

Recent Dominion Legislation.

The following acts affecting transportation interests, in addition to those given on pg. — of our — issue, were passed at the Dominion Parliament's recent session:—

ALABAMA TRACTION, LIGHT AND POWER Co.—Incorporation.

ALBERTA, PEACE RIVER AND EASTERN RY.—Extension of time for construction.

BRITISH COLUMBIA AND DAWSON RY.—Extension of line for construction.

CANADA SHIPPING ACT.—Amending act.

CANADIAN NORTHERN RY.—Extending time for construction of certain lines.

and authorizing building of additional branches.

CANADIAN NORTHERN ALBERTA RY.—An act to aid construction of the line, and a second act with respect to aid granted.

CANADIAN NORTHERN MONTREAL TUNNEL AND TERMINAL Co.—Respecting company's powers.

CANADIAN NORTHERN PACIFIC RY.—Granting subsidy in aid of construction.

CANADIAN PACIFIC RY.—Granting extension of time for construction of certain lines, etc.

DRY DOCKS.—Amending act granting subsidies in aid of building dry docks.

ESQUIMALT AND NANAIMO RY.—Extending time for building certain lines, and authorizing building of additional lines.

GATINEAU AND UNGAVA RY.—Extending time for construction and changing company's title to Ottawa and Ungava RY.

GRAND TRUNK RY.—Respecting company's finances.

HAMILTON, ONT.—Providing for appointment of harbor commissioners.

KOOTENAY CENTRAL RY.—Extending time for construction.

KETTLE VALLEY RY.—Extending time for construction and authorizing building of additional lines.

MANITOBA AND NORTH WESTERN RY.—Extending time for construction, etc.

MEXICAN INTERURBAN ELECTRIC TRACTION Co.—Changing name to Mexican Interurban Electric Ry., etc.

MEXICO NORTH WESTERN TRANSPORTATION Co.—Changing name to Mexican North Western Pacific Ry.

MONTREAL HARBOR.—Authorizing additional advances to Montreal Harbor Commission.

MONTREAL AND LAKE VICTORIA RY.—Incorporation.

MONTREAL CENTRAL TERMINAL Co.—Two acts amending powers.

MONTREAL, OTTAWA AND GEORGIAN BAY CANAL Co.—Extending time for construction.

ONTARIO AND OTTAWA RY.—Amending powers.

OTTAWA AND LAKE MCGREGOR RY.—Act of incorporation, and a second act amending powers.

OTTAWA, BROCKVILLE AND ST. LAWRENCE RY.—Extending time for construction.

OTTAWA, MONTREAL AND EASTERN RY.—Two acts amending powers.

PACIFIC, TRANS-CANADA AND HUDSON BAY RY.—Incorporation.

PRINCE EDWARD AND HASTINGS RY.—Incorporation.

QUINZE RIVER AND OTTAWA RY.—Incorporation.

RAILWAYS AND BRIDGES.—Granting subsidies in aid of construction.

RAINY RIVER RADIAL RY.—Extending time for construction.

REVLILLON FRIERS TRADING Co.—Amending powers.

ST. CLAIR AND ERIE SHIP CANAL Co.—Extending time for construction.

ST. JOHN AND QUEBEC RY.—Granting aid towards construction of bridges, and confirming agreement with the Province of New Brunswick regarding construction and operation of railway.

SASKATCHEWAN CENTRAL RY.—Extending time for construction.

SASKATCHEWAN POWER Co.—Confirming charter.

TEMISKAMING AND NORTHERN ONTARIO RY.—Confirming agreement with G.T.R. for running rights.

UNITED GOLD FIELDS OF B.C.—Extending time for building authorized railway, etc.

VANCOUVER, FRASER VALLEY AND SOUTHERN RY.—Extending time for construction, etc.

WESTERN DOMINION RY.—Incorporation.

WINDSOR, CHATHAM AND LONDON RY.—Amending powers.

WINNIPEG AND ST. BONIFACE, MAN.—Incorporating harbor commissioners for district.

Joliette and Lake Manuan Colonization Railway.

In reference to the article on this line published in our last issue we are officially advised that A. M. Laredo purchased his three fourths interest in the charter, July 26, 1911.

We are also officially advised that the company has 30 miles of line located northerly from Joliette passing through the villages of St. Felix de Valois, St. Jean de Matha, and Ste. Emelie de L'Energie, and four miles north of the latter place into the Laurentian Mountains. From Ste. Emelie de L'Energie to St. Zenon, 12 miles, this being the mountain section and chiefly rock. From St. Zenon to St. Michel des Saints the line passes through a good farming section. St. Michel des Saints is a flourishing village established 52 years ago and situate 60 miles north of Joliette. From St. Michel des Saints to Waymontachene on the National Transcontinental Railway, 90 miles, the line follows contiguous to fine water stretches, and large lakes passing through the virgin forest with a wealth of lumber, magnificent scenery and ideal summer resorts, with excellent hunting, shooting and fishing. There is an abundance of lumber and pulp wood, with good agricultural land. The line when completed will also serve the following villages contiguous to it on each side, namely:—St. Ambrose, de Kildare, Radstock, St. Melanie, Ste. Beatrix, St. Alphonse, St. Come, St. Damien, and St. Ignace. With the advent of the railway, other parishes will be opened up between St. Michel des Saints and Waymontachene. There are at present several saw mills and creameries in operation along the line, besides a large pulp and paper mill up north. Contiguous to the line are deposits of white marble, asbestos, mica and iron, with large quantities of sand and gravel.

