At the annual meeting of the Ottawa, Northern and Western Ry. Co. in Montreal, Sept. 4, the following were elected directors: H. G. Beemer, M. S. Lonergan, J. Rielle, W. Hanson, S. Finley, J. G. Pyke, Hon. J. S. C. Wurtele. The meeting was adjourned, the special business which it was proposed to transact not being ready.

Qu'Appele, Long Lake and Saskatchewan.—Net loss for Aug. $3,681.81 against net loss of $1,271.85 for Aug., 1900, making for the nine months to July 31 a net loss of $3,068.87, against a net loss of $15,348 for same period 1900.

Quebec Central.—Gross earnings for Aug. $67,289.96, working expenses $40,016.79, net earnings $27,273.17, against $22,855.10 for Aug., 1900.

Gross earnings from Jan. 1 to Aug. 31, $413,886.21; working expenses, $276,731.94; net earnings $137,154.27, against $115,885.82 for same period, 1900.

Quebec Central Ry.—In accordance with the terms of a resolution passed at the annual meeting of the income bondholders in London, Eng., June 5, holders of such bonds are required to deposit them that they may be exchanged by the end of the year for the new securities, authorized to be issued by the act passed at the last session of the Quebec Legislature. In respect of each income bond for £100 surrendered, there will be issued £50 of 3% 2nd debenture stock, and a £50 income bond entitled to interest not exceeding 7%. Both these new securities may be redeemed at par on six months' notice being given.

Queenston Heights Bridge Co.—At the annual meeting at Clifton, Ont., Sept. 10, the following were elected directors: W. C. Ely, W. B. Rankine, B. Van Horn, Buffalo, N.Y.; T. G. Blackstock, W. Nesbitt, W. H. Beatty, E. B. Osler, Toronto.

Rutland Rd.—The stockholders of the various lines controlled by the Rutland Rd. Co. met at Ogdensburg, N.Y., Sept. 28, to vote on the proposed consolidation of the Ogdensburg and Lake Champlain, the Rutland, the Rutland Canadian, and the Bennington and Rutland railroads. Of the 44,000 votes, all but 10 were represented. Louis Hasbrouck, an Ogdensburg attorney, held a large number of the proxies. The vote was unanimous for consolidation. The new concern has been incorporated, and the amalgamation took effect Sept. 30. The object in placing all the branches under one management is to increase the efficiency of the various lines, and to reduce the operating expenses. The Ogdensburg and Lake Champlain Co. has really passed out of existence, but the Co. will retain its name until all indebtedness has been liquidated.

The Rutland and Noyan Rd. Co. held its annual meeting recently. The directors and officers for the current year are: President, F. H. Button; Vice-President, H. A. Hodge; Secretary, H. G. Smith; other directors, P. W. Clement and J. W. Burke; Treasurer, O. F. Harrison; Chief Engineer, P. Canfield.

The Shore Line Ry., extending from St. John, N.B., to St. Stephen, on the Maine boundary, 82 miles, was sold recently, Russel Sage, of New York, being the purchaser, at $25,000. Mr. Sage previously held a controlling interest in the road, and the sale was necessary in order to reconstruct the Co.

Shuswap and Okanagon Ry.—The gross receipts for the three months to the end of June were $7,534, and the net $3,014, making for the six months to the end of June gross earnings $14,521, and net $5,809.

South Shore Ry. (Que.)—The sale of the controlling stock to R. J. Campbell is being made the subject of an action brought by H. A. Hodge, of Rutland, Vt., who alleges that the directors of the Co. entered into an agreement with him to sell the line. Mr. Campbell, who is the vice-president of the Cape Breton Ry. Extension Co., bought up a majority of the shares, re-organized the directorate with himself as vice-president, and has since been acquiring any additional stock that could be secured. Mr. Campbell is reported to have been acting on behalf of the St. Lawrence and Adirondack Ry., and Mr. Hodge for the Rutland Ry. Security for costs has been furnished, and the litigation is likely to last for some time. The line extends from Montreal to Sorel, 45 miles.

The directorate has undergone some changes recently and is now composed as follows: President, H. A. Hodge, of the Quebec Southern and Rutland railways; Vice-President, A. L. Meyer; Secretary-Treasurer, F. D. White; other directors, W. S. Webb, P. W. Clement, F. X. Choquette and B. P. Moore.

It is said that a meeting is to be held to authorize the bonding of the road from St. Lambert to Levis, to the extent of $20,000 a mile, for purposes of equipment and reballasting of the line among other things, the bonds to be 4% and to run for 50 years.

Temiscouata Ry.—The bondholders of the St. Francis branch, in view of the fact that the interest is in default, are asked to follow the example of the main line bondholders, and deposit their bonds with the Temiscouata Ry. Bondholders Committee (Ltd.), receiving therefor the Co.'s certificate of transfer, which can be dealt with on the London Stock Exchange. The Committee state that they hold £270,000 of the £320,000 main line bonds, that they have secured a change in the management of the line, and that under the new President, F. Grundy, the net earnings of the line have shown a considerable net increase.

