

\$167,560, against \$218,343 for same period, 1900.

HANCOCK & CALUMET.—Approximate earnings for May, \$23,035, against \$21,860 for May, 1900.

MINERAL RANGE.—Approximate earnings for May, \$31,053, against \$28,009 for May, 1900.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for May, \$408,650, against \$409,780 for May, 1900. Net earnings for Mar., \$164,690, against \$242,982 for Mar., 1900, making for nine months ended Mar. 31, \$1,379,880, against \$2,012,210 for same period, 1900.

Canadian Pacific Railway Land Sales.

	Acres.	Amount.		Acres.	Amount.
	1900	1901		1900	1901
Jan.	31,485	27,928		\$100,857.85	\$36,752.54
Feb.	23,613	29,370		75,771.19	91,189.58
Mar.	31,183	39,546		90,777.79	122,362.47
April.	38,457	48,874		181,775.78	152,445.70
May.	66,057	40,489		214,851.09	129,614.69
	210,795	186,207		\$664,033.70	\$532,364.98

Dominion Railway and Bridge Subsidies.

The resolutions introduced in the House of Commons, May 17, by the Minister of Railways, respecting the aiding of railways, and which were adopted, were as follows:

"That it is expedient to authorize the Governor-in-Council to grant a subsidy of \$3,200 a mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 a mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 a mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 a mile of 50% on so much of the average cost of the mileage subsidized as shall be in excess of \$15,000 a mile, such subsidy not exceeding in the whole \$6,400 per mile. The expression 'cost' used in this resolution means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but not the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor-in-Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable and does not exceed the true, actual and proper cost of the construction of such railway."

Instead of giving the list of lines in the order of the resolutions, we have arranged them by provinces, which is more convenient.

NOVA SCOTIA.

Bridgetown to Middleton.—For a line between these points in extension of the line subsidized by 1900, chap. 8, sec. 2, par. 28, not exceeding 11 miles—\$35,200.

Grandique Ferry to Arichat.—For a line between these points not exceeding 8 miles—\$25,600.

Halifax and the Central Ry.—For a line from the end of the 40th mile from Halifax subsidized by 1900, chap. 8, sec. 2, par. 40, to a junction with the Central Ry., not exceeding 30 miles—\$96,000.

Inverness and Richmond Ry.—For a line from or near Point Tupper on the I.C.R. to Broad Cove and Cheticamp in lieu of the subsidies granted by 1897, chap. 4; 1899, chap. 7, sec. 2, par. 29; and 1900, chap. 8, sec. 2, par. 27, not exceeding 98 miles—\$313,600.

Pubnico to Port Clyde or Clyde River.—In lieu of the unexpended balance of subsidy by 1897, chap. 4, sec. 2, par. 29, not exceeding 31 miles—\$99,200.

New Glasgow to Country Harbor, and Country Harbor Cross Roads to Guysborough.—In lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, par. 34, not exceeding 80 miles—\$256,000.

Windsor Junction to Upper Musquodoboit.—From the I.C.R. at or near Windsor jct. to Upper Musquodoboit, in lieu of 1897, chap. 4, sec. 2, par. 23, not exceeding 40 miles—\$128,000.

Wolfville to Minas Basin.—From the Dominion Atlantic Ry. at or near Wolfville, to the government pier on Minas Basin, not exceeding 1 mile—\$3,200.

NEW BRUNSWICK.

Chipman to Gibson.—From Chipman station to Gibson, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, par. 31, not exceeding 45 miles—\$144,000.

Quebec and New Brunswick Ry. Co.—See under Quebec province.

Restigouche and Western Ry. Co.—From Campbellton on the I.C.R., towards Grand Falls, in lieu of subsidy granted by 1897, chap. 4, sec. 2, par. 10, not exceeding 20 miles—\$64,000. For an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John river, not exceeding 33 miles—\$99,600.

QUEBEC.

Cuplin to Paspéblac.—In lieu of subsidy granted by 1899, chap. 7, sec. 2, par. 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Ry. Co., and to contain the conditions that the subsidy when earned shall be paid in the following manner: (1) To the Hamilton Bridge Works Co. in payment for bridge superstructures on the said section of railway, when furnished and erected by that Co., not to exceed \$35,000. (2) For the completion of the roadbed and works incidental thereto. (3) Towards payment of overdue balances, pro rata, in settlement of claims for labor, boarding house claims, and material and supplies furnished in connection with the construction of the said section of railway, in all not exceeding 30 miles—\$96,000.

