

Ry. Co., & to change its name to the Montreal Terminal Ry. Co.

Respecting the Buffalo & Fort Erie Bridge Co.

To incorporate the Zenith Mining & Ry. Co. To amalgamate the Ottawa, Arnprior & Parry Sound Ry. Co. & Canada Atlantic Ry. Co. under the name of the Canada Atlantic Ry. Co.

Respecting the Great Northern Ry. Co., & to change its name to the Great Northern Ry. of Canada.

To incorporate the Yale-Kootenay Telegraph Co.

To provide for the establishment of direct submarine telegraphic communication between Canada & Australasia.

To encourage the construction of Dry Docks.

To amend the Act respecting the Sale of Railway Passenger Tickets.

To authorize the acquisition by the Dominion of the Drummond County Ry.

To confirm an agreement entered into by Her Majesty with the G.T.R. Co. for the purpose of securing the extension of the Intercolonial Ry. system to Montreal.

Further to amend the Act respecting the Protection of Navigable Waters.

To amend the Act passed at the present Session of Parliament intituled: "An Act respecting the jurisdiction of the Exchequer Court as to Railway Debts."

To authorize the construction of a branch railway from Charlottetown to Murray Harbor, as a public work.

Further to amend the Railway Act.

Respecting the safety of Ships.

Respecting the Quebec Harbor Commissioners.

Respecting the Harbor Commissioners of Montreal.

To authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

A list of acts assented to earlier in the session was given in our June issue, pg. 177.

### American Railway Earnings.

The Financial Chronicle's reports of gross earnings for the first half of 1899 makes a very favorable exhibit, compared as they are with a half year of great prosperity. The largest share of the gain in railroad revenues of the half year has been due to the increased manufacturing output & general business activity. This was already marked even before 1898, but in that year, as in the two previous years, the large crops & their free movement to meet the excellent foreign demand for them, continued to be the determining factor in larger railroad revenues. In the first months of this year the movement of grain was more restricted than in 1898; although the totals have held up pretty well to the figures of previous years.

In June, however, there was a material expansion in this traffic, which accounts for the fact that the gain in gross revenues in that month, \$5,988,000, or over 14% for the roads whose returns were at hand when the figures were compiled, is about twice as large as for any other month this year. The better comparison made by the grain deliveries of June, however, is partly due to the fact that a year ago the movement of cereals was severely contracted as a result of the collapse of the Leiter speculation. That attempt to corner wheat had caused an unprecedented rush of grain to market. With the 1898 grain shipments so largely swelled on this account it is in the nature of things that a large decrease is shown in comparing this year's totals with those of last year. The receipts of grain at the seaboard in the 6 months of 1899 are reported as 184,584,000 bus., against 298,010,000 in the same period last year.

The deliveries of wheat, corn & small grains at the chief western markets reverse these comparisons, for a small gain is shown instead of a loss. The receipts are given as 298,010,000 bus. this year against 283,152,000 in the 6 months to June 3, 1898. The improvement has been due, however, to the free movement of spring wheat; other grains show a loss, corn receipts falling off nearly 7,500,000 bus. for instance, & all the markets outside of the spring wheat district reporting smaller deliveries of grains.

With the activity in industrial affairs contributing so heavily to railroad revenues, it is to be expected that the gains will be shared in pretty generally by roads in different parts of the country. This in fact is shown; no particular group makes a decidedly favorable showing as compared with any other, though the granger lines & the Southern roads, which have been benefited by the activity in the iron industry along their lines, make perhaps the largest gains. It is significant that practically every company reporting its gross earnings for the 6 months reports a higher total than in any of the previous 5 years. Since railroad revenues began to improve in 1895 the railroads whose figures are included in the reports have made an aggregate gain of fully \$120,000,000. The list of companies reporting gains for the half year in excess of \$500,000 show that railroads in every section gained by the heavier tonnage of the year. The companies which report gains of \$500,000 or over in the 6 months are the Chicago, Milwaukee & St. Paul, \$2,220,900; Southern, \$1,090,208; Canadian Pacific, \$1,082,065; Great Northern, \$937,456; Louisville & Nashville, \$895,040; Lake Shore & Michigan Southern, \$714,860; Mexican Central, \$650,499; Grand Trunk system, \$631,381; Wabash, \$606,783; N.Y. Central, \$790,887; Northern Pacific, \$555,004; Denver & Rio Grande, \$537,900. Those lines for which the June figures are not yet obtainable but which report a gain in excess of \$500,000, include the Pennsylvania, \$2,311,800; the Reading Railroad & Coal Companies, \$1,865,105; Lehigh Valley, \$1,537,756; Southern Pacific, \$926,107; Chicago & Northwestern, \$865,297; Jersey Central, \$827,055; St. Paul & Omaha, \$625,376; & Union Pacific, \$578,127.—Railroad Gazette.

