johnson, Assistant Superintendent of Rolling Stock, C.P.R., Montreal, born at Abingdon, Berks., Eng., June 22, 1855.

J. F. Jones, General Yardmaster G.T.R., Point St. Charles, Que., born at Prairieville, Ill., June 4, 1851.

L. K. Jones, Secretary Department of Railways and Canals, Ottawa, born at Port Hope, Ont., June 9, 1849.

Jas. Kent, Manager C.P.R. Telegraphs, Montreal, born there June 15, 1854.

A. C. Lytle, Superintendent and General Freight and Passenger Agent, Orford Mountain Ry., Eastman, Que., born at Hemmingford, Que., June 6, 1854.

W. R. MacInnes, Freight Traffic Manager, C.P.R., Montreal, born at Hamilton, Ont., June 7, 1867.

E. H. McHenry, Fourth Vice-President New York, New Haven and Hartford Rd., and ex-Chief Engineer, C.P.R., born at Cincinnati, Ohio, June 25, 1859.

C. E. McPherson, General Passenger Agent, C.P.R., Winnipeg, born at Chatham, Ont., June 7, 1861.

W. D. Matthews, director C.P.R., Toronto, born at Burford, Ont., June 22, 1850.

R. H. Morris, General Baggage Agent, C.P.R., Montreal, born at Quebec, June 5, 1869.

L. Mulkern, canvassing freight agent, C.P.R., Toronto, born at London, Ont., June 18, 1871.

F. Price, Master of Transportation, G.T.R., London, Ont., born at Montreal, June 11, 1864.

Jas. Stephenson, ex-Chief Superintendent, G.T.R., Weston-Super-Mare, Somerset, England, born there June 2, 1837.