F. H. Norman, Jos. Price and S. G. Sheppard were re-elected. The other director, L. A. Carrier, Levis, Que., is appointed by the Quebec Government.

Qu'Appelle, Long Lake and Saskatchewan Railway.

The report for the year ended Nov. 30, 1903, states that the gross earnings, after deducting the earnings from Government service were $436,350.67, against $242,844.40 for the previous year, an increase of 79.68%. The expenses were $435,155.70, against $177,112.55, an increase of 145.69%. The percentage of expenses to earnings for the past year was 99.73%, against 72.93% for the previous year. The net profit for the year was $1,194.97, against $65,731.85 for the previous year. Earnings from passenger traffic, including Government service, were $132,137.68, against $65,418.95. Freight, express, mail and miscellaneous earnings, including Government service, were $310,485.31, compared with $183,137.63. The increase in gross earnings is satisfactory, and indicates the large increase in the volume of the traffic along the line. The increase in expenses, $258,043.15, is large. Most of this increase, as in previous years, was incurred for maintenance of way and structures. During the year the expenditure under this heading was $231,234.48, against $106,717.86 for the previous year, of which amount maintenance of buildings alone shows an increased expenditure of $66,327.88. It was necessary to expend a very large amount on water tanks and other buildings to put the road in a position to handle the increased traffic. The balance of the increase in expenses, $133,526.43, is attributable to the increased traffic of the road. The increase of nearly 80% in gross earnings shows a marked improvement in the earnings of the road, but the expenses for the year were $435,155.70, or only about $1,200 less than the gross earnings. Owing to the large increase in traffic it was absolutely necessary that a heavy expenditure should be incurred for betterments, nearly all of which was capital expenditure, and it is satisfactory to note that such a large amount has been paid out of the earnings of the company for one year. The directors are of opinion that the company may look forward to a very satisfactory traffic during the present year which will result in a considerable net surplus.

ASSETS.

Cost of road	$4,010,140 00
Bonds held by company re McDowall's Mill Siding	11,253 02
Sundry debtors	15,027 63
Interest deferred	1,125,600 79
Cash in bank	34,562 93
	$5,196,584 37

LIABILITIES.

Capital stock paid up	$ 201,000 00
First mortgage bonds, £782,700	3,809,140 00
Coupons due and not paid	1,889 88
Interest unpaid	1,125,600 79
Sundry creditors	300 28
Profit and loss account	58,653 42
	$5,196,584 37

EARNINGS.

Balance brought forward		$ 57,639 16
Passenger	$132,137 68	
Freight	301,595 71	
Express	5,266 22	
Mail	2,983 38	
Miscellaneous	640 00	
	$442,622 99	
Less amount of Government service included in the above	6,272 32	$436,350 67
		$493,989 83
Balance carried down		$ 58,834 13
Government subsidy for year		80,000 00
Interest on bonds held by company		238 91
		$139,073 04

OPERATING EXPENSES.

General expenses	$ 3,053 08
Conducting transportation	59,252 60
Management expenses	2 914 20
Motive power	124,206 21
Maintenance of way and structures	231,234 48
Maintenance of cars	14,495 13
	$435,155 70
Balance carried down	58,834 13
	$493,989 83

INTEREST ACCOUNT.

£1.1s. paid in cash on account Feb. 1, 1903, coupon £1.1s. paid in cash on account Aug. 1, 1903, coupon	$ 79,991 92
Expenses re service of coupon and other expenses (London)	427 70
Balance carried forward	58,653 42
	$139,073 04

Following are the officers for the current year: President, H. C. Hammond, Toronto; Vice-President, Hon. W. Pugsley, St. John, N.B.; Secretary, R. A. Smith, Toronto; other directors: E. B. and F. G. Osler, G. T. Chisholm, C. S. MacInnes, S. B. Sykes, Toronto.

Pere Marquette Railroad Report.

The fourth annual report presented at the annual meeting held at Detroit, Mich., recently showed that for the year ended Dec. 31, 1903, the net earnings of the system, after paying interest, were $1,616,678.22, an increase of $630,764.85. Reference was made to the operation of the line into Chicago since Jan. 1, and to the arrangement made with the Canada Southern Ry. and Michigan Central Rd. companies for the use of the line between St. Thomas and Niagara, Ont., and Buffalo, N.Y., and to the contract with the New York Central Rd. for the use of its terminals at Buffalo, both via Suspension Bridge and Black Rock. In connection with the Bessemer and Lake Erie Rd. traffic a new steamer had been built and would be placed in operation early in the season.