Montreal and Province Line Ry.—From Farnham to Frelighsburg, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, par. 37, not exceeding 19 miles—\$60,800.

Ottawa and Gatineau Ry.—From the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, chap. 4, sec. 2, par. 10, not exceeding 20 miles—\$64,000. Unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, par. 3, not exceeding \$35,872.

Pontiac Pacific Jet. Ry. Co.—See under Ontario.

Quebec and New Brunswick Ry. Co.—For a railway from or near Chaudière Junction on the G.T.R., Que., towards the present terminus of the St. Francis branch of the Temiscouata Ry., N.B., not exceeding 45 miles, and for a railway from the mouth of the St. Francis river, N.B., westerly towards Chaudière Jct., not exceeding 15 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, par. 23; also for a railway in extension of the St. Francis

branch of the Temiscouata Ry. to the mouth of the St. Francis river, in lieu of the subsidy granted by 1899, chap. 7, sec. 2, par. 43, not exceeding 3 miles; in all not exceeding 63 miles—\$201,600.

Roberval Towards James' Bay.—For a line from Roberval westward towards James' Bay, not exceeding 60 miles—\$192,000.

ONTARIO.

Algoma Central and Hudson Bay Ry. Co.—From Sault Ste. Marie to the C.P.R. at or near White River, Algoma, in extension of the subsidy granted to the Algoma Central Ry. Co., 1899, chap. 8, sec. 2, par. 23, and by 1900, chap. 8, sec. 2, par. 4, a further and additional mileage not exceeding 135 miles—\$431,000.

Bruce Lake to Rock Lake.—From the Algoma branch of the C.P.R. at or near Bruce Lake station northerly to or near Rock Lake, Algoma, not exceeding 9 miles—\$28,800.

Burk's Falls to Magnetawan River.—From the G.T.R. at or near Burk's Falls, to the Magnetawan river, not exceeding 2 miles—\$6,400.

Central Ontario Ry. Co.—For a further extension of its railway subsidized by 1900, chap. 8, sec. 2, par. 5, northward, to a junction with the Canada Atlantic Ry., at or near Whitney, not exceeding 20 miles—\$64,000.

Kingston and Pembroke Ry. Co.—From or near Sharbot lake, via Lanark, to Carleton Place, not exceeding 41 miles—\$131,200.

Manitoulin and North Shore Ry. Co.—From its railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Ry., at or near Goulais river, in addition to and in further extension of its railway, subsidized by 1900, chap. 8, sec. 2, par. 6, an additional mileage not exceeding 130 miles—\$416,000.

The following special resolution was also passed: "That the subsidy of 66 miles granted to the Manitoulin and North Shore Ry. Co. for a line of railway between Little Current, Manitoulin Island and Sudbury, Ont., by 63-64 Victoria, chap. 8, sec. 2, ss. 6, may be contracted for with the Co. and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, Township of Denison, and extending to Sudbury, thence north-easterly towards Lake Wahnapiatae, not exceeding 34 miles; the second section beginning at Little Current and extending to and connecting with the C.P.R. at or near Stanley, Township of Baldwin, on the C.P.R., not exceeding 32 miles; subject, however, to the Co. carrying out the undertakings contained in 63-64 Victoria, chap. 8, sec. 2, ss. 6."

Norwood and Apsley Ry. Co.—From Norwood, on the C.P.R., to Apsley, not exceeding 30 miles—\$96,000.

Ottawa and Gatineau Ry. Co.—See under Quebec.

Pontiac Pacific Junction Ry. Co.—For 36 miles of its railway from or near Shawville, Que., crossing the Ottawa River via Calumet island to Pembroke, including the bridging of both channels of the Ottawa river at Calumet island; 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, chap. 4, sec. 3, par. 2, not exceeding \$115,200.

Schomberg and Aurora Ry. Co.—From the G.T.R., between King and Newmarket to Schomberg, in lieu of the subsidy granted by 1897, chap. 4, not exceeding 15 miles—\$48,000.

Toronto, Lindsay and Pembroke Ry. Co.—From the western terminus of the 20 miles subsidized by 1899, chap. 7, sec. 2, par. 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, par. 3; also from the terminus