

RAILWAY STATISTICS FOR YEAR ENDED JUNE 30, 1898.—Continued.

Name of Railway.	Mileage.	Gross earnings.	Net earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Operating per train mile.
		\$ cts.	\$ cts.	p. c.	Cts.	Cts.
Oshawa (E)	8'50	22,887 99	4,838 85	127	38'31	30'21
Ottawa & Gatineau.....	56'50	52,578 70	5,640 64	112	94'16	84'05
Ottawa, Arnprior & Parry Sound	263'80	479,954 58	111,749 53	130	80'52	61'77
Philipsburg Ry. & Quarry Co.	7'50	1,610 64	33 75	98	160'10	163'45
Pontiac Pacific Jct.....	70'60	37,516 81	2,853 65	108	75'78	70'02
Port Arthur, Duluth & Western	85'50	15,847 22	723 49	105	92'83	88'59
Qu'Appelle, Long Lake & Saskatchewan.....	253'96	79,642 02	2,582 78	103	138'75	134'25
Quebec & Lake St. John.....	298'00	258,730 09	40,837 37	119	107'32	90'38
Quebec Central	213'50	439,035 62	126,649 21	141	103'50	73'64
Quebec, Montmorency & Charlevoix	30'00	54,533 70	16,347 89	143	97'71	68'42
Red Mountain.....	9'53	45,801 73	12,104 19	136	176'76	130'05
Salisbury & Harvey	45'00	21,169 49	1,297 54	107	75'14	70'54
Shore Line of New Brunswick	82'50	30,353 43	3,093 61	111	57'66	51'78
Stanstead, Shefford & Chambly	43'00	64,831 56	6,404 30	111	84'53	76'18
St. Clair Tunnel	2'23	250,955 50	139,524 84	225		
St. Catharines & Niagara Central.....	12'35	29,062 18	1,375 57	105	145'31	138'43
St. Lawrence & Adirondack.....	33'00	124,213 23	41,959 06	151	82'45	54'59
Sydney & Louisburg.....	65'90	336,057 06	166,941 44	199	246'08	123'84
South Shore	44'67	37,258 91	7,854 62	127	61'62	48'63
Temiscouata	113'00	61,675 02	2,753 86	105	62'31	59'53
Tilsonburg, Lake Erie & Pacific	20'00	6,273 12	779 12	114	33'01	28'91
Thousand Islands	4'33	17,790 22	5,396 88	144	111'32	77'55
Toronto, Hamilton & Buffalo..	84'62	259,843 38	16,641 70	94	104'31	110'99
United Counties.....	61'00	46,232 93	943 28	98	54'61	55'73
Victoria & Sydney.....	16'26	18,671 79	3,937 78	127	77'36	61'04
Total.....	16,717'64	59,715,105 52	20,577,556 47			

"Sirkarka Hookum."

Here is a good story from India. Scene, a railway station on the main line of the East Indian Railway. A train from Delhi stops; a tester is going round with his hammer striking the wheels. An officer of the Royal Engineers who has been watching him from a carriage window says:—

"Why do you beat the wheels like that?"

Answer—"Sirkarka hookum." ("It is the order of the authority.")

Officer—"But what is the use of so striking the wheels?"

Answer—"Khodar jani. Hum i-sa thees burrs-si Kurthani. Sirkarka hookum." ("God knows! I have been doing this for thirty years; it is the order of the authority.")

A Kipling Poem.

Several years ago F. D. Underwood, now General Manager of the Baltimore & Ohio R.R., & recently of the Minneapolis, St. Paul & Sault Ste. Marie Ry., named two stations in the upper peninsula of Michigan "Rudyard" & "Kipling," one being in an agricul-

tural country & the other in an iron ore district. On Mr. Kipling hearing of this he sent Mr. Underwood his photograph with the following lines on the back:

"RUDYARD" AND "KIPLING."

"Wise is the child who knows his sire,"

The ancient proverb ran,
But wiser far the man who knows
How, where and when his offspring grows,
For who the mischief would suppose
I've sons in Michigan?

Yet am I saved from midnight ills,

That warp the soul of man;
They do not make me walk the floor,
Nor hammer at the doctor's door;
They deal in wheat and iron ore,
My sons in Michigan.

Oh, tourist in the Pullman Car
(By Cook's or Raymond's plan),

Forgive a parent's partial view;
But, maybe, you have children too—
So let me introduce to you
My sons in Michigan.

RUDYARD KIPLING.

Chignecto Ship Canal.—N. A. Belcourt, M.P. for Ottawa, who has recently been in England, said in an interview on his return: "I was very sorry to find the bad impression created in London by that most unfortunate Canadian scheme, the notorious Chignecto Ship Canal. Everywhere about the city the unfortunate thing would be met. It was something like Banquo's ghost, it would not down. I know of nothing which has so much hurt Canadian interests in Britain as this project. I don't know what, if anything, the present Government can do to compensate the people who invested in the scheme, but if anything can be done consistent with our means, I would strongly support any measure having that object in view, because it is bound to hamper & hinder Canadian affairs in London."

The Bonaventure Station Restaurant. Montreal, has been taken over by the Canada Ry. News Co., which has for some years leased the restaurant privileges at the Toronto Union, & at a number of G.T.R. stations, & which can be depended on to give a first-class service. A number of alterations have been made, including the providing of an up-to-date bar, & a handsome news & cigar stand.

F. B. POLSON

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