

crease, \$206. From July 1, 1901, \$476,612; increase, \$104,818.

Temiscouata Ry.—The litigation initiated by the Trustees, Executors and Securities Insurance Corporation, Ltd., in the English courts to recover from W. C. H. Armstrong £42,000 which it was alleged had been obtained from the plaintiffs' predecessor in title by fraud and misrepresentation, has reached the Court of Appeal where the judges upheld the decision already given that there was neither fraud nor misrepresentation. The matter arose out of the construction of the St. Francis branch, which plaintiffs say was represented as being a siding, which the trustees had power to construct, and not a branch, which was outside the limits of the power of the trustees as described by the deed. The courts have all through held that the trustees had the power to construct the branch, and gave the authority on the report of their own agent.

White Pass and Yukon Ry.—Gross earnings from Jan. 1 to May 31, \$246,490.

M. Beatty & Sons, Welland, Ont., report the following as among their larger shipments made recently: Canadian Bridge Co., Walkerville, Ont., special erecting engine; B. H. Appleby, St. John, N.B., hoisting engine; North Shore Power, Ry. and Navigation Co., Levis, Que., 2 hoisting engines, 2 swingers, and 2 sets derrick irons; San Portland Cement Co., Owen Sound, Ont., clam derrick with steel frame and boom; Yukon Saw Mill Co., Dawson, 2 additional drums for hoisting engine and duplicate of same, 2,500 lbs. sent by express; Armstrong, Morrison & Balfour, Vancouver, B.C., contractors for the Fraser river bridge, 4 hoisting engines, 2 hoisting engines with swing attachments; 1 centrifugal sand pump with direct connected engine, 2 clam buckets; W. H. Soule, Vancouver, B.C., 1 hoisting engine; R. P. and W. F. Starr, St. John, N.B., 1 hoisting engine; Mount Johnson Quarries Co., St. Gregoire, Que., 1 double drum h.p. hoister; Dawson & Riley, Niagara Falls, Ont., 1 hoisting engine, 3 double drum attachments; M. P. Davis, Quebec, 1 swinging drum attachment.

Magann vs. G.T.R.—The Supreme Court at Ottawa has reserved judgment in this case which is an action against the G.T.R. Co. for the price of 75,000 railway ties sold by G. P. Magann, of Toronto, to the Co. and alleged to have been delivered at the Saugeen peninsula, on Lake Huron and Georgian bay. The question on the appeal is as to 20,000 of these ties claimed by R. Thomson & Co., as purchasers from the Union Bank, which claimed them under a bank act lien for advances to one Gillies, by whom they had been manufactured. The validity of the lien is contested for want of sufficient description as required in the bank act, and questions arise on the appeal as to whether timber brands are property marks or merely trade marks, and if they make prima facie proof of ownership under the timber marks' act passed in 1870, at the instigation of the late A. Wright, M.P., acting for Ottawa lumbermen. Both courts below decided against the appellant Magann.

Free Passes for Bridge Directors.—In the Supreme Court the appeals and cross appeals in the case of the Niagara Falls Suspension Bridge Co., and Niagara Falls International Bridge Co., against the G.T.Ry. Co. have been dismissed. This confirms the decision of the Ontario Court of Appeal given in Nov., 1901, that the G.T.R. Co. is entitled to procure for the directors of the bridge companies annual passes over all the railways using the bridge, but that they are not entitled to specific performance but only to such damages, if any, as they may have sustained. The trial judge did not make any finding on the question of damages. (April, 1900, pg. 101.)

Quebec Central Railway Meeting.

The following report for the year ended Dec. 31, 1901, was presented at the annual meeting in London, Eng., May 28:—

1900.		1901.
\$537,995	Gross earnings.....	\$622,716
368,544	Working expenses.....	422,165
\$169,451	Net earnings.....	\$200,551
777	Interest on balances.....	320
\$179,228	Net revenue.....	\$200,871

After providing \$81,772 for the year's interest paid and accrued upon the outstanding prior lien bonds and 4% debenture stock issued, there remains a net revenue balance for the year of \$119,099, which, added to \$18,658 brought forward from 1900, makes an available balance of \$137,757. The interest on the 3% second debenture stock amounts to \$49,348, and a dividend at the rate of 1 1/2% on the 7% income bonds has been declared, absorbing \$24,675, which leaves a balance of \$63,734. During the year a serious collision occurred at Thetford, by which three employees were killed and four injured, and great damage was done to the rolling stock, while in the early part of the year there were washouts causing some considerable expense. Under these circumstances, the directors have transferred from the reserve contingent fund \$10,000 to revenue account, and this, added to the balance of \$63,734 referred to above, makes \$73,734. Of this \$37,497 has been used on account of the collision, and \$34,359 to pay for the cost of the washouts, renewal of bridges, etc., leaving \$1,878 to be carried forward. There remains, as far as at present can be ascertained, a balance of about \$12,500 to be charged against the current year's revenue on account of the damage caused by the accident. Up to Dec. 31, 1901, £232,137 of the new 4% debenture stock had been issued. Of this £197,400 had been used in retiring a like amount of prior lien bonds, and £34,737 had been sold to provide funds for a portion of the requisite additional capital expenditure authorized by the act of 1899. There remained £152,600 prior lien bonds unexchanged on Dec. 31, 1901. The conversion of the old 5% income bonds into 3% debenture stock and new 7% income bonds has been carried out.

