

been constructed in St. Boniface about 1½ miles of line, which is now in operation. Pending the approval of the Railway Committee of the Privy Council of the crossing of the tracks of the Canadian Northern Ry. at the north approach to the Norwood Improvement Co.'s bridge, a connection has not been made with the lines in Winnipeg, and passengers have to transfer cars at the bridge. (Oct., 1903, pg. 347.)

The Winnipeg, Selkirk and Lake Winnipeg Ry. Co. was incorporated by the Manitoba Legislature in 1900, and was given power to construct a line from Winnipeg to the Red river at or near Selkirk, or on the western shore of Lake Winnipeg. The officers of the Company are: President, J. Arbutnot, Winnipeg; Vice-President, C. D. Warren, Toronto; Secretary and Treasurer, F. B. Warren, Winnipeg; other directors: R. R. Sutherland, J. H. Anderson, Winnipeg; N. A. Warren, W. M. Alexander, Toronto. The line now under construction starts from the boundary between the city of Winnipeg and the municipality of Kildonan, near the terminus of the line of the Winnipeg Electric Street Ry., and proceeds along the main highway to the southern boundary of Selkirk; thence over right-of-way, which has been acquired, to Evelyn st., and along that street to the northern boundary of Selkirk. It is intended ultimately to carry the line to Lake Winnipeg, but the objective point and the route has not been announced. The right-of-way over the highways was given free under agreement by the different municipalities, which have also granted freedom from taxation for the line and plant for a limited period. The grading and bridging is all up to the Government standard, and 56-lb. steel rails of standard section are being used. Tracklaying was commenced at the Selkirk end, and has been completed to within about two miles of Winnipeg, when it was stopped owing to shortage of rails caused by the loss of a steamer on which they were being carried. Owing to the lateness of the season the ballasting will be carried over until next season. When this is completed, we are advised that the line will be capable of carrying the heaviest rolling stock, and permit of a fast service, as the gradients are particularly easy, and there is no heavy curvature. Connection may be effected at Winnipeg with the tracks of the Winnipeg Electric Street Ry., though possibly the Company will extend its tracks into the city and have its own terminals at West Selkirk. Connection will be made with Lake Winnipeg steamers. When the line is completed a regular train service will, we are informed, be put in operation. At first, it is said, the line will be operated by steam, but ultimately it will be equipped as an electric railway. The engineer in charge of construction is J. Woodman, and the contractors are the Standard Construction Co. of Winnipeg. This Company was incorporated under the Manitoba Joint Stock Companies' act, June 12, 1903, to carry on a general construction business with a capital of \$100,000, which is reported to be paid up. The President and General Manager is F. B. Warren, of Winnipeg; Secretary, J. H. Anderson, Winnipeg; the other director is C. D. Warren, Toronto. (Nov., 1902, pg. 387.)

Wolfville to Minas Basin.—The Dominion Parliament at its last session voted a subsidy of \$3,200 for the construction of one mile of railway from Wolfville, N.S., on the Dominion Atlantic Ry., to the government pier at Minas Basin.

Woodstock and Centreville Ry.—The Dominion Parliament at its last session voted a subsidy of \$3,200 a mile towards the construction of a railway from Woodstock, N.B., to the International boundary, not exceeding 26 miles, in lieu of a subsidy voted in 1894. (Aug., 1902, pg. 269.)

Yamaska to Lotbiniere.—At the last session of the Dominion Parliament a subsidy was voted at the rate of \$3,200 a mile for a line from Yamaska to Lotbiniere, Que., not exceeding 70 miles, in lieu of a subsidy for a line from Sorel Junction to Lotbiniere, 82 miles, voted in 1899. The subsidy in 1899 was voted to the South Shore Ry., but nothing has been done towards earning it, and it is now open to any line that may enter into the required contract.

York and Carleton Ry.—Towards the construction of an extension of 5 miles from Stanley, N.B., its present westerly terminus, the Dominion Parliament at its last session voted a subsidy of \$3,200 a mile.

RAILWAY FINANCE, MEETINGS, ETC.

Algoma Central and Hudson Bay Ry.—An effort is being made on behalf of certain interests to induce the Ontario Government to purchase the A. C. and H. B. Ry. (Dec. 1903, pg. 409.)

Atlantic and Lake Superior Ry.—In connection with the enquiry ordered by the Dominion Government to ascertain the amount of subsidy due in respect of the completion of the line to Paspebiac, Que., a commission was directed to examine the books of the company at the Banque Nationale, Quebec. The company claims to be entitled to a subsidy of \$150,000, and it is alleged on the other hand that the work did not cost that amount. The line is in the possession of the English bondholders, who claim that \$70,000 has been expended upon the completion of the 30 miles of line between Caplin and Paspebiac since they took possession and obtained a renewal of the subsidy. The second commission, which is investigating claims for labor and supplies in connection with the original construction of the line, has before it accounts amounting to over \$25,000. (Dec. 1903, pg. 409.)