### A Water Diversion Case.

In the Trial Court of the High Court of Justice of Ontario, July 31, Judge MacMahon gave judgment in Ross vs. C. P. R. Co., an action tried without a jury at Rat Portage & Toronto. The plaintiffs, W. Ross & M. Brown, are owners of mill location 227 P. in the municipality of Rat Portage. They alleged that they & their predecessors in title were entitled to enjoy the free & uninterrupted flow of the waters of the Lake of the Woods into & upon the lands for all purposes, including the development & maintenance of water-power for their mill, & that the defendant, without any right or title, took possession of the lands to the south of the mill location & used them for the purposes of its railway, & constructed a bridge over the arm of the lake extending into the lands of the plaintiffs; & they claimed damages for defendant's wrongful acts. Held, that even if there was a natural watercourse across the river, & even if riparian rights existed as to the location in question prior to 1878, they were absolutely destroyed by the Dominion Government in that year, when it took possession of the ravine for the use of the railway & built the breakwater, & the rip-rap foundation for the bridge or trestle, & any damage resulting from the construction of the railway would be recoverable only by the Province against the Dominion, such damages, if any, having been caused more than three years prior to the railway being transferred by the Dominion to

defendant in 1881. Even had the plaintiffs a valid claim for damages arising out of the embankment being placed across the ravine, their action is too late, not having been brought within six months after the damages were sustained, & besides, their remedy must be by arbitration.

### Freight Traffic Matters.

During June 1,665,250 lbs. of ore were shipped over the Kaslo & Slocan Ry., destined for Kaslo, B.C., Everett, Wash., & Omaha, Neb.

The Fitchburg Ry. Co.'s new elevator at Boston, with a storage capacity of 1,000,000 bus., is open & prepared to receive Canadian grain for storage.

In the middle of July the White Pass & Yukon Ry. announced a reduction in freight charges between Skagway & Bennett, of from 5c. to 3c. per 100 lbs.

The Crow's Nest Pass Coal Co. is already providing a lot of freight for the C.P.R., its shipments last month having been 10,000 tons of coal & 2,000 tons of coke.

The Canada Atlantic is carrying about 200 cars of grain a day from Depot Harbor. Up to the end of July over 5,000,000 bus. of grain had been received at Depot Harbor since spring.

The Dauphin district, tributary to the Canadian Northern Ry., has shipped 653,000 bus. of wheat of the '98 crop, a pretty good record for a district which has only been shipping for two seasons.

The British Columbia Government has approved of a freight tariff issued by the B. C. Yukon Ry. Co., for the portion of the White Pass & Yukon line, between White Pass Summit & Lake Bennett.

Freight traffic officials of the C.P.R. have been conferring with representatives of the English syndicate, which is about to erect a mammoth lumber mill at Tobique, N.B., as to the shipment of its output, which will be made either from St. Andrews or St. John, N.B.

This year's enormous harvest in Manitoba will provide a tremendous amount of freight, principally for the C.P.R., & also for the Northern Pacific. Estimates of the wheat yield range from 40,000,000 to 50,000,000 bushels, & it is said 8,000 extra laborers will be required for the harvest work.

A Chicago despatch of Aug. 10, said:—"A sensation was caused at the meeting here yesterday of executive officers of western railways by the announcement that the G.T.R., in connection with the Burlington Road & the Maine Steamship Line, has established a rate of 80c. per 100 lbs. on 1st-class freight from New York to Kansas City. This is the same as the rate from Chicago to Kansas City by the Burlington & other direct lines."

On Aug 1, eastbound freight rates from Chicago were advanced from 1½ to 5c. per 100 lbs. The latter advance is on provisions & the smaller on grain & grain products. The export & domestic provision rates are on the basis of 25c., Chicago to New York. Export corn & wheat rates went up from 9 to 11c., & export oat rates from 11½ to 14c. The domestic rate on all kinds of grain (except corn) & grain products is 17c., instead of 13c. Domestic rates on corn were put up from 11 to 15c.

Parliament has voted \$2,000 to pay expenses of witnesses before the Railway Committee of the Privy Council to give evidence regarding the alleged discriminating of Canadian railways in favor of the Standard Oil Co. Last autumn the Railway Committee cited the representatives of the C.P.R. & G.T.R. to appear & answer charges that they had been giving discriminatory rates to the Standard Oil Co. & against the smaller Canadian &