

5. Section 118 of the said Act is repealed & the following is substituted therefor:

"118. The railway may be made, carried or placed across or upon the lands of any person on the located line, although the name of such person has not been entered in the book of reference, through error or any other cause, or although some other person is erroneously mentioned as the owner of or entitled to convey, or is interested in such lands."

6. Sections 123, 124 & 125 of the said Act are repealed & the following sections are substituted therefor:

"123. The Company shall make, in sections if it so desires, a map or plan & a profile of the line of railway, showing its course & direction, levels, gradient & curvature, & also the open drains & water-courses & the public highways to be crossed or run along or over by such line of railway; & a book of reference shall also be made, giving a general description of the said lands, the names of the owners or occupiers thereof, so far as they can be ascertained, & any other information required by the Minister for the proper understanding of the map or plan & profile."

"124. Such map or plan & profile & book of reference shall be submitted for the approval of, & may be sanctioned by the Minister."

"125. The map or plan & profile, & book of reference, so sanctioned, shall be deposited in the department; & the Company shall also deposit copies thereof, or of such parts thereof as relate to each district or county through which the railway is to pass, duly certified as copies by the Minister or by the deputy, in the offices of the registrars of deeds for such districts or counties respectively."

7. Section 129 of the said Act is repealed, & the following is substituted therefor:

"129. The certificate shall state the particulars of any such omission, & the manner thereof, & shall be deposited with the registrars of deeds of the districts or counties, respectively, in which such lands are situated, & shall be kept by them together with the other documents to which it relates, & thereupon such map or plan, or book of reference, shall be deemed to be corrected according to such certificate."

8. Sections 130 & 131 of the said Act are repealed & the following sections are substituted therefor:

"130. If any alterations are desired in the location of the line of railway as sanctioned as aforesaid, a map or plan & profile of the section of railway proposed to be altered, prepared on the same scale as the original map or plan & profile, & a book of reference, shall be submitted for the approval of, & may be sanctioned by, the Railway Committee, & the same, when so sanctioned, shall be deposited in the department, & copies thereof, or of extracts therefrom, certified by the Minister or deputy, shall, so far as they relate to the several districts or counties affected by such alterations, be deposited with the registrars of deeds of such districts & counties."

"131. The Company shall not commence the construction of the railway until the provisions of sections 124 & 125 are fully complied with, nor shall work be commenced on any alteration of the located line (other than as provided for in section 120) until the provisions of section 130 are fully complied with."

9. Section 217 of the said Act is repealed & the following section is substituted therefor:

"217. All such by-laws, rules & regulations shall be submitted to the Governor in Council for approval. The Governor in Council may sanction them, or any of them, or any part thereof, & may from time to time rescind the sanction of any such by-law, rule or regulation, or of any part thereof. Except when so sanctioned no by-law, rule or regulation shall have any force or effect."

"2. The Railway Committee may, from time to time, appoint competent persons to advise or assist the Committee in the revision of any of such by-laws, rules or regulations, or any other matter coming before the Committee, & any person so appointed may be paid out of the unappropriated funds in the hands of the Receiver-General."

10. The location of each station to be erected on any railway, the construction of which is authorized by any Act of the Parliament of Canada passed subsequent to the first day of June, one thousand eight hundred & ninety-nine, shall be subject to the approval of the Railway Committee of the Privy Council before the Company proceeds to erect such station, & the Company shall erect & maintain a station as so located, with such usual & ordinary facilities as are ordered, unless & except in so far as the Railway Committee from time to time otherwise orders."

11. In the case of a railway not subject to the legislative authority of the Parliament of Canada, but subsidized hereafter in money or in land under the authority of an Act of that Parliament, the payment & acceptance of such subsidy shall be taken to be subject to the covenant or condition (whether expressed or not in any agreement relating to such subsidy) that the company for the time being owning or operating such railway shall, when thereto directed by order of the Railway Committee, confirmed by the Governor-in-Council, erect, maintain & operate a station, with such accommodation or facilities in connection therewith as are defined by the committee, at such point or points on the railway as are designated in such order."

United States Railway Statistics.

From summaries which will appear in the 12th Statistical Report of the Interstate Commerce Commission, being the complete report for the year ended June 30, 1899, for which a preliminary income account was issued in Dec., 1899, the figures in the following advance statement are obtained. Nearly 80 summaries of railway returns appear in the text of the report. For the purpose of localizing statistics data, as a rule, are presented for each of the 10 territorial groups into which the country is divided, as well as for the U.S. as a whole. In the body of the report are the usual tables giving mileage, capitalization, earnings, expenses, etc., by roads.