British Columbia Electric Ry. Co.—Earnings and expenses for Oct.:

	GROSS EARNINGS.	1902.	1903.	Increase or Decrease.
Railway—Vancouver division		\$12,429	\$15,325	\$2,896+
Victoria "		10,410	10,872	462+
Westminster "		13,829	14,712	883+
Lighting—Vancouver division		17,125	20,707	3,582+
Victoria "		8,734	9,676	942+
		62,527	71,292	8,765+
Less working expenses		36,121	39,592	3,471+
		26,406	31,700	5,294+
Renewal funds		4,222	4,988	766+
Net income		22,184	26,712	4,528+
Aggregate gross earnings, July 1, to Oct. 31		217,684	259,666	41,982+
Aggregate net earnings, July 1, to Oct. 31		71,606	93,825	22,219+

Brockville, Westport and Northwestern Ry.—The capital of the company which is the new owner of the Brockville, Westport and Sault Ste. Marie Ry., consists of \$1,000,000 of common and \$1,000,000 of preferred stock, of which \$500,000 of each have been issued. It is proposed to provide for the extension of the line by the issue of bonds, under a separate mortgage, at the rate of \$25,000 a mile.

Calgary and Edmonton Ry.—Application was made to the Dominion Government, Dec. 16, for the final ratification of the lease of the C. and E. Ry. to the C. P. R.

Canada Atlantic Ry.—From Jan. 1 to Nov. 14, 1903, the passenger earnings were \$290,994 against \$263,829 for the same period

of 1902. The following figures, referring to the operations of the line for the eight months from Mar. 14 to Nov. 14, have been published: gross earnings \$1,124,702, against \$1,109,487 for the same period 1902; freight carried 2,127,648,940 lbs., against 2,116,891,180 lbs. for same period 1902.

Canada Coals and Ry. Co.—The following officers and directors were elected at the annual meeting held in Montreal recently: President, E. Hanson, Montreal; Vice-President, S. H. Ewing, Montreal; other directors: R. W. Smith, W. Hanson, J. Rodger, W. C. Finley, Montreal; E. W. Wilson, New York; Secretary-Treasurer, A. G. Watson, Montreal. The company does not issue an annual report.

Canadian Northern Ry.—Earnings:—

	1903.	1902.	Increase or Decrease.
July	\$254,800	\$132,000	\$122,800+
Aug.	250,800	131,200	119,600+
Sept.	270,800	182,300	88,500+
Oct.	334,100	236,500	97,600+
Nov.	338,300	240,500	97,800+
	\$1,448,800	\$922,500	\$526,300+

Working expenses for Oct. \$117,500, net earnings \$116,600, against net earnings of \$83,800 for Oct., 1902. Net earnings for four months to Oct. 31, \$378,600, against \$254,800 for same period 1902.

Mileage in operation 1,350, against 1,244 in 1902.

Application will be made at the next session of the Dominion Parliament for an act confirming an issue of mortgage bonds or other securities consolidating, and with the consent of the holders, to be exchangeable for certain bonds of the company and its predecessors; and also confirming an issue of certain mortgage terminal bonds or other securities.

The Columbia and Western Ry. Co., which is owned by the C. P. R., has withdrawn the actions it had entered against certain license holders in B.C., to secure injunctions preventing their operating on certain lands which formed part of the land grant of the railway. These lands formed the subject of an enquiry in 1903, and the passing of an act of the Legislature confirming an order-in-council rescinding the land grant to the C. and W. Ry. Co. (July, 1903, pg. 223.)

Dominion Atlantic Ry.—Gross earnings for Oct. \$109,500, against \$96,153 for Oct., 1902, making for 10 months ended Oct. 31 \$875,478, against \$851,215 for corresponding period 1902.

Great Northern Ry. of Canada.—The adjourned annual meeting was held Dec. 2. Following are the directors for the current year: President, D. B. Hanna, Toronto; First Vice-President, Col. J. McNaught, New York; 2nd Vice-President, H. H. Melville, Boston, Mass.; 3rd Vice-President, E. E. Ling, Quebec; other directors: Hon. J. Tessier, V. Chateauvert, Thos. McDougall, J. Joyce, Quebec; Z. A. Lash, K.C., W. H. Moore, F. C. Annesley, Toronto; and Hon. S. N. Parent, Quebec, ex-officio. Hon. P. Garneau, heretofore president, together with J. T. Ross and J. G. Scott, of Quebec, were not candidates for re-election. (Dec., 1903, pg. 400.)

Guelph Junction Ry. A press report states that the proportion of the receipts of the G. J. Ry. to be paid to the Guelph city council for the last year's operation of the line will amount to between \$10,000 and \$12,000.

Halifax and Southwestern Ry.—The Nova Scotia Government has placed a loan on the London, Eng., market on favorable terms to provide for the advances to the H. and S. Ry. provided for by contract entered into with Mackenzie, Mann & Co. The contract provided for advances at the rate of \$13,000 a mile for about 200 miles of railway.