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E. H. Millington has been appointed Superintendent of the Telegraph. Office at Detroit, Mich.

Mount Sicker Ry., B.C.—J. W. McCready is reported to have been appointed Superintendent.

Pontiac Pacific Junction Ry.—Ottawa
Northern and Western Ry.—F. Dillinger has been appointed Trainmaster. Office, Union Station, Ottawa. Until recently he was acting Superintendent of the C. P. R. at Chapeau, Ont.

Quebec Southern Ry.—G. H. Sargeant has been appointed Car Accountant, with headquarters at Montreal, vice Mr. Duchesne, assigned to other duties. Mr. Sargeant will also have charge of car service and car distribution.

Richelleu and Ontario Navigation Co.—
M. Cussen has been appointed Auditor of
Passenger Receipts.

Temiskaming and Northern Ontario Ry.—A. E. Ames has been appointed Chairman of the Ontario Government Commission to build this line. P. E. Ryan has been appointed Secretary-Treasurer; D. E. Thompson, K.C., Toronto, acting Counsel; E. S. Senkler, North Bay, Solicitor, and W. B. Russell, Chief Engineer.

White Pass and Yukon Ry.—D. S. Wagstaff is reported to have been appointed Superintendent of Transportation. He was formerly District Passenger Agent of the C., H. and D. Rd.

RAILWAY FINANCE, MEETINGS, ETC.

Canada Eastern Ry.—Press reports state that this line has been sold to the C. P. R. and that the transfer will be made at an early date. J. Osborne, General Superintendent of the Atlantic Division, C. P. R., went over the line in company with the C. E. R. officials on Aug. 20. (July, pg. 229.)

Canadian Northern Ry.—Gross receipts for July, \$132,300, against \$82,300 for July, 1901.

C. P. R. Land Grants.—R. R. Angus, G. M. Clarke and J. Turnbull, trustees under the C. P. R.'s 5 % land grant mortgage, have given notice that in pursuance of the provisions for the redemption of the same, the whole of the remaining bonds, not heretofore called in for redemption, amounting to \$1,314,500, are called for redemption at 10 % premium and accrued interest to date of redemption, provided that it be presented for that purpose at the office of the Treasurer of C. P. R. before the end of 60 days. On June 30, 1901, the Co. also had outstanding \$15,000,000 of 3½ % land grant bonds, the interest on which is guaranteed by the Dominion Government. At June 30, 1901, the Co. had 15,071,916 acres unsold out of its original grant of 25,000,000 acres. It had also 857,831 acres out of the Manitoba and Northwestern Ry. land grant and 174,656 out of the Columbia and Kootenay land grant. In

addition it is entitled to receive about 3,350,000 acres through the B. C. Southern Ry., about 2,500,000 through the Columbia & Western Ry., and about 320,000 through the G. N. W. Central Ry.

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	476.28+
Mar.....	10,761.57	9,448.32	313.25+
Apr.....	10,025.66	9,370.08	655.58+
May.....	11,126.66	9,467.15	1,659.51+
June.....	11,528.19	11,339.52	188.67+
July.....	14,834.69	14,203.82	630.87+
Aug.....	17,177.12	16,339.23	837.89+
	\$83,536.86	\$77,744.37	\$5,792.49+

London Street Ry.—Traffic receipts :

	1902.	1901.	Increase or Decrease.
Jan.	\$ 9,080.93	\$ 9,255.74	\$ 75.19+
Feb.	8,740.45	8,145.76	594.69+
Mar.	10,108.54	9,294.54	814.00+
Apr.	6,646.42	9,495.68	1,567.74+
May	11,970.88	10,003.16	1,867.72+
June	12,819.56	13,917.23	1,097.67+
July	15,215.04	14,214.13	973.91+
	\$78,481.58	\$74,352.44	\$4,128.58+

Montreal Street Ry. Co.—Comparative statement of earnings and expenses for July:

	1902.	1901.	Increase or Decrease.
Passenger earnings.....	\$194,104.35	\$177,583.25	\$16,611.10+
Miscellaneous	4,461.97	597.06	3,864.91+
Total	198,566.32	178,180.31	20,476.01+
Operating expenses.....	93,966.90	90,464.20	3,502.70+
Net earnings	104,689.42	87,716.11	16,973.31+
Fixed charges.....	19,929.76	14,141.53	5,782.23+
Surplus.....	84,759.66	73,574.58	11,185.08+
Expenses % of car earnings	48.39	50.94	2.55 —

Oct. 1, 1901, to July 31, 1902:—

	1902.	1901.	Increase or Decrease.
Passenger earnings	\$1,618,377.01	\$1,526,797.17	\$91,579.84
Miscellaneous	25,459.54	6,408.90	19,050.64
Total	1,643,836.55	1,533,206.07	110,630.48
Operating expenses	940,859.81	931,933.43	8,926.38
Net earnings	702,976.74	601,272.64	101,704.10
Fixed charges	164,228.46	104,409.48	59,818.98
Surplus	538,748.28	496,863.16	41,885.12
Expenses % of car earnings	58.14	60.97	2.83

