

Dominion Atlantic Ry.—Gross earnings for Sept. \$122,000, against \$136,389 for Sept., 1901; making for nine months ended Sept. 30 \$756,400, against \$755,156 for same period 1901.

Elgin and Havelock Ry.—A syndicate of Halifax, N.S., capitalists, including B. F. Pearson, has acquired the bonds of this Co., and is endeavoring to float a company to operate it in connection with the Havelock Mineral Springs Co., at Havelock, N.B. The line is in operation from Elgin, N.B., to Petitcodiac Jct., on the I.C.R., thence to Havelock, 27 miles, and from Havelock to Keith's Mills, 1 mile; and has 2 miles of sidings, all of which is laid with 46 and 56 lb. steel rails. Its rolling stock comprises 2 locomotives, 1 first class car, 1 baggage, mail and express car, 1 box car, 7 platform cars, 1 snow plough and 1 flanger. Financial statement: capital subscribed, \$125,000; paid up, \$43,000; subsidies—Dominion, \$82,652.82, including \$44,252.82 value of rails; New Brunswick, \$107,500; municipal, \$13,000; total capital, \$328,152.82; paid up \$246,152.82; floating debt, \$3,968.75. Total cost of railway and equipment \$586,994.09. Operations for year ended June 30, 1901: Train mileage, mixed trains, 14,472 miles; passengers carried, 4,090; freight carried, 7,622 tons. Passenger receipts, \$1,226.56; freight receipts, \$5,267.03; mail and express, \$491.87; other sources, \$1,600; total, \$7,001.46. Net loss, \$3,968.75.

Equinault and Nanaimo Ry.—J. Duns-muir, President, has secured the Hubbard interests in the E. and N. Ry., and the collieries worked in connection with it, and is now sole owner of the line.

Grand Trunk Ry.—C. M. Hays, 2nd Vice-President and General Manager, states that the G.T.R. has completed its arrangements to secure complete control of the Detroit and Toledo Shore Line, an electric railway extending from Toledo, Ohio, to Trenton, Mich. The line is a standard gauge double track and built to the highest class specifications. It was one of the lines, control of which was obtained by the Everett-Moore syndicate, of Cleveland, Ohio, and had an outstanding indebtedness of \$1,500,000. It is proposed to issue \$2,000,000 of bonds to clear off this indebtedness and to extend the line from Trenton into Detroit. The object of the G.T.R. in acquiring the line, said Mr. Hays, in an interview, was to obtain an entrance to the Ohio coalfields.

The G.T.R. dividend record is as follows:—Full 4% on guaranteed stock has been paid since 1889 in semi-annual dividends. In 1899 4% was paid on 1st preferred; in 1900, 5½%, and in 1901, 6%. The second preferred paid 3¼% in 1900, 3% in 1901, and will now receive its full 5% for 1902, the first instalment of 3% having been declared in May, 1902. The last year that the full dividend was paid was 1883.—Montreal Herald.

Great Northern Ry. of Canada.—A meeting of the shareholders was called for Nov. 14 to ratify an agreement for the purchase of the Montford and Gatineau Colonization Ry., which extends from Montford Jct., on the C.P.R., to Arundel, Que., 33 miles, all of which and .42 miles of sidings is laid with 56 lb. steel rails. It has a paid up capital of \$18,317, bonded debt of \$231,000, and a floating indebtedness of \$287,748.76, on which the interest charges are 7%. From subsidies \$167,440 was paid by the Dominion Parliament and \$168,395.80 by the Quebec Legislature. The total cost of the line and rolling stock was \$533,731.16. The rolling stock comprises 4 locomotives, 2 first class cars, 1 baggage, mail and express car, 2 cattle and box cars, 18 platform cars, 1 conductor's van, 1 snow plough, and 1 flanger. Operations for the year ended June 30, 1901—Train mileage—passenger, 21,034; freight, 31,204; pas-

sengers carried, 8,200; freight carried, 27,185 tons. Earnings: passengers, \$5,727.30; freight, \$14,238.86; mails and express, \$491.94; other sources, \$714.57; total \$21,172.67; working expenses, \$22,559.19; net loss, \$1,386.52.

Halifax Electric Tramway Co.—Gross receipts from railway:

	1902.	1901.	Increase or Decrease.
Jan.	\$10,674.58	\$9,543.14	\$1,131.44+
Feb.	8,408.39	8,042.11	436.28+
Mar.	9,761.57	9,448.32	313.25+
Apr.	10,026.66	9,370.08	655.58+
May.	11,126.66	9,407.15	1,699.51+
June.	11,628.19	11,339.52	288.67+
July.	14,834.69	14,203.82	630.87+
Aug.	17,177.12	16,330.23	846.89+
Sept.	17,494.21	16,547.68	946.53+
Oct.	11,382.25	12,561.25	1,198.98-
	\$112,413.32	\$106,873.08	\$5,540.24+

The decrease in the receipts for Oct. is accounted for by the extra traffic in 1901, due to the visit of the Prince and Princess of Wales.

Hamilton, Ont., Electric Railways.—The mileage and percentage paid to the city for the three months ended Sept. 30, by the H. St. Ry. was \$5,203.42, against \$5,003.69 in 1901. The Hamilton Radial Ry. paid the city \$148 for street mileage for the quarter ended Oct. 13, 1902.

Hull Electric Ry.—A writ has been issued by E. Hanson & Co., brokers, Montreal, against the Hull Electric Co., to recover \$562,772 for amounts advanced on notes during the construction of the railway.

