

SUBSIDIARY LINES.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for Mar., \$210,474; increase over Mar., 1899, \$49,567. Net earnings for Jan., \$63,230, against \$51,849 for corresponding period.

MINERAL RANGE, HANCOCK & CALUMET.—Approximate earnings for Mar., \$40,258; increase over Mar., 1899, \$13,538.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for Mar., \$417,752; increase over Mar., 1899, \$81,228. Net earnings for 6 months to Dec. 31, 1899, \$1,487,278, against \$1,111,017 for corresponding period.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1899	1900	1899
Jan.....	31,486	14,718	\$ 100,857.85	\$ 46,411.35
Feb.....	23,613	13,747	75,771.19	43,371.69
Mar.....	31,183	24,045	97,777.79	75,460.76
	86,282	52,510	\$274,406.83	\$165,243.80

Grand Trunk Earnings, Expenses, &c.

The following statement of earnings supplied from the Montreal office, includes the G.T. of Canada, & the Detroit, Grand Haven & Milwaukee Rys., the earnings of the Chicago & G.T., which is in the hands of receivers, being omitted:

	1900	1899	Increase	Decrease
Jan.....	\$ 1,819,988	\$ 1,606,065	\$ 213,923	.....
Feb.....	1,587,923	1,595,549	82,374	.....
Mar.....	1,830,834	1,798,968	31,866	.....
	\$ 5,238,745	\$ 4,910,582	\$ 328,163	.....

The following figures are issued from the London, Eng., office:

GRAND TRUNK RAILWAY.

Revenue statement for Feb., 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	£314,100	£297,600	£16,500	.....
Working expenses.....	236,700	222,700	14,000	.....
Net profit.....	£ 77,400	£ 74,900	£ 2,500	.....

Aggregate Jan. 1 to Feb. 28, 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	£672,200	£613,000	£59,200	.....
Working expenses.....	493,900	450,100	43,800	.....
Net profit.....	£178,300	£162,900	£15,400	.....

DETROIT, GRAND HAVEN AND MILWAUKEE RY.

Revenue statement for Feb., 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	£12,200	£11,700	£ 500	.....
Working expenses.....	11,100	11,600	.....	500
Net profit.....	£ 1,100	£ 100	£1,000	.....

Aggregate Jan. 1 to Feb. 28, 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	£28,000	£26,300	£1,700	.....
Working expenses.....	24,100	24,100	.....	.....
Net profit.....	£ 3,900	£ 2,200	£1,700	.....

RAILWAY FINANCE, MEETINGS, &c.

The Buffalo & Lake Huron Ry. Co. gives notice that it is prepared to receive the 1st mortgage bonds for examination, prior to issuing, free of charge, new sheets of coupons for the next 20 years, in accordance with the provision contained in the mortgage.

Calgary & Edmonton net earnings for Feb., \$7,962.20, against \$9,201.58, in Feb. 1899.

Chignecto Marine Transport Ry.—The directors have issued a circular to those who have invested money in the undertaking stating that, in view of further negotiations with the Dominion Government to obtain a re-instatement of the Co. or compensation for being deprived of the subsidy, it is desirable that there should be united action on the part

of all the holders of the Co.'s issues—viz, debentures, preference shares, & ordinary shares. In order to effect this, arrangements have been made to deposit the whole of the issues at Martin's Bank, London, Eng. The following will act as trustees for all the investors, & represent the Co. in the negotiations with the Dominion Government, in furtherance of which Mr. Provand will shortly again proceed to Ottawa:—R. B. Martin, M.P., E. Bond, M.P., & J. Van Raalte. (Oct. '99, pg. 287.)

Columbia & Kootenay Railway & Navigation Co.—The annual meeting will be held in Vancouver May 2.

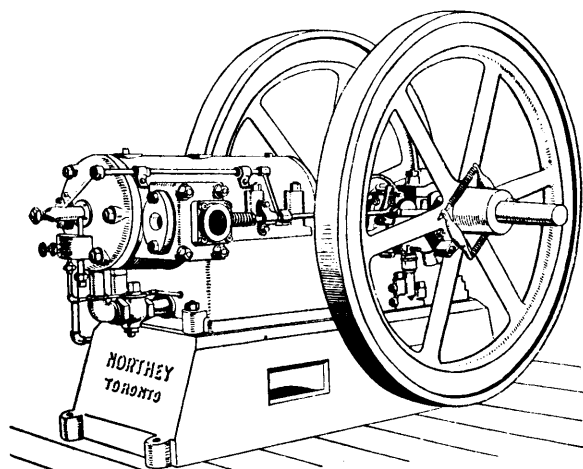
Dominion Atlantic net earnings for 2 months to Feb. 28, \$85,200, against \$75,267, for corresponding period.

The annual meeting was held in London, Eng., Mar. 30, President C. F. Kemp in the chair. A cablegram says there was a large attendance of shareholders. The policy of the Co. was clearly indicated in the various directors' speeches & unanimously approved. The retiring directors were re-elected as follows: C. F. Kemp, T. R. Ronald & A. Denny, the Dumbarton shipbuilder. After the announcement of the dividend a vote of thanks to the Superintendent, Secretary & other leading officers was passed.

Fitchburg.—The proposed lease of this line to the Boston & Maine was ratified Mar. 22, at a meeting of the stockholders of the former road by an overwhelming vote. The result was reached after a four hours' contest, in which every new proposition for delay was defeated by the "Protective Committee." The Fitchburg road is about 475 miles long, & runs from Boston to Rotterdam Jct. through the Hoosac tunnel. The charter for the building of this road was let in 1842, & the line was opened three years later from East

The Northey Gas or Gasoline Engine.

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Railway Officials, will find the Northey Engine to be a marked improvement over steam or other forms of power for this duty. It is simple of construction, and easily managed, necessitating only the turn of a fly-wheel to start, while it can be going at full speed in a few seconds and be shut down on the instant. Needs no engineer to look after it, the station hands can do all that is required, while it will run for hours at a time with little or no attention. The Engine is compactly built and of the best materials; it uses either gas or gasoline for fuel, and its safety and economy with either have proved it to be the most satisfactory power in the market.

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