RECEIVERSHIPS.—The number of railways in the hands of receivers on June 30, 1899, was 71, there being a net decrease of 23 as compared with June 30, 1898. The number of railways placed in charge of receivers during the year was 16, & the number removed from their management was 39. The operated mileage of the roads under receivers on June 30, 1899, was 9,853.13 miles, of which 7,225.62 miles were owned by them. Of the roads in the hands of receivers on the date named 10 had an operated mileage in excess of 300 miles, 10 between 100 & 300 miles, & 40 less than 100 miles. Complete returns for roads in the custody of the courts are not always available, but it appears that the capital stock represented by railways under receiverships on June 30, 1899, was about \$220,210,688; funded debt \$306,486,740, & current liabilities \$59,180,823. These figures show a decrease of \$43,926,703 in capital stock represented as compared with the previous year, & of \$16,405,951 in funded debt.

MILEAGE.—On June 30, 1899, the total single-track railway mileage in the U. S. was 189,294.66 miles, an increase during the year of 2,898.34 miles being shown. This increase is greater than for any other year since 1893. The states & territories which show an increase in mileage in excess of 100 miles are Alabama, Arkansas, Georgia, Louisiana, Michigan, Minnesota, Pennsylvania, Texas, Arizona, New Mexico & Oklahoma. Practi-

cally all of the railway mileage of the country is covered by reports made to the Commission, the amount not covered being 1,759.98 miles, or 0.93 % of the total single-track mileage. The aggregate length of railway mileage, including tracks of all kinds, was 252,364.48 miles. The distribution of this aggregate mileage was as follows: single track, 189,294.66 miles; second track, 11,546.54 miles; third track, 1,047.37 miles; fourth track, 790.27 miles; yard track & sidings, 49,685.64 miles.

CLASSIFICATION.—The number of railway corporations included in the report on the Statistics of Railways in the U.S. was 2,049. Of this number 1,064 maintained operating accounts, 843 being classed as independent operating roads & 221 as subsidiary roads. Of roads operated under lease or some other form of contract, 323 received a fixed money rental, 171 a contingent money rental, & 274 were operated under some form of agreement or control not readily classified. The operated mileage of roads merged, reorganized, or consolidated during the year was 5,846.35 miles. The corresponding figure for 1898 was 7,220.42 miles.

EQUIPMENT.—There were 36,703 locomotives in the service of the railways on June 30, 1899, or 469 more than the year previous. Of the total number reported, 9,894 are classed as passenger locomotives, 20,728 as freight locomotives, 5,480 as switching locomotives, & 601 are not classified.

The total number of cars of all classes in the service of the railways on June 30, 1899, was 1,375,916, an increase of 49,742 being shown in this item. Of the total number, 33,850 are assigned to the passenger service, 1,295,510 to the freight service, & 46,556 to the direct service of the railways. It should be understood, however, that cars owned by private companies & firms used by railways are not included in the returns made to the Commission. The report under review contains summaries intended to indicate the density of equipment & the extent to which it is used. It appears that the railways of the U.S. used on the average 20 locomotives & 734 cars per 100 miles of line; that 52,878 passengers were carried, & 1,474,765 passenger-miles accomplished, per passenger locomotive, & that 46,303 tons of freight were carried, & 5,966,193 ton-miles accomplished, per freight locomotive. All of these items show an increase when compared with corresponding items for the preceding year. There was also a decrease in the number of passenger cars per 1,000 passengers carried, & a decrease in the number of freight cars per 1,000 tons of freight carried.

Both locomotives & cars being embraced in the term equipment, it is observed that the total equipment of the railways on June 30, 1899, was 1,412,619. Of this number 808,074 were fitted with train brakes, the increase being 166,812 & 1,137,719 were fitted with automatic couplers, the increase in this item being 228,145.

Practically all locomotives & cars in the passenger service were fitted with train brakes, & of 9,894 locomotives assigned to that service 6,128 were fitted with automatic couplers. Nearly all passenger cars were fitted with automatic couplers. With respect to freight equipment, it is noted that nearly all freight locomotives were equipped with train brakes & 45% of them with automatic couplers. Of 1,295,510 cars in the freight service on June 30, 1899, 730,670 were fitted with train brakes & 1,067,338 with automatic couplers.

EMPLOYEES.—The number of persons employed by the railways of the U.S. as reported on June 30, 1899, was 928,924, or an average of 495 employees per 100 miles of line. As compared with the number employed on June 30, 1898, there was an increase of 54,366, or 21 per 100 miles of line. From the classification of