

From Oct. 1, 1902, to Mar. 31:

	1902-3.	1901-2.	Increase. or Decrease.
Passenger earnings	\$1,000,243.96	\$914,881.24	\$85,362.72+
Miscellaneous earnings	17,247.31	9,838.78	7,408.53+
Total earnings	1,017,491.27	924,720.02	92,771.25+
Operating expenses	652,055.96	595,607.43	56,448.53+
Net earnings	365,435.31	329,112.59	36,322.72+
Fixed charges	100,138.59	90,386.66	9,751.93+
Surplus	265,296.72	238,725.93	26,570.79+
Expenses % of car earnings	65.19	65.10	

Interest on M.P. & I. Ry. Co.'s bonds owned by the Co. not included.

The Nova Scotia Steel and Coal Co.'s railway earned for the year ended Sept. 30, 1902, according to figures published in the report of the Provincial Engineer of Nova Scotia, \$15,511.56, and expended \$17,938.78, the operations showing a net loss of \$2,427.22.

The Pere Marquette Rd. has, according to press reports, purchased three small lines—the South Haven Eastern, from Lawton to South Haven, 36 miles; the Milwaukee, Benton Harbor and Columbus, from Benton Harbor to Buchanan, 27 miles; and the Benton Harbor and Paw Paw Lake Ry., to be used in shortening the line between Chicago and Detroit.

Qu'Appelle, Long Lake and Saskatchewan Ry.—Net earnings for Feb. \$1,234.11, against \$6,689.72 for Feb., 1902; making for three months ended Feb. 28, \$4,066.36, against \$18,040.82, for same period, 1901-02.

Quebec Central Ry.—The directors have declared payment of interest for the year 1902 at the rate of 2¼% on the income bonds of the Co.

Gross earnings for Mar. \$53,629.74; working expenses \$34,998.42; net earnings \$18,631.32, against \$16,875.61 net for Mar., 1902. Net earnings for three months to Mar. 31, \$25,213.51, against \$30,337.07 for same period, 1902.

Quebec and Lake St. John Ry.—Gross earnings for Jan. \$22,797, against \$22,464 for Jan., 1902.

Quebec Southern Ry. after having been closed from Jan. 20, on account of the employees having refused to work until they were paid wages due, was re-opened for traffic Mar. 27. The application to the courts for the appointment of a receiver is understood to be held in abeyance for the present. The non-operation of the line was made the subject of a question in the Dominion Parliament, the question being raised as whether the Government ought not to take power to see that subsidized railways were regularly operated. Hon. J. I. Tarte, in the course of the discussion, said he had been informed that a portion of the Eastern Valley Ry., one of the lines forming part of the Q.S.R., had been amalgamated with the Rutland Rd., and formed a valuable section of it, and its earnings were sent to the United States. The Minister of Railways expressed his willingness to have improvements made in the law respecting insolvent railways, and the Premier said the law should be amended in such a way that when subsidies were granted assurances should be provided that not only would the railway be constructed, but that it would be operated. (April, pg. 143.)

Sydney and Louisburg Ry.—The annual report, as published by the Provincial Engineer of Nova Scotia, for the year ended Sept. 30, 1902, shows receipts of \$767,969.34, made up as follows: passengers, \$60,697.06; freight, \$622,173.78; mails, \$600; miscellaneous, \$84,498.50. The expenditure was: maintenance of way, \$47,473.84; locomotive power, \$100,587.26; car repairs, \$51,789.62; traffic expenses, \$71,935.89; general charges, \$27,990. The net earnings amounted to \$468,192.73.

Shuswap and Okanagan Ry.—Net earnings for 12 months ended Dec. 31, 1902, \$17,214, against \$14,606 for same period 1901.

Toronto, Hamilton and Buffalo Ry.—Earnings for Mar., \$47,246.60, against \$41,116.93 for Mar., 1902, making for 10 months ended Mar. 31, \$393,041.53, against \$386,286.48 for same period 1901-02.

White Pass and Yukon Ry.—Gross earnings from July 1, 1902, to Mar. 21, 1903, \$1,214,717.

Mainly About People.

Sir Thos. G. Shaughnessy returned to Montreal April 5 from England.

R. Farrell, formerly Travelling Passenger Agent C.P.R., has entered the business field at Winnipeg.

C. W. Milestone, formerly Superintendent C.P.R. at Moose Jaw, Assa., has opened a lumber yard there.

Mrs. Fleming, wife of H. B. Fleming, Chief Train Dispatcher, I.C.R. at St. John, N.B., died there recently.

A. N. Bedard, of the Ottawa Transportation Co., has returned to Montreal from a trip through Egypt.

J. W. Nutt, C.P.R. Travelling Passenger Agent, Winnipeg, has resumed duty after a serious attack of pneumonia.

Mrs. C. E. Stephens, wife of the Treasurer of the Northern Navigation Co. of Ontario, died at Collingwood recently.

Sir Wm. and Lady Van Horne, with Miss Van Horne and Miss A. Van Horne, arrived in Montreal April 18 from Cuba.

