

injured, and four passengers, 21 employees and five others were killed through falling from cars or engines. Two employees and 58 other persons were injured, and one passenger, one employee and 39 other persons were killed by being struck by engines or cars at railway crossings. The accidents due to the work of coupling cars were 241 (15 being fatal), against 290, 363, 355 and 343 in the four preceding years.

Of electric railways there were 558 miles completed, of which 553 were laid with steel rails, 169 miles being double track. The paid-up capital was \$41,593,063, of which the municipal aid amounted to \$173,000 (including \$100,000 subscriptions to shares and \$40,000 loans). The gross earnings were \$6,486,438, an increase of \$718,155, working expenses \$3,802,855, an increase of \$367,692, and net earnings \$2,683,583, an increase of \$350,463. The number of passengers carried was 137,681,402, an increase of 16,744,746, and the freight carried was 266,182 tons, a decrease of 21,744. The car mileage was 35,833,841 miles, an increase of 4,083,087. Eight persons were killed. Power was supplied in 13 cases by water, and in 27 cases by steam.

Ontario has 334 miles; Quebec, 140; New Brunswick, 12; Manitoba, 13, and British Columbia, 45 miles. One company has ceased operation.

The gross earnings of the Intercolonial Ry. were \$5,671,383, an increase of \$699,150, and working expenses \$5,574,563. Comparing the earnings with those of the previous year, the passenger traffic produced \$1,770,94, or 31.23% of the gross earnings, an increase of \$163,777. The freight traffic produced \$3,624,513, or 64.26% of the gross earnings, an increase of \$523,507, and the carriage of mail and express freights produced \$255,93, or 4.51% of the gross earnings, an increase of \$11,868, and the earnings per mile of railway were \$4,313.92. The working expenses per mile (including the rental of the extension to Montreal) were \$4,240.25, an increase of \$86.81.

A series of biograph pictures taken along the line of the C.P.R. is being utilized for lectures, etc., in Great Britain. For the opening exhibition the C.P.R. invited 1,200 prominent people, among the guests being the Duke of Argyll.

Great Northern Ry. of Canada.

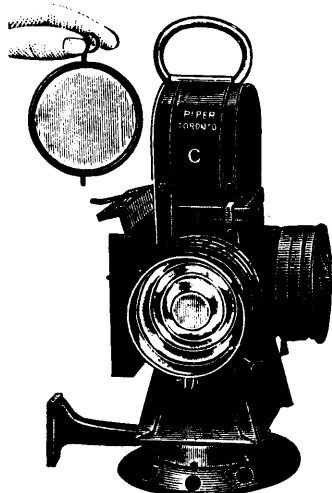
Press reports since the end of Jan. have been current to the effect that Mackenzie, Mann & Co. have purchased the Great Northern Ry. of Canada outright, or that they have acquired a controlling interest in the line, by the purchase of the shares held by Col. J. McNaught, 1st Vice-President; H. H. Melville, 2nd Vice-President, and their associates in the U.S. D. B. Hanna, 3rd Vice-President of the Canadian Northern Ry., was in Quebec, in consultation with G.N. Ry. officials at the end of Jan., and D.D. Mann, Vice-President, joined him on Feb. 7 at Quebec. Whatever arrangement may have been under consideration has not been definitely concluded, but there is no doubt that Mackenzie, Mann & Co. are negotiating in the interests of the Canadian Northern Ry. for a controlling interest in the G.N. Ry.

The passing of the G.N. Ry. under the control of Mackenzie, Mann & Co. would have an important effect on the transportation of grain from Manitoba and the Northwest Territories over the Canadian Northern Ry. at the opening of navigation. In 1902 the

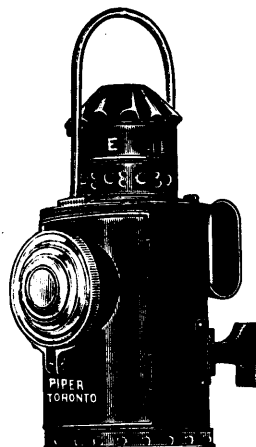
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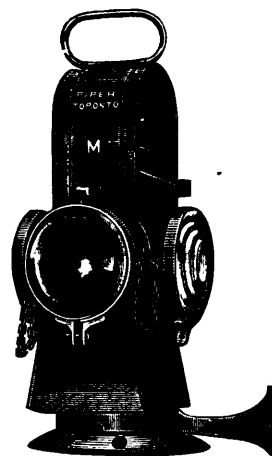
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