

price of a property belonging to the plaintiff, & which was sold through Prefontaine to the South Shore Ry. Co., Prefontaine being entrusted with the money to pay certain claims. The property referred to is a portion of the Great Eastern Ry., between Yamaska & St. Gregoire, Que. Armstrong claims that Prefontaine did not fulfil the condition of the trust undertaken by him, & that especially he has not paid certain engineers who had prepared plans of the railway, & workmen who had assisted in the construction of the line. He also complains that other liabilities of the G.-E.R. & of the plaintiff have not been paid or discharged by Prefontaine, although he has received the moneys out of which these obligations were to be paid by him. Plaintiff asks that defendants be ordered to render an account of all the moneys received from the South Shore Ry. Co. & H. Beauchemin, also how they were disbursed.

Great Northern, U.S.A.—Gross earnings, July 1 to Sep. 30, \$7,554,253, a decrease of \$122,863 from corresponding period of 1899.

New Brunswick's Railway Claims.—Particulars of the claims of New Brunswick against the Dominion in connection with the Eastern Extension Ry. were given in our last issue, pg. 317. The arbitrators have decided that the contention made on the part of the Dominion that the \$150,000 voted in 1884 was in full of all claims by the Province in connection with this road is not sustained by the evidence, but that the facts & circumstances are altogether the other way. They also decided that the Dominion Government pay to New Brunswick the various semi-annual payments of \$3,750 to which it would have been entitled if this \$150,000 had been carried to the credit of the Province in 1869 instead of 1884, as they think it equitably should have been; together with interest at 5% on the several semi-annual payments from the time they would have been payable up to July 1, 1884, when the \$150,000 was credited. This sum amounts to \$145,218.75, & they have decided that the Province is entitled to be paid this also by the Dominion, with interest at 5% per annum.

Ontario & Quebec.—The ½-yearly interest due Dec. 1 on this Co.'s 5% debenture stock will be paid on that date by the C.P.R. Co. in London, Eng. Interest for the same period on the common stock of the Co. at the rate of 6% per annum will be paid on the same date at the Bank of Montreal, or at the London office of the C.P.R.

Ottawa & Gatineau.—It is said that arrangements are being made for the amalgamation of this Co. & the Pontiac Pacific Junction Ry. Co.

Pontiac Pacific Jet. Ry.—It is said that arrangements are being made for the amalgamation of this Co. & the Ottawa & Gatineau Ry. Co.

Qu'Appelle, Long Lake & Saskatchewan net earnings for Sept., \$3,934.47, against net loss of \$4,607.45 in Sept. 1899.

Quebec Central gross earnings for Sept., \$55,358.04, against \$52,927 in Sept., 1899; working expenses, \$34,479.09, against \$31,400.90; net earnings, \$20,878.95, against \$21,526.10.

Gross earnings, Jan. 1 to Sept. 30, \$407,458.69, against \$386,787.70 for corresponding period of 1899. Working expenses, \$270,334.15, against \$246,193.53; net earnings, \$137,124.54, against \$140,594.17.

Quebec & Lake St. John.—The shareholders have authorized the directors to issue prior lien bonds, not exceeding £170,000, bearing not exceeding 4% interest, as a first mortgage on the property. This is under power given by the Quebec Legislature last session. (Apl., pg. 103.)

U. S. Railway net earnings for Aug. on 135 roads, according to the Chronicle, were \$34,005,748, which is a gain of \$2,008,647, or

6.28% over the net of the same roads last year. This increase follows a gain of \$5,004,870, or nearly 20%, in the preceding year. There was an increase of \$6,915,392, or 7.53% in the gross earnings. Twenty-eight roads reported increases in net earnings of more than \$30,000, & 16 roads reported similar decreases. The Pennsylvania Lines east & west led in the increases with \$646,300; then follow the Atchison, Topeka & Santa Fe with \$327,875; the Reading, \$175,615; the Chesapeake & Ohio, \$172,477, & the Chicago, Milwaukee, & St. Paul, \$166,508. The largest decrease was of the Mexican Central, \$169,607. The Illinois Central showed a loss of \$137,390, & the Southern Pacific, \$121,430.

White Pass & Yukon.—Notice is given that the following documents have been deposited at the Land Registry Office, Victoria, B.C.:—Copy of mortgage made Oct. 16, 1900, between The B.C.-Yukon Ry. Co., The Pacific Contract Co., Ltd., & F. Pavy & C. C. Macrae; also copy of 1st mortgage bond, dated Oct. 16, 1900, from the B.C.-Yukon Ry. Co. to F. Pavy & C. C. Macrae, for £72,000, the bond being secured by the mortgage.

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.
July	\$1,844,458	\$1,799,945	\$44,513
Aug.	2,088,602	2,004,269	84,333
Sept.	2,117,690	2,178,393	60,613
Oct.	2,176,028	2,158,337	17,691
	\$8,226,778	\$8,200,854	\$25,924	\$60,613

CHICAGO & GRAND TRUNK.—The report presented at the recent annual meeting showed gross earnings for the year ended June 30, of \$3,900,000, operating expenses \$3,289,984, net earnings, \$612,046, a decrease of \$270,994 from the previous year.

C.P.R. Earnings, Expenses, &c.

