

New Brunswick Railway Claims.—Judge Barker, of New Brunswick, Judge Langelier, of Quebec, & D. Coulson, of Toronto, as arbitrators, recently heard the claim of New Brunswick against the Dominion. The amount of bonuses paid by the Province to the Eastern Extension Ry. was \$400,000. This was paid through the Dominion treasury in 1868 & 1869, & charged against a credit the Province then had. When the line was taken over on Nov. 1, 1869, the Province was credited with only \$202,500, & \$47,500 was paid by the Dominion to the railway, leaving a claim of \$150,000 still due to the Province, according to its contention. This amount was paid by the Dominion in 1884, & the Province now claims interest on it from Nov. 1, 1869. It claims that its annual subsidy from the Dominion would have been \$7,500 more each year if this \$150,000 had been credited it when the railway was taken over. The claim at compound interest, the method by which these accounts have always been kept, amounts to \$351,541, or by simple interest to \$236,968. The contention of the Dominion is that there never was any legal right in the Province to receive the \$150,000, & that the payment in 1884 was made on purely equitable grounds, & was intended to be a full settlement. The arbitrators' decision has not been announced.

the trackage agreement between the Co. & the Chicago, Milwaukee & St. Paul for the use by the latter of the St. Paul & Duluth division from St. Paul to Duluth.

President Melten, in speaking of the business conditions in the West recently, said that Washington, Idaho & Oregon were exceedingly prosperous, & that it was entirely due to the earnings of the western part of the road that the general showing was so good, as the Western divisions surplus overbalanced the deficiency in the eastern part. On the Eastern division the traffic was 250 cars a day less than last year, due to the failure of the crops.

The addition of the St. Paul & Duluth's earnings should make an increase of about \$5,000 a day. If earnings for the next few months showed an average increase of less than this amount, it would have to be assigned to the failure of the Eastern division of the N. P. to keep up its earnings.

Ontario, Belmont & Northern.—The annual meeting was held at Toronto Oct. 1. It is said that R. C. Carter, of Deseronto, was added to the directorate, & that C. A. Masten was re-elected President. The O., B. & N. has 9.6 miles of line from a junction with the Central Ontario Ry. to iron mines in Belmont township. The line is operated by the C. O. R., in whose reports its earnings, &c., are included.

Ottawa & Gatineau.—At the annual meeting in Montreal Sept. 5 the following were elected directors:—H. G. Beemer, M. S. Lonergan, Hon. J. S. C. Wurtele, S. Finley, E. A. Hoare, W. Hanson & Dr. Duhamel.

The report for the 6 months ended June 30 is said to show an increase of 40% in the gross earnings, & 300% in the net earnings, against the same period a year ago.

Ottawa & New York.—The annual meeting was held in Ottawa Sept. 25. It is said that 765 passengers were carried on the line between Ottawa & Cornwall during the year, & that the amount of freight carried was 30,524 tons.

The gross earnings of the road during the year are said to have totalled \$63,890.04. The expenditure is said to have been about equal to that amount, but the receipts cover all expenses outside of in-



VICTORIA JUBILEE BRIDGE, COMPLETED 1899.



PORTAL VICTORIA JUBILEE BRIDGE.

New York & Ottawa.—Judge Lacombe, in the U.S. Circuit Court, has authorized H. W. Gays, receiver, to issue \$585,000 receiver's certificates.

Northern Pacific.—The annual report, recently issued, shows that the improvement of the property was continued on an extensive scale, both from appropriation of earnings & the proceeds of the issue of new capital. Of \$3,000,000 appropriated from the year's earnings for betterments, all but \$672,305 was expended. The largest items of expenditure charged against this fund were \$329,516 for bridge work, \$128,583 for new spurs, \$192,976 for changes of grade & line, \$300,666 for widening embankments, etc., the total for roadway work being \$1,686,114. For new equipment \$641,582 was spent, including the cost of 21 engines, 308 platform cars & miscellaneous equipment. Charges against capital account were \$3,374,047, of which \$724,146 was for real estate, \$1,584,901 for branches & extensions, the chief charge being \$750,437 for the Walmer cut-off; \$270,000 for purchase of securities of Portage & Northwestern Ry., & \$795,000 for additional equipment. Besides the cost of additional equipment provided by charges against capital, & the appropriation of income, referred to above, \$318,380 for new equipment, representing replacement, was charged directly to operating expenses.

The directors of the N.P. have approved

terest. The following were elected directors:—H. W. Gays, Ottawa; G. F. Peabody, G. B. Moffat, C. J. Peabody, A. M. White, jr., A. Nicholas, B. Moffat, S. Trask & H. S. Snow, New York.

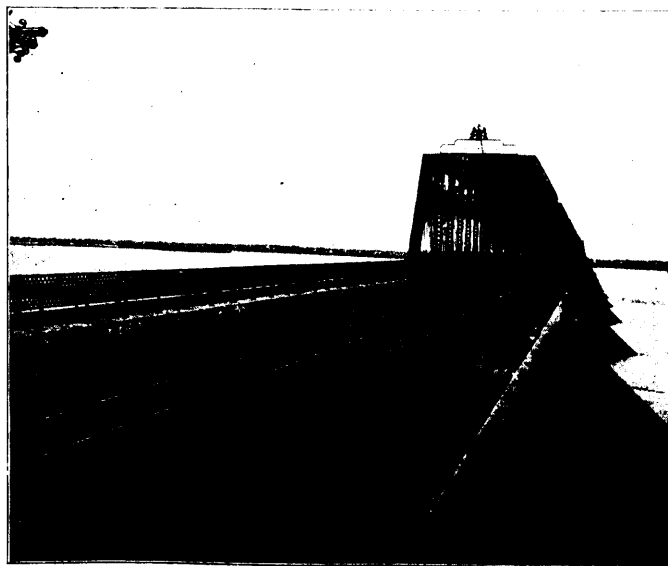
Port Arthur, Duluth & Western.—The annual meeting was recently announced to be held in Toronto. We are informed that, technically speaking, this line still exists, but that for all practical purposes it has been wiped out. The bondholders took proceedings & at a sale by the Court the railway & its undertakings & all other assets were sold, & the line now forms part of the Canadian Northern Ry.

Qu'Appelle, Long Lake & Saskatchewan.—Net loss in operating for June \$7,612.60 against \$952.97 in June, 1899. Net loss in July \$4,480.94, against \$3,677.77 in July, 1899. Net loss in Aug. \$1,271.85, against \$5,861.36 in Aug., 1899.

The Dominion Government subsidy for the 6 months ended June 30, together with the net earnings of the Co., to May 31 last, have permitted a distribution of £1 18% in respect of the interest due Aug. 1. Last year the distribution was £1%.

Quebec & Lake St. John.—Receipts Jan. 1 to June 30, \$40,146 more than for corresponding period of 1899.

Quebec Bridge.—At the annual meeting Sept. 6 the following were elected:—President, Hon S. N. Parent; Vice-Presidents, R. Audette, Hon. R. R. Dobell. Other directors: H. J. Beemer, V. Boswell, J. Break-



APPROACH TO VICTORIA JUBILEE BRIDGE.