vided such carload was forwarded all rail; that defendant also performs such switching service for local industries or manufacturers in the city of Detroit at the same charge of $2 a car; that the defendant carrier has refused to accept from the complainant the established switching charge of $2 a car for switching cars containing inter-State traffic transported by the complainant & turned over to it for delivery to industries on its line, & has demanded & exacted from complainant $5 a car for this service; that in making such discrimination the defendant, the Michigan Central Ry., directly violates the provisions of sections 1, 2 & 3 of the Act to Regulate Commerce.

NEWS OF THE LINES.

Atlantic & Lake Superior.—Negotiations are pending for the purchase by this Co. of the Montreal & Sorel, or South Shore Ry., which runs from St. Lambert on the G.T.R., 6½ miles from Montreal, to Sorel, 45 miles. It is said the Government refused to subsidize the A. & L. S's projected independent line between Montreal & Sorel, & that without the Montreal & Sorel line could be acquired the project of a continuous system between Gaspe & Montreal would have to be abandoned. On the other hand, an official of the A. & L. S. states that unless the M. & S. line is purchased, the A. & L. S. will build from Longeuil to Levis, without going round by Sorel. Of course it would be an advantage to the A. & L. S. to get 45 miles of completed line which could be utilized immediately, although it would make a longer route. It is stated on excellent authority that the question as to price is the only remaining one to be settled. The A. & L. S. is said to have made an offer of $350,000, while the M. & S. people ask $400,000. It is also said that if the present deal can be consummated, the capital to push the whole of the Atlantic & Lake Superior scheme to conclusion can be obtained in England, & one of the immediate results will be the beginning of work on the long projected Longeuil Bridge across the St. Lawrence between Longeuil & Montreal. (Unofficial.)

Canada Eastern.—A report was recently sent out from Montreal to the effect that the visit of the Minister of Railways, Mr. Blair, to England was in connection with the Canada Eastern Ry., & his desire to acquire it as part of the Canadian Government system, it being added that the line is largely in the hands of Farnworth & Jardine, of Liverpool, & that the Minister wanted to get an option on the road at $1,500,000.

This line runs from the C.P.R. at Fredericton to Loggieville, N.B., 125 miles, crossing the Intercolonial at Chatham Jct., 17 miles from Loggieville. At the last Dominion session an Act was passed authorizing the Co. to convey its railway to the Alex. Gibson Ry. & Mfg. Co. The share capital is $1,000,000 fully paid up, & the bonded debt $1,854,754.60. It received the following aid: Dominion Government, $366,839.04; New Brunswick Government, $400,000; municipal aid, $20,000; & capital from other sources, $320,525.21. Its total capital subscribed is $3,961,539.65 & paid-up $2,087,365.05, floating debt $13,534.19, total cost of railway & rolling stock $2,087,365.05. These figures are taken from the returns made June 30, 1897. Its gross earnings for the year ended June 30, 1897, were $127,735.48, net earnings $44,541.14.

Cobourg, Northumberland & Peterboro'.—Referring to the information given in our June issue, pg. 100, respecting this line. The contractor is F. A Bowen, of Cobourg, not C. H. Bower, as there stated. We are informed that the issue of 1st mortgage debentures, of which we gave particulars, has been successful. Official.)

Manitoba and Northwestern.—Last winter it was announced that a majority of the bonds of this line, which were held in Great Britain, had been sold through brokers to persons whose names were withheld. It is now said that the sale was made to a syndicate, of which E. B. Osler, M.P., of Toronto, a director of the C.P.R., is the principal member, & that this syndicate has since secured the interest of the Allan family, of Montreal, in the line, thus getting complete control of the property. It is impossible at present to get any information as to the intentions of the purchasers, but it is surmised they will either sell or lease the line to the C.P.R., & that it will be operated as a branch of that system. For several years past it has been in the hands of receivers, & has been the cause of a large amount of litigation. The coupons on the bonds due June, 1893, & since, have not been met. Of the total of £540,000 of the bonds, about £490,000 was deposited with a committee, who, early in 1898, as above mentioned, negotiated a sale of the certificates issued against bonds, & practically all the certificates have come in under this agreement. The certificate holders have received 50% of the nominal amount of their holdings, & are to receive 35% on October 1 next, with land certificates for their interest in the lands to which the bonds were entitled. Bonds that were not deposited with the committee retain their original position.

The line runs from Portage la Prairie, 55 miles west of Winnipeg, northwesterly to Yorkton, Assa., 223 miles, with a branch of 11 miles from Binscarth, to Russell, Man. The Co. also operates a leased line, the Saskatchewan & Western, from Minnedosa to Rapid City, Man., 15 miles. The late Sir Hugh Allan was at one time President of the Co., & a large amount of money was invested in the line by the Allan family. The present President of the Co. is Andrew Allan, of Montreal; H. M. Allan being Vice-President. The General Manager is W. R. Baker, who resigned the Local Treasurership of the C.P.R. at Winnipeg some 15 years ago to take the position of General Superintendent of the M. & N. W.

Following are particulars of the Co's capital as at June 30, 1897, the last statement published: Ordinary share capital, authorized $12,000,000; subscribed & paid up, $5,837,500. Bonded debt, authorized $4,700,000; issued & sold $3,824,100; rate of interest 5 & 6. Provincial government aid paid $649,934.27; municipal aid paid $215,600. Total capital subscribed & paid up $10,527,134.27. Floating debt $1,374,919.76. Total cost of railway & rolling stock, including Saskatchewan & Western Ry. $3,712,467.43. The Co. also received a large Dominion land grant. The gross earnings for the year ended June 30, 1897, were $314,298.06, working expenses $241,169.29, net earnings $73,128.77. The line traverses a magnificent agricultural district, & has for years been a valuable feeder to the C.P.R. (Unofficial.)

Ontario & Rainy River.—In Toronto recently Justices Rose & McMahon gave judgment in the case of Allen vs. the O. & R. R. Ry. Co., on appeal by the defendants, Gorham & Mitchell, from the judgment of Chancellor Boyd, who tried the action without a jury at Port Arthur & Toronto, in favor of the plaintiff for the recovery of $600 for work done & services performed by the plantiff in the promotion of the railway of the defendant company by means of an advocacy in Port Arthur at one time conducted by the plaintiff. The judgment is against the defendant company with a direction for the payment out of a fund belonging to the appellants & others of the defendants. The appellants contend there was nothing in the evidence to fix the liability upon the company. The appeal was dismissed with costs.

Some reference to this line appears on page 129 of this issue. Since it was written we have been placed in a position to state that 20 or 25 miles of the eastern end of the line will be built this season, starting from some point on the P. A. D. & W. (Official.)

PASSENGER MATTERS.

The Rate Cutting Continues.

During the past month there has been practically no change in the rate cutting, which has gone on as before, though its effects have been plainly discernible in the decreased traffic receipts of both the leading Canadian lines. The novelty of low rates has worn off, & travel has got back nearly to a normal condition.

A new feature, however, is the decision of the Interstate Commerce Commission to meet in Chicago Aug. 1. The notice calling the meeting states that it has come to the knowledge of the Commission that there exists a contest in passenger rates between the C.P.R., on the one hand, & certain U.S. lines & their connections, including the Grand Trunk, on the other hand; that it is charged by the U.S. lines that the C.P.R. has been, & is, in open violation of the act to regulate commerce, making unreasonably low rates between various points in the U.S., not as a measure of legitimate competition, but as a means of exacting certain unreasonable de-