

paper in a French village, and before he appreciated the fact that he was being sued, a judgment had been given against him for default of defence. After Auger & Son had obtained judgment by way of default on Magann's part in not defending in response to the advertisement, they caused the Sheriff to seize the ties, and they were then sold over again and bought for very little, under an agreement, as Magann alleges, between Auger & Sons and the purchaser, by which Auger & Sons got the actual price at which the ties were subsequently sold by the Sheriff's sale purchaser. Magann's solicitors, Macdonell, Boland & Thompson, of Toronto, applied to be let in to defend, alleging that the whole cause of action did not arise in the City of Quebec, and that the Quebec courts had no jurisdiction, and further, that Magann had a defence on the merits as the ties had not been accepted, not being up to specifications. In addition to that there was a further defence on the question of freight rates, Magann contending that it was represented that Auger & Sons had a freight rate which Magann could use to move the ties, which representation turned out to be incorrect, and in addition to the ties not being up to the specifications, there was a prohibitive rate of freight. On the application to be let in to defend, the Quebec court held that it had jurisdiction, but allowed Magann to defend the whole action, and to enter any defence he thought fit. The case was subsequently tried, but the Court refused to admit Magann's evidence in connection with the freight, and in connection with the ties not being up to specifications, and after reserving judgment he was condemned to pay the whole amount of the purchase money and the costs. Magann appealed and was again unsuccessful, but the Court moderated the damages which he was adjudged to pay. He again appealed to the Supreme Court, and the matter came up early in March, when judgment was reserved and was given a few days later, maintaining Magann's objection to the jurisdiction of the Quebec court. He claimed in the action that the contract having been closed in Toronto the whole cause of action had not arisen in Quebec, and in consequence Quebec courts had no jurisdiction. With this the Supreme Court agreed, the plaintiffs being also condemned to pay the costs.

Growth of Canadian Railways.

The following table shows the growth of railways from year to year since the opening of the first line in 1836:

MILEAGE.	MILEAGE.
1835.....0	1868.....2,278
1836.....16	1869.....2,524
1837.....16	1870.....2,617
1838.....16	1871.....2,695
1839.....16	1872.....2,899
1840.....16	1873.....3,613
1841.....16	1874.....3,832
1842.....16	1875.....4,331
1843.....16	1876.....4,804
1844.....16	1877.....5,218
1845.....16	1878.....5,782
1846.....16	1879.....6,126
1847.....54	1880.....6,858
1848.....54	1881.....7,194
1849.....54	1882.....7,331
1850.....66	1883.....8,697
1851.....159	1884.....9,577
1852.....205	1885.....10,273
1853.....506	1886.....10,773
1854.....764	1887.....11,793
1855.....877	1888.....12,184
1856.....1,414	1889.....12,585
1857.....1,444	1890.....13,151
1858.....1,863	1891.....13,838
1859.....1,994	1892.....14,564
1860.....2,065	1893.....15,005
1861.....2,146	1894.....15,627
1862.....2,189	1895.....15,977
1863.....2,189	1896.....16,270
1864.....2,189	1897.....16,550
1865.....2,240	1898.....16,718
1866.....2,278	1899.....17,250
1867.....2,278	1900.....17,657

Railway Statistics for Years Ended June 30, 1899 and 1900.

Following is a comparative statement of the railway statistics of the Dominion for the above mentioned years:

	June 30, 1899	June 30, 1900
Miles of railway completed (track laid).....	17,358	17,824
Miles of sidings.....	2,402	2,558
" iron rails in main line.....	178	130
" steel " " ".....	17,180	17,694
double track.....	562	591
Capital paid (including 4 following items).....	\$964,699,884	\$998,268,404
Dominion and Provincial bonuses paid.....	\$165,534,900	\$169,706,725
Dominion and Provincial loans paid.....	\$20,468,245	\$20,869,214
Provincial Govts. (subscription to shares paid).....	\$300,000	\$300,000
Municipal aid paid.....	\$15,749,668	\$15,884,542
Miles in operation.....	17,250	17,657
Gross earnings.....	\$62,243,784	\$70,740,270
Working expenses.....	\$40,706,217	\$47,699,798
Net earnings.....	\$21,537,567	\$23,040,472
Passengers carried.....	19,133,365	21,500,175
Freight carried (tons).....	31,211,753	35,946,183
Train mileage.....	52,215,207	55,177,871
Passengers killed.....	20	7
Elevators.....	163	239
Guarded level crossings—public roads.....	197	169
Un guarded crossings—public roads.....	11,813	12,879
Overhead bridges.....	430	431
Level crossings of other railways.....	276	244
Junctions with other railways.....	347	346
branch lines.....	234	251
Engines owned.....	2,142	2,179
hired.....	75	103
Sleepers and parlor cars owned.....	231	535
hired.....	37	3
First-class cars owned.....	1,170	1,213
hired.....	69	74
Second-class and immigrant cars owned.....	621	640
Second-class and immigrant cars hired.....	19	1
Baggage, mail and express cars owned.....	639	632
Baggage, mail and express cars hired.....	29	30
Refrigerator cars owned.....	665	736
hired.....	122	207
Cattle and box freight cars owned.....	38,839	39,112
Cattle and box freight cars hired.....	3,112	3,426
Platform cars owned.....	15,434	14,947
hired.....	377	679
Coal and dump cars owned.....	5,540	5,739
hired.....	1,008	1,055
Conductors' vans owned.....	42	133
hired.....	5	1
Tool cars owned.....	910	872
hired.....	8	.....
Snow ploughs owned.....	302	300
hired.....	2	.....
Flangers owned.....	186	311
hired.....	1	.....