W. Mackenzie, President Canadian Northern Ry., has been elected a director of the Shawinigan Water and Power Co.

W. Stevens, I.C.R. station master at Dartmouth, N.S., has been arrested on a charge of embezzlement, the alleged shortage being \$5,000.

C. S. Hyman, M.P., London, Ont., has been re-elected chairman of the Railway Committee of the House of Commons for the current session.

Harry A. Norton, of Coaticook, Que., left April 7 for Russia, where the Norton ball-bearing jacks are now being extensively introduced.

Sir C. Rivers-Wilson, President G.T.R., arrived in Montreal, April 25, for the purpose of making a trip over the line and conferring with the officials.

H. L. Piper, of the Hiram L. Piper Co., has removed his family to Montreal, where he has been living for the past year, since establishing business there.

Capt. W. Street, of the Canadian Pacific Navigation Co.'s service, was married recently at New Westminster, B.C., to Miss L. Woodward, of Lulu Island.

F. L. Wanklyn, General Manager of the Montreal Street Ry., accompanied by Mrs. Wanklyn and daughter, sailed for England April 10, for a six weeks' trip.

T. Merry, who has resigned from the Toronto Ry. Co.'s service, was recently presented with a gold chain and locket by the employees of the power house.

T. Pumphrey, chief draughtsman in the engineering office of the International Rd. of Buffalo, N.Y., was married April 8 to Miss S. E. Bartlett, of Hamilton, Ont.

E. Tiffin, General Traffic Manager of the Intercolonial Ry., left Moncton during the third week in April for California, where his daughter has been staying for some time.

M. J. Kennedy was recently presented with a gold watch and address by the conductors

and motormen of the Montreal Street Ry. on his resigning his position as Superintendent.

J. Dunlop, a well-known New Brunswick shipbuilder, died at St. John, N.B., April 4. He built a number of ships for a firm in Liverpool, Eng., and latterly for Wm. Thomson & Co. of St. John, N.B.

G. O. Somers, who has been appointed Assistant to the Fourth Vice-President of the Great Northern Ry., U.S.A., is a native of Barrie, Ont., and was the first station agent at Parkdale, Toronto.

F. P. Blackman, who was the principal promoter of the British Pacific Ry. project, is making application at Chicago, Ill., under the Bankrupts' Act, to be relieved of all debts provable against his estate.

D. G. Ross, who resigned his position as Superintendent C.P.R. at Fort William, Ont., some months ago, on account of ill-health, arrived in Winnipeg April 13, after spending the winter in California.

J. W. Tyrrell, who has had charge of the surveys for the Hamilton and Caledonia Ry., will be absent from Hamilton, Ont., during the summer on a surveying expedition for the Dominion Government in Saskatchewan.

W. Woollatt, General Superintendent Lake Erie and Detroit River division, Pere Marquette Rd., is a provisional director of the Drake Ranching Co. (Ltd.), recently incorporated under the Ontario Companies' Act.

A. M. Stark, local superintendent of the Bell Telephone Co., Toronto, has resigned in order to perfect an invention he has patented for the sending of telephone messages as well as supplying power and light over the same wire.

G. B. Williams, recently appointed chief clerk in the office of the Master Mechanic, C.P.R., Winnipeg, was entertained at dinner by the members of the C.P.R. Club, Toronto Junction, Ont., prior to his departure for Winnipeg.

A. H. Lindsay, who has recently been appointed to the advertising department of the I.C.R., was entertained by the newspaper men of St. John, N.B., on leaving for Moncton, N.B., to take up the duties of his new office.

A. W. Trenholm, who has been appointed General Manager of the Chicago, St. Paul, Minneapolis and Omaha Rd., at St. Paul Minn., is spoken of by Nova Scotia papers as being well known in Truro and Amherst, N.S., and Moncton, N.B.

Dr. G. Smith, Government physician on the construction of the Temiskaming and Northern Ontario Ry., was seriously injured by a fall from his horse recently in North Bay, Ont. He received a severe kick on the head, in addition to a broken arm.

B. C. Gesner, who has resigned his position as air-brake inspector on the I.C.R., to enter the employ of the Galena-Signal Oil Co., Franklin, Pa., was entertained at dinner April 20, by the employees of the locomotive department at Moncton, N.B.

W. J. Singleton, Superintendent of District 6, C.P.R., has been since Mar. 22 in the Homeopathic Hospital, Montreal, where he underwent an operation. On April 16 we were advised that he was recovering rapidly, and that he hoped to return to duty in May.

J. Crawford, who died at Verdun House, Montreal, April 5, aged 80, was one of the promoters of the first street railway in Montreal in 1861, and was its President from 1877 to 1884. He was a familiar figure at annual meetings of the C.P.R. and other companies.

The engagement of Miss Eva Woollatt, daughter of W. Woollatt, General Superintendent Lake Erie and Detroit River division Pere Marquette Rd., Walkerville, Ont., to O. U. MacMicking, of Calgary, Alta., is an-