The general route map for the whole distance to the N.T. Ry. has been approved by the Minister of Railways; plans and profiles for the first 30 miles have been sent to Ottawa and the remainder of the line is being surveyed as rapidly as possible. The contractors for the first 60 miles are the Enterprise Construction Co. of New York and Ottawa, with headquarters at St. Felix de Valois, P.Q. The contractors intend covering the first 30 miles shortly with men, teams and other plant between Joliette and Ste. Emelie de L'Energie, in order to reach the latter place as expeditiously as possible with the track.

The track will be laid with 80 lb. rails instead of 65 lb. as originally intended. Considerable ties were taken out during the past winter. The line is expected to be completed before the National Transcontinental Ry. is connected up. The ruling gradient on the first 30 miles is 1 ft. per 100 ft. for 1½ miles; otherwise the gradient does not exceed 0.65 per 100 ft. From miles 30 to 42, mountain section, the ruling gradient is 1.50 per 100 ft. for short distances, with easy gradients at intervals between the 1.50 per 100 ft. grade. North it is not expected to exceed 0.50 per 100 ft. The

maximum curvature is 8°. At mile 20.5 the Black River is spanned with 2 half deck plate girders of 55 ft. each, with concrete abutments and one pier.

J. N. Patton, M. Can. Soc. C.E., is Chief Engineer, and H. S. Dickson, Division Engineer, both with headquarters at St. Felix de Valois, Que.

Canadian Northern Railway Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases, compared with those for 1910-11, from July 1, 1911:—

Earnings.	Expenses.	Net Earnings.	Net Increase
July \$1,475,900	\$1,114,300	\$361,600	\$13,400
Aug. 1,420,600	1,105,900	314,700	51,700
Sept. 1,576,400	1,157,000	419,400	33,200
Oct. 2,028,900	1,348,500	680,400	99,900
Nov. 2,001,500	1,336,300	665,200	106,800
Dec. 1,831,400	1,327,600	503,800	144,600
Jan. 1,223,100	1,004,400	223,700	122,000
Feb. 1,203,400	965,800	237,600	101,800
Mar. 1,572,700	1,145,900	426,800	72,000
\$14,333,900	\$10,505,700	\$3,833,200	\$749,900
Inc. \$ 3,396,000	\$2,646,100	\$ 749,900

Approximate gross earnings for April, against \$1,345,400 for April, 1911.

The mileage in operation during April, was 3,981 against 3,386 in April, 1911.

Canadian Pacific Railway Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases, compared with those for 1910-11, from July 1, 1911:

Earnings.	Expenses.	Net Profits.	Increases.
July \$ 9,661,818.14	\$5,958,789.81	\$3,703,028.33	\$218,408.74
Aug. 10,421,904.42	6,346,333.41	4,075,571.01	383,898.68
Sept. 10,049,084.97	6,131,638.17	3,917,446.80	5,847.16
Oct. 11,207,991.99	6,526,887.24	4,681,104.75	175,944.23
Nov. 10,570,694.80	6,583,328.31	3,987,366.46	250,244.23
Dec. 10,654,871.67	6,549,141.41	4,105,730.26	819,196.37
Jan. 7,328,781.81	6,245,924.11	1,082,857.70	426,739.83
Feb. 8,931,907.20	6,548,040.53	2,388,866.67	239,159.16
Mar. 10,519,328.76	6,800,317.65	2,718,401.11	561,834.57
\$89,346,373.76	\$57,691,000.64	\$31,655,373.12	\$4,081,272.97
Inc. 12,642,297.62	\$8,561,024.65	\$ 4,081,272.97

Approximate gross earnings for April, against \$3,458,000 for April, 1911.

The mileage operated during April was increased to 10,981.

Grand Trunk Railway Earnings, Expenses, Etc.

Following are the earnings of the G.T.R., C.A.R., G.T. Western Ry., and D.G.H. and M. Ry., for March, as compared with those for March, 1911:—

GRAND TRUNK RAILWAY.			
	1912.	1911.	
Earnings	\$3,206,700	\$3,077,353	
Expenses	2,403,200	2,181,760	
Net earnings	\$ 803,500	\$ 895,593	
CANADA ATLANTIC RAILWAY.			
	1912.	1911.	
Earnings	\$168,500	\$173,859	
Expenses	152,200	143,665	
Net earnings	\$ 16,300	\$ 30,194	
GRAND TRUNK WESTERN RAILWAY.			
	1912.	1911.	
Earnings	\$540,700	\$529,856	
Expenses	509,900	451,449	
Net earnings	\$ 30,800	\$ 78,407	
DETROIT, GRAND HAVEN AND MILWAUKEE RY.			
	1912.	1911.	
Earnings	\$164,300	\$147,074	
Expenses	174,100	160,223	
Deficit	\$ 9,800	\$ 13,149	

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from Jan. 1 to Apr. 30:—

G.T.R.	\$11,500,189	\$10,727,821	\$772,368
C.A.R.	639,027	611,643	27,384
G.T.W.R.	2,118,952	2,161,647	*42,695
D.G.H. & M.R.	650,598	650,106	492
Totals	\$14,908,766	\$14,151,217	\$757,549

* Decrease.