On revenue account the expenditure was 67.80% of gross earnings, against 68.50 in 1900. Conducting transportation cost 10.94% of gross earnings against 11.53 in 1900; maintenance and working of locomotives, 21.27% against 20.47; maintenance of cars, 4.57% against 4.76; maintenance of way, 17.92% against 18.30; general expenses, 5.66% against 5.90, and miscellaneous expenses, 7.41% against 7.54.

President E. Dent, in moving the adoption of the report, referred to the details of the statement and said the dividend paid on the second debenture stock and income bonds together was equivalent to the 2 1/4% paid last year on the old income bonds. The directors hoped this year to have paid a larger dividend as the earnings were so favorable, but the collision and the washouts prevented this. Continuing, he said: "The increased earnings are partly due to the larger passenger traffic—\$24,867 over the preceding year, 21,300 more passengers having travelled over the lines. The increase was mostly in local traffic into districts served by the railway, and not away from it, showing there is plenty of room to be found there, and that the population along the line is increasing. The other reason for the increase of earnings is that 64,160 more tons of freight were carried. This increase has been spread over all sections of the line. Business conditions throughout the country have been prosperous, and large increases are shown in the amounts of asbestos, pulp wood, agricultural produce, and general merchandise carried. I believe the asbestos

carried exceeds any other year we have had yet. The track has been kept in good order. We have laid 10 miles of 70 lbs. rails, replacing 66 lbs. Many ties have been renewed, some new sidings laid, and some 11 miles have been ballasted. The old 5% income bonds ceased to exist upon Jan. 1, being replaced by the new 3% debenture stock and new 7% income bonds, and I do not think that the old income bondholders need regret the exchange, as the combined value of the two securities shows an increase on the former value of the old income bonds. The prospects for the current year are favorable. There is a large amount of goods waiting to be carried. A through Pullman car runs between New York and Levis, and on June 26 a through train will run from New York to Levis—one train each way—and it is hoped that that will materially increase the summer traffic. Therefore, unless anything unforeseen occurs, we shall hope to meet you with a favorable report. So far this year the net earnings are, up to the end of April, \$50,066—a decrease of \$4,534—but the gross earnings to the end of the third week in May are \$211,745, a small decrease of \$674."

F. Grundy, General Manager, in seconding the resolution, said: "We have at our stations at the present moment sufficient traffic, if we can only get cars to move it, to fully equal the receipts of last year, and we are likely to exceed them; but the great question in Canada and the U.S. at the present moment is want of cars. Every company is short of a supply of cars to move its own traffic. Since I left, a fortnight ago, I have received a letter from our Traffic Manager, in which he says that we are still suffering from want of sufficient cars to move the traffic. The G.T.R. has promised to help us out, and supply some cars for pulp-wood for the New York state points. They have not supplied us with any for the last few months, being very full of traffic themselves, and the same remark applies to the C.P.R. The Boston and Maine Rd. invariably helps us, because we are a good feeder to that Co. Last year's accident has taken a good deal of money, but I hope that this year we shall not have anything of that sort. With regard to the floods which occurred on June 27 last, the probabilities are that we shall not have any this year, inasmuch as the ice went quietly about five weeks ago, and the snow has gone. Altogether, I do not see why the year 1902 should not be a fairly successful one. The asbestos business is flourishing very greatly, and the owners of the mines are putting up in many cases large new mills, and those who are prospecting are very hopeful of finding sufficient asbestos to make more mines—not merely sampling places, but to develop them into mines. Taken altogether, I think your little property is a good one, and shows very good prospects."

The report having been adopted the directors, E. Dent, A. Bremner, F. H. Norman, J. Price, S. G. Sheppard, London, Eng., and F. Grundy, Sherbrooke, Que., were re-elected. The other director, L. A. Carrier, Levis, Que., is appointed by the Quebec Government.

It is understood that the C.P.R. will this summer commence work on an irrigation scheme for reclaiming 3,000,000 acres of barren land between Calgary, Alta., and Medicine Hat, Assa. W. Whyte, Assistant to the President, has been in consultation with the Northwest Territories Government upon the matter. It is proposed to build a dam at Bow river, a mile east of Calgary, cut intersecting canals, and leave the rest to the force of gravitation.

Jas. Ross, of Montreal, who acquired the Birmingham, Eng., Street Ry. Co. some years ago on behalf of a Canadian syndicate, has recently sold it to English capitalists, for, it is reported, \$6,000,000.