Vanderbilt Schemes in Canada.—Press reports state that the Vanderbilt interests, represented in the transactions by W. S. Webb, are at work on plans which will give them a through line to Sydney, N.S., from Montreal, shorter than the I.C.R. route, and giving a shorter route to Halifax than by the C.P.R. Whatever truth there is in these rumors arises from the fact that W. S. Webb is president of the Cape Breton Ry. Extension Co. (Ltd.), which is building a line from the Strait of Canso to Louisburg; and that R. J. Campbell, Vice-President of that Co., has acquired a controlling interest in the South Shore Ry. of Quebec, which is extending its line in the direction of Point Levis. W. S. Webb and R. J. Campbell, with those associated with them in these enterprises, are also interested in the building of a bridge across the St. Lawrence between Longueuil and Montreal. Only a few weeks ago newspaper reports had it settled that the line from Halifax to Barrington was to be constructed by this combination, and that transatlantic travel from New York was to be revolutionized by the amalgamation of lines that was to take place. There is perhaps a little more probability in the present story than in the first, as the U.S. railway men have really obtained the lines at each end of the projected amalgamated line.

White Pass and Yukon Ry. gross earnings Aug. 1 to Sept. 14, $338,942.

The Pacific Coal Co. has been incorporated under the Dominion Companies' Act, with a capital of $1,000,000, to open collieries in British Columbia. Among those connected with the enterprise are: Sir Wm. Van Horne, E. B. Osler, R. B. Angus, C. R. Hosmer, and W. D. Matthews of the C.P.R. directorate.

The I.C.R. management has under consideration the question of establishing reading or recreation rooms and libraries for its employes at various points on the line.

Train Dispatchers' Daily Programme.

G. J. Bury, Superintendent C.P.R., Cranbrook, B.C., writes:—In order that trick dispatchers may be conversant with movements of traffic, and in a position to act in any emergency that may crop up in the absence of the Chief Train Dispatcher, it is the rule here for the Chief Train Dispatcher to make out a programme daily about 19K*, which is hung on a hook in front of the trick dispatcher. I enclose a sample of these programmes, as it may be of interest to many of your readers. One of the many advantages of this system on a single track line, is that the dispatcher, in ordering his own trains, can have them leave terminal points at times when they will make good meets with trains going in the opposite direction. It also enables the dispatcher to answer the countless questions daily asked him, etc., without having to call up the chief.

[*19K, under the 24-hour system, is 7 p.m. standard time.—EDITOR.]

LETHBRIDGE SECTION.

Rate east—

One double header extra ordered to connect with the 2 exas. reported to arrive Dunmore Jct. 2 and 1K empty stock cars ordered in preference to dead frt.

Order exa. west train mty. stock cars out Med. Hat to arrive Woodpecker not later than 12.30, and instruct this train to move extra gang outfit from spur MP33 to spur MP40, and figure it will take 3 hours to do this work.

Instruct this train to unload 4 cars ties east of Woodpecker if stock not in yard waiting when train arrives.

If any red disc cars on no. 101 into Dunmore Jct. order exa. to connect.

Order double header exa. out Med. Hat to arrive Lethbridge 19.30 to-morrow for train coal for the east.

Order exa. east connecting exa. 703 ore and red disc cars preference.

Order exa. east from McLeod for'n empts. preference to arrive Lethbridge not later than 6.30 to-morrow morning for coal. Turn this crew at Lethbridge.

Order exa. east out McLeod at 7K train of empties for mines at Lethbdge, and instruct this crew pick up train of ties and distribute them between Lethbdge and Winnifred, and set out cars soon as made empty.

Order exa. east connecting exa. 436 time frt. pref. and fill out on for'n mts.

Empty stock cars go west far as McLeod.

Empty coal and box cars go west far as Lethbridge.

Empty coal and box cars go east far as Lethbridge.

ELK RIVER SECTION.

Rate east and west from Fernie—

Order exa. east at 22.30 to go through; loads preference except 6 empty foreign cars for ties at Jaffray, and instruct this train fill out on loads of ties after setting out mtys. and take coke in preference to coal from Fernie. Take 1,600 tons east from Crow's Nest and double where neces ary.

Order exa. east at 24.30 loads pref. to turn at Crow's Nest, taking Great Northern coal in preference from Fernie on return trip.

Order exa. east at 4K G N. empts. pref. to turn at Fernie coke pref.

Order exa. 5K to turn at Wardner.

Order exa. east connecting exa. 546 to go through, give him way cars and fill out on through loads; switch Gebo and Blairmore mill.

Order exa. at 9.30 to turn at Wardner.

Order exa. east 13K (empties) to turn at Fernie.

Order exa. east 14.30 two loads piles, and fill out on empties to turn at Fernie. Piles unload at bridge 281. Set out flats at Jaffray.

Order exa. 17K to turn at Wardner.