The total mileage operated was 2,164.78 miles of which 1,816.40 was owned, 253.01 controlled, 24.00 leased, 0.26 owned jointly with other companies, and 71.11 miles over which trackage rights had been secured. This was an increase of 369.84 over 1902 and included the Lake Erie and Detroit River Ry. 199.41 miles, and the London and Port Stanley Ry. 24 miles, a total of 223.41 miles in Canada. The gross earnings on the Canadian lines were $968,875.26, operating expenses and taxes $720,771.75, interest account $150,000, and dividend on stock $86,100, leaving a net surplus of $12,003.51. In 1902 the gross earnings were $635,039.98, operating expenses, $490,525.89; taxes, $7,404.18; interest charges, $144,333.33, leaving a deficit of $7,223.42. The percentage of expenses to earnings, inclusive of taxes, was 74.39% against 78.41% in 1902. There was expended on maintenance of way and structures $91,401.20, an increase of 24.66%. During the year 23 miles of the Erie and Huron Division of the L.E. and D.R.Ry. were reballasted; a new engine house and steel turntable was erected at Walkerville, and new water tanks were erected at Sombra, Dresden and Wallaceburg. One mogul locomotive was added to equipment. During the year the $3,000,000 5% bonds of the L.E. and D.R.Ry. Co. were purchased and refunded by the issue of 20-year 4½% bonds at an annual saving in interest charges of $15,000. This liability is now included in the funded debt of the P.M. Rd. Co.

The statement of accounts of the L.E. and D.R.Ry., which also operates the London and Port Stanley Ry. under a lease, are given in detail, the condensed general balance sheet showing:

PROPERTY ACCOUNTS.

Cost of road, construction and equipment	$5,536,980 60

AVAILABLE ASSETS.

Cash	19,237 14
Material on hand	83,413 82
Open accounts	13,642 67
	$5,653,274 23

CAPITAL ACCOUNTS.

Common stock	$1,400,000 00
Funded debt	3,000,000 00
Government and municipal bonuses	1,018,640 18

CURRENT LIABILITIES.

Accrued bond interest	62,500 00
Unpaid vouchers	123,798 57
Paymaster's account	35,601 22
Unpaid taxes	730 75
Income account	12,003 51
	$5,653,274 23

Quebec Provincial Railway Subsidies.

At the recent session of the Quebec Legislature subsidies were voted in aid of the following railways:

Atlantic, Quebec and Western Ry.—For 50 miles of line from Gaspe Basin passing through the interior of Gaspe county towards Causapscal, on the Intercolonial Ry., 4,000 acres of land a mile. Also a similar grant in respect of the construction of 100 miles of line from Paspebiac to Gaspe Basin, following the shore as nearly as possible, conditionally upon 10 miles being built within a year of the coming in force of the act.

Great Northern Ry.—$6,000 to be paid to the municipality of Ste. Sophie and the village of New Glasgow for the amount of debentures subscribed by these municipalities to aid the building of the railway from St. Jerome to New Glasgow.

Herbertville to Mistassini.—4,000 acres of land per mile to any railway company undertaking the construction of a line from Herbertville to St. Joseph d'Alma, thence northwesterly passing Peribonca Falls to the west and southwest of Lake St. John, near Mistassini.

Indian River Ry.—For 19 miles of line from the northern extremity of Lake Megantic to a point on the International boundary, 4,000 acres of land a mile.

Interprovincial and James Bay Ry.—For 50 miles of line from Lake Temiskaming at the present terminus of the C.P.R. branch from Mattawa, in a northerly direction, 4,000 acres of land a mile.

Joliette and Lake Manuan Colonization Ry.—For 60 miles of line from Joliette in the direction of Manuan or Lake Manuan, 4,000 acres of land a mile.

Matane and Gaspe Ry. For 30 miles of line from St. Octave de Metis on the Intercolonial Ry. to Matane, 4,000 acres of land a mile.

Orford Mountain Ry.—For 12 miles of line from Eastman to the boundary between the townships of East Bolton and Potton, 4,000 acres of land a mile.

Quebec and Lake St. John Ry.—For 38 miles of line from the main line near the Jeannotte River to La Tuque on the St. Maurice River, 4,000 acres of land a mile. Also a similar grant for one mile of line from Roberval to the Dominion Government wharf on Lake St. John.

Quebec Central Ry.—For nine miles from St. Francis to St. George Beauce, 4,000 acres of land a mile.

Waltham Station to Ferguson's Point.—4,000 acres of land a mile to any railway company constructing a line from Waltham Station to Ferguson's Point, Pontiac county.

The lands are to be located as nearly as possible along the lines to be constructed, are not to include any timber limits at present under license, and are to be sold to bona fide settlers at not exceeding $2.50 an acre. The Minister of Colonization and Public Works has power to indicate the places at which stations are to be erected; the lines are to be laid with rails, and generally equipped with materials made and purchased in Canada, unless it can be shown to the satisfaction of the Government that they cannot be purchased under such favorable conditions as elsewhere. The Government also will have control over the rates and tolls to be levied on the several lines.