Ironton, Baneroff and Ottawa Ry.—A. M. Dymond, K.C., Law Clerk of the Ontario Legislature, has been appointed to adjust the claims for wages filed in the Treasury against the subsidies voted at the last session of the Legislature. The total amount of the claims, of which notice had been given, was deducted from the subsidies due, before the scrip was handed over, and Mr. Dymond's duty is to apportion this amount among the various claimants.

Some matters in connection with the financing of the construction of this line have been brought before the courts in connection with the winding up in liquidation of the estate of the late A. D. Benjamin, Toronto. Mr. Benjamin advanced \$69,000 to the Co., receiving as security two notes of \$34,500, endorsed by the late C. J. Pusey, the promoter and President of the Co., and \$300,000 of the 1st mortgage bonds. At the same time J. H. Plummer, formerly Assistant General Manager of the Bank of Commerce, advanced \$34,500, receiving a note for that amount similarly endorsed, and \$150,000 of the 1st mortgage bonds. These amounts became due Sept. 1, 1899, but neither principal nor interest had been paid. Subsequently Messrs. Benjamin and Plummer agreed to finance the construction of an additional five miles of line, and in respect of this \$63,000 and interest was due, about \$43,000 being due to Mr. Benjamin. Mr. Benjamin pledged the notes and bonds he held to Mr. Plummer for advances, on which there was due \$50,000; and the Bank of British North America also had an interest in the securities for advances to Mr. Benjamin, in respect of which Mr. Plummer had paid \$10,000 for an option. An offer was made to the liquidator of \$500 for the equity of the Benjamin estate in the bonds, together with the renouncing of a claim of \$36,000 against the estate. The matter will be submitted to the creditors before it is accepted. In addition to these charges on the \$450,000 of the Co.'s bonds, Z. A. Lash, K.C., and H. S. Mara, hold a second mortgage to cover advances of \$75,000.

Kent Northern Ry.—A syndicate of New Brunswick capitalists has purchased the Kent Northern Ry., and it is understood that the proceedings being taken in the courts to have

the line sold in the interest of the bondholders are in connection with this sale. The sale has been ordered to satisfy the bondholders' claim for \$270,000 principal, and \$101,000 for interest. By a recent order of the court rails to the value of \$6,000, owned by the Department of Railways, have been exempted from the sale, and \$350 is to be retained from the proceeds of the sale to satisfy the Department's claim for car service. The K.N. Ry. is operated from Kent Jct., on the I.C.R., to Richibucto, 27 miles, and there is an extension of 7 miles to St. Louis, known as the Richibucto and St. Louis Ry. which though operated by the K. N. Ry., is not involved in the present sale. There are 2 miles of sidings on the two lines, and the whole track is laid with 56 lb. rails. The K.N. Ry. has a paid up capital of \$50,000, and received by way of loan from the Dominion rails to the value of \$58,334.27, and a subsidy of \$135,000 from the N.B. Legislature. The total paid up capital is \$243,334.27, and the total cost of the line and its equipment was \$296,000. The equipment consists of 2 locomotives, 1 first class car, 1 baggage car, 1 box car, 4 flat cars, 2 snow ploughs, and 1 flanger. Operations for year ended June 30, 1901:—(R. and St. L. Ry. figures included); train mileage—mixed trains, 18,000 miles; passengers carried, 5,795; freight carried, 4,070 tons; passenger receipts, \$3,597.53; freight receipts, \$6,946.88; mails and express, \$842.40; total, \$11,386.81; net receipts, \$1,706.81.

Kettle Valley Lines.—C. F. Packard, formerly in the employ of the commissary department of the Co. during construction, has entered an action to recover \$25,000 for malicious prosecution. When construction was completed in April there was an amount of \$239.28 not accounted for, and Packard was arrested in connection therewith, but on the case being heard at the County Court at Grand Forks, B.C., a verdict of acquittal was recorded. The present action was then entered.

The Lake Erie and Detroit River Ry. Co. has offered the Chatham city council \$2,500 as compensation for loss of taxes due to the removal of the repair shops of the old Erie and Huron Ry. The offer has been declined, and a suggestion made that the matter be left to the Railway Committee of the Privy Council if an arrangement cannot be effected.

F. H. Walker, President, stated, Oct. 28, that the Pere Marquette Rd., which has a traffic agreement with the L. E. and D. R. Ry., had acquired a portion of the stock of the railway, and that the line would be extended from St. Thomas to opposite Buffalo. At present the P. M. Rd. transfers to the Michigan Central and Wabash railroads between 60,000 and 70,000 cars of freight originating on its line and destined for eastern points. The P. M. Rd. is controlled by a Boston and New York syndicate, whose interests are pooled, and it is reported that the Pennsylvania Rd. is seeking to secure the control.

The L.E. and D.R.R. Co. has deposited with the Secretary of State at Ottawa a mortgage dated Aug. 2, 1902, to the National Trust Co., Ltd., as trustee, securing an issue of bonds at the rate of \$15,000 a mile of the Co.'s lines.

London, Ont., Street Ry.—Traffic receipts:

	1902.	1901.	Increase or Decrease.
Jan.	\$ 9,980.93	\$ 9,255.74	\$ 725.19+
Feb.	8,740.45	8,145.70	594.69+
Mar.	10,108.54	9,204.54	814.00+
Apr.	9,646.42	9,495.68	150.74+
May.	11,970.88	10,003.16	1,967.72+
June.	12,819.56	13,917.23	1,097.67-
July.	15,215.04	14,241.13	973.91+
Aug.	14,768.20	14,038.15	730.05+
Sept.	17,784.19	14,612.46	3,171.73+
Oct.	11,645.46	10,104.69	1,540.77+
	\$122,679.67	\$114,029.65	\$8,650.02+