* Including steam shovels, pile drivers, water tank cars, store cars, gravel cars, boarding cars, etc.

Railway Accidents in 1899-1900.

Following is a statement of the fatal accidents in Canada during the year ended June 30th, 1900:

	Passengers killed.	Employees killed.	Others killed.	Total killed.
Falling from cars or engines.....	3	25	7	35
Getting on or off trains in motion.....	3	6	11	20
At work making up trains.....	.....	11	.....	11
Putting heads or arms out of windows.....	.....	1	.....	1
Coupling cars.....	.....	16	.....	16
Collisions and derailments.....	.....	15	3	18
Striking bridges.....	.....	3	1	4
Walking or being on track.....	.....	18	103	121
Explosions.....	.....	.....	.....	.....
Other causes.....	1	28	70	99
Total.....	7	123	195	325

Mackenzie, Mann & Co. have given \$1,000 to promote immigration into the Thunder Bay and Rainy River districts of Ontario.

The Great Lakes and St. Lawrence River Rate Committee.

The official minutes have been issued of a meeting of representatives of railway and steamship lines interested, which was held in Toronto Feb. 5.

The following lines were represented:—Algoma Central S.S. Co., Anchor Line, Buffalo Ry., Buffalo and Niagara Falls Electric Ry., Buffalo and Lockport Ry., Canada Atlantic Ry., Canadian Pacific Ry., Cleveland and Buffalo Transit Co., Delaware, Lackawanna and Western Rd., Detroit and Cleveland Navigation Co., Duluth, South Shore and Atlantic Ry., Grand Trunk Ry., Goodrich Transportation Co., Huntsville and Lake of Bays Route, Lackawanna-Green Bay Line, Lake Erie and Detroit River Ry., Lake Erie Navigation Co., Lake Michigan and Lake Superior Transportation Co., Lake Ontario and Bay of Quinte Steamboat Co., Lake Ontario Navigation Co., Lehigh Valley Rd., Manitou Steamship Co., Maple Lake and Port Cockburn Tally-Ho Stage Line, Minnesota, St. Paul and Sault Ste. Marie Ry., Montreal and Rochester Navigation Co., Muskoka Navigation Co., Niagara Falls Park and River Ry., Niagara Gorge Rd., Niagara Navigation Co., Northern Michigan Transportation Co., Northern Navigation Co. of Ontario, Northern Steamship Co., Northwest Transportation Co., Parry Sound Yacht Fleet, Richelieu and Ontario Navigation Co., Rideau Lakes Navigation Co., Toronto, Hamilton and Buffalo Ry., Windsor, Detroit and Soo Line.

A. A. Schantz, of the Detroit and Cleveland Navigation Co., was elected chairman, and G. C. Wells, of the C.P.R., secretary.

Decided that the organization be henceforth known as the Great Lakes and St. Lawrence River Rate Committee.

The representatives of the various steamboat lines were invited to announce their rate for the season of 1901, and the Secretary was instructed to embody same in the proceedings. The U.S. lines being unable to announce their rates definitely at this meeting, it was agreed that they should hold an adjourned meeting at Chicago, on Feb. 20, and notify the Secretary of the result as early as possible, he to advise the Canadian lines if any changes affecting them are agreed to.

Mr. Usher called attention to the fact that although the sheet reads "between shore ports and certain other points," it did not seem last year to be fully understood that the rates apply in both directions. The Chairman, after asking for an expression of opinion from the interested lines, said that it was to be understood that all rates quoted in this sheet apply both ways, unless otherwise stated.

Mr. Usher, representing Mr. Hibbard, of the D.S.S. and A. Ry., gave notice that that line would meet the rates and commissions of the lake lines from Duluth to and via Sault Ste. Marie.

The Canadian railway companies gave notice that for the season of navigation, 1901, their basing rates to shore ports (other than Windsor and Detroit and Parry Sound (Rose Point)) on Upper Lake business, would be as follows:

From Toronto—One way, 1st class, \$2.85; 2nd class, \$2.85; return, \$4.75.

From west of Toronto—Local fares to nearest shore port, it being understood that variations in same may be necessary for proper adjustment of rates by different routes.

From east of Toronto—Local fares added to Toronto basing rates on one-way business, and regular return rates on first-class round trip business.

This notice does not carry with it the acceptance of above basing rates as railway proportions of through rates, and such proportions will be subject to re-arrangement between the lines interested.