Gross earnings, working expenses, net profits and increases or decreases over 1899, from Jan. 1, 1900:

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
Jan.	\$2,152,071.32	\$1,460,501.71	\$691,569.61	\$74,035.75+
Feb.	1,954,087.59	1,331,355.34	622,732.25	23,030.77+
Mar.	2,294,786.97	1,495,685.73	799,101.24	29,794.33+
Apl.	2,491,194.47	1,454,126.85	1,037,067.62	106,764.13+
May.	2,662,807.81	1,583,227.32	1,079,580.49	46,911.88+
June.	2,612,759.73	1,554,954.11	1,057,805.62	34,745.42+
July.	2,471,169.64	1,586,795.74	884,373.90	88,587.73+
Aug.	2,637,983.61	1,583,608.01	1,054,375.60	135,645.88+
Sept.	2,663,491.82	1,604,791.81	1,058,700.01	88,185.54+

\$21,940,442.06 \$13,664,946.62 \$8,275,495.44 \$114,564.23 + Increase. - Decrease.

Approximate earnings for Oct., \$2,765,000, against \$3,083,000 in Oct., 1899, decrease \$318,000.

SUBSIDIARY LINES.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for Oct., \$237,203; decrease from Oct., 1899, \$6,970.

Net earnings for Aug., \$110,083, against \$60,228 in Aug. 1899; net earnings for 8 months to Aug. 31, \$681,071, against \$529,585 for corresponding period.

HANCOCK & CALUMET.—Approximate earnings for Oct., \$22,571, decrease from Oct. 1899, \$2,526.

MINERAL RANGE.—Approximate earnings for Oct., \$30,725; increase over Oct. 1899, \$3,568.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for Oct., \$412,867; decrease from Oct. 1899, \$145,118.

Net receipts for July, \$80,464, decrease from July 1899; gross receipts for Aug., \$51,621, decrease from Aug. 1899.

Canadian Pacific Railway Land Sales.

	Acres.	Amount.		
	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
April.	58,457	36,626	181,775.78	116,835.84
May.	66,057	26,584	214,851.09	88,928.98
June.	57,831	54,225	188,770.64	169,192.74
July.	40,715	47,401	129,481.42	149,546.48
Aug.	32,178	35,214	103,480.78	110,705.50
Sept.	21,807	25,517	69,012.54	83,719.70
Oct.	18,858	30,473	62,769.54	99,429.09
	382,185	308,550	\$1,224,557.62	\$983,602.13

Great Northern Railway, U.S.A.

The operations of the entire system of the G.N.R. Co., including the St. Paul, Minneapolis & Manitoba, in the year ended June 30, resulted as follows:

	1898-9.	1899-1900.
Passengers	\$3,750,338	\$4,652,091
Freight	19,779,209	22,533,020
Mail, express, rents, etc.	1,488,356	1,725,678

Gross earnings	\$25,017,903	\$28,910,789
Expenses & taxes	13,091,361	15,868,375

Net earnings	\$11,926,542	\$13,042,414
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Following is a summary of the income account of the entire system:

Gross earnings of railway system proper	\$25,017,904	\$28,910,789
Gross earnings of other proprietary companies	2,580,668	2,188,268

Total earnings of system	\$27,598,572	\$31,099,057
Operating expenses & taxes	14,861,108	17,075,533

Net earnings of system	\$12,737,464	\$14,023,524
Miscellaneous income	952,801	2,290,494

Total net of system	\$13,690,265	\$16,314,018
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Fixed charges & dividends on St. P., M. & M. stock	\$5,466,624	\$5,038,348
Dividend, 5% on G.N. preference stock	3,851,034	6,408,778
Funds for improvements & tun's	1,800,000	1,800,000

Total disbursements	\$11,117,658	\$13,247,126
Surplus	\$2,572,607	\$3,066,892

The income account of the G.N.R. Co. is as follows:

	1898-9.	1899-1900.
Net earnings St. P., M. & M.R. \$	8,902,225	\$9,530,776
Interest on bonds owned	105,017	350,422
Dividend on stocks owned	2,134,620	2,958,855

Profits on treasury securities sold	68,152	68,076
Rent of leased lines	166,318	166,765
Interest & exchange	56,494	22,368
Bills receivable	3,616	3,740
Other income	139,608	213,370

Total	\$11,576,050	\$14,136,090
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Rent St. P., M. & M.R.	\$4,137,824	\$3,709,548
Divs. on G.N. stock	3,851,034	6,408,778

Fund for improvements & renewals St. P., M. & M.R.	1,200,000	1,200,000
Fund for Cascade tunnel	600,000	600,000

Total disbursements	\$9,888,858	\$11,918,326
Balance—surplus	\$1,787,192	\$2,217,764

The average mileage operated of the railway system proper was 5,076 miles (against 4,786); the number of passengers carried 2,483,670 (against 2,024,293); the average rate per passenger per mile 2.378c. (against 2.208c.); the quantity of freight moved 11,529,661 tons (against 10,002,810); the average rate per ton per mile 0.899c. (against 0.916c.); the ratio of expenses to receipts 54.89% (against 52.33%).

Alligator Boats.—A correspondent writes asking a definition of an alligator boat. It is so called from its amphibious character, & is often used in lumbering. It is built with a flat bottom shod with steel, & is equipped with paddle wheels & a powerful windlass driven by an engine. It is sent ahead of the raft, paying out the tow line, & after being fastened to the shore or anchored, the tow line is wound in on the windlass dragging the raft up to it, when the operation is completed. When a rapid or fall has to be passed by the boat a road is cut out along the shore, the tow line taken ahead & made fast, & the boat pulls itself across the portage by means of the windlass.