South Shore Ry. Co.—In the end of 1901 the control of this Co. was purchased by a new syndicate generally referred to as the Webb syndicate, of which A. L. Meyer, broker, appeared to be the principal representative. Subsequently the Quebec Southern Ry. took over the line from A. L. Meyer, and the necessary steps were taken for the amalgamation of the two companies under the title of the Quebec Southern Ry. An action has been commenced in the Quebec Superior Court, at Montreal, against the Q. S. Ry. Co., the S. S. Ry. Co., the National Trust Co., W. Seward Webb, A. L. Meyer, B. P. Moore, P. W. Clement; F. D. White, H. A. Hodge, of Rutland, Vt.; and F. X. Choquet, Montreal; by R. Sutro, W. F. Harrity, C. E. Kimball, and B. W. Loeb, to have the agreement and sale of the S. S. Ry. to the Q. S. Ry. Co., set aside, and to prevent the National Trust Co. from issuing any bonds to cover the purchase price of the S. S. Railway. The plaintiffs in the action are a committee claiming to represent a majority of the members of the syndicate which purchased \$299,000 of the \$300,000 capital stock, all the \$270,000 first mortgage 4% bonds of the S. S. Ry. Co., besides a large amount of its indebtedness, and in their statement allege that A. L. Meyer was the syndicate's agent in purchasing the shares, etc., but had no right to dispose of the bonds, stocks or claims, or to exchange them for securities of any other company or to vote on them without the consent of the members of the syndicate, which was never given. In connection with their suit, the syndicate has registered the mortgage deed executed by the S. S. Ry.

Co., June 1st, 1900, to secure \$468,000 first mortgage 4% bonds, and deposited it with the Minister of Railways. The statement recites all the resolutions passed and the agreements entered into about the amalgamation and asks that the amalgamation be declared illegal and non-existent, and that the defendants named be declared non-shareholders, and that Messrs. Hodge and White, who have acted as officers of the South Shore Co., be enjoined from continuing so to act, as the transactions complained of are prejudicial to the interests of the plaintiffs.

Toronto Railway Co.—Car earnings compared with previous year :

	1902,	Increase or Decrease
January	\$137,135.21	\$15,478.01+
February	127,981.01	18,468.50+
March	141,681.22	17,182.23+
April	132,046.56	9,040.56+
May	145,595.54	17,634.60+
June	132,265.85	5,888.74—
July	162,472.12	12,840.88+

Newfoundland Railway Arbitration.

A claim amounting to \$2,000,000 against the Newfoundland Government in connection with the building and operation of this railway is now before a board of arbitrators at St. John's, Nfld. The arbitrators are the Hon. Alfred Lyttleton, K.C., M.P., for Warwick, Eng., in behalf of the Government, C. C. Gregory, K.C., of Antigonish, for the contractor, and P. S. Archibald, ex-Chief Engineer of the Intercolonial Ry., third arbitrator, appointed by the Supreme Court. The claimant is the Reid Newfoundland Co., successor to R. G. Reid, contractor, of Montreal. The claim arises out of a number of contracts made between the Newfoundland Government and Mr. Reid since 1890. The first contract was for an extension of the railway north from near St. John's to Hall's bay, about 250 miles. Before this contract was completed the Government changed its policy and decided to stop this extension at the River Exploits and build west across the island to Port-aux-Basques, and another construction contract was entered into in 1893 for this extension of about 280 miles. In the same year a third contract was entered into with Mr. Reid for the operation and maintenance of the completed portions of the road, and also for the operation of the extensions then under construction, for a period of ten years. In the operating contract a provision was made that the contractor should provide, if the demands of the traffic warranted it, additional rolling stock, equipment, accommodation, etc., and upon the termination of this contract the Government was to take over this rolling stock, etc., and pay for it at a fair valuation. Under the construction contract of the same year the contractor was to build stations, piers, wharves, fences, etc., for which he was to be paid over and above his contract price per mile. For the next four or five years Mr. Reid continued to operate the completed portions of the railway and finished the projected extensions. In 1894 a panic overtook the colony, and within a few months every bank on the Island had closed its doors. For the next three or four years there was great financial stringency throughout the Island. So severe was it that the salaries of the judges of the Supreme Court and all other government officials were reduced about 20%. In the meantime Mr. Reid went on with the construction of the railway and completed the main line across the Island, together with a number of branches, making in all a system of about 650 miles, and costing the colony about \$10,000,000. In 1898, the Government having changed in the meantime, a feeling had got abroad that the road when completed would not pay the expenses of operation and maintenance, and that in addition to the interest