

Granite Ry., a spur line is being constructed from a point on the main line near Bethel, Vt., to the White Granite Quarries, five miles distant. Nine new Richmond type compound consolidation engines have been purchased and placed in freight service. During the year, 62 engines have received heavy, and 65 light repairs. Two café-parlor cars, four coaches, two smoking cars, two baggage cars and 1,000 30-ton capacity box cars have been acquired and placed in service. Twenty-five freight cars have been rebuilt, 18 equipped with air brakes, and 650 with pipe for train line. One combination passenger car has been rebuilt and one coach and one combination car received extensive repairs. The weather during the winter, was, as usual, quite severe and the cost of maintenance and operation consequently heavy, but by reason of a slight reduction in the cost of locomotive coal, and the use of the new engines and cars above referred to, a decrease of \$97,394.92 in the expense of conducting transportation, as compared with the preceding year, has been effected.

The company owns 483.6 miles of track, including 6.2 miles of double track, and 105.9 miles of yard tracks, sidings and spur tracks, and operates 206.9 miles of leased lines, including 47.4 miles of yard tracks, sidings and spur tracks.

The condensed balance sheet is as follows:

ASSETS.	
Cost of road and equipment.....	\$13,839,510.92
Bonds deposited with Trustee.....	1,000,000.00
Materials and supplies on hand.....	171,056.38
Cash on hand and in transit.....	140,323.94
Investment in bonds.....	267,779.68
Equipment renewals.....	628,635.19
Sundry accounts collectable:	
Due from agents.....	83,676.60
Due from U.S. and Canada, carrying mails.....	20,656.75
Due from sundry railroads and individuals.....	449,753.33
Advances fast freight line, account working fund.....	9,950.00
	\$16,611,342.79
LIABILITIES.	
First mortgage bonds.....	\$12,000,000.00
Common stock.....	3,000,000.00
Interest due.....	17,138.00
Interest accrued not due.....	78,641.17
Taxes accrued not due.....	57,360.33
Sundry accounts payable:	
Vouchers and pay rolls.....	436,510.79
Sundry railroads and individuals.....	125,911.51
Notes payable.....	275,000.00
Car trust notes.....	605,000.00
Profit and loss.....	15,780.99
	\$16,611,342.79

At the annual meeting at St. Albans, Vt., Oct. 10, the report was adopted and the directors were re-elected. Following are the officers and directors for the current year:—President, C. M. Hays, Montreal; Vice-President, E. H. Fitzhugh, Montreal; other directors, G. C. Jones, F. C. Smith, St. Albans, Vt.; W. S. Webb, Shelburne, Vt.; J. W. Stewart, Middlebury, Vt.; J. G. McCullough, North Bennington, Vt.; E. H. Baker, H. B. Day, Boston, Mass.; S. E. Kilner, New York; A. Tuttle, Fairhaven, Vt.; C. P. Smith, Burlington, Vt. The only change in the directorate is that G. C. Jones, the General Manager, succeeds C. W. Wetters, the company's solicitor. W. H. Chaffee is Treasurer and Clerk; W. G. Crabbe, Auditor. The executive committee consists of C. M. Hays, Chairman; E. H. Baker and E. H. Fitzhugh.

Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1904-05, from July 1, 1905:

	Earnings.	Expenses.	Net Earnings.	Increase or Decrease.
July..	\$395,100	\$252,600	\$142,500	\$51,400+
Aug..	357,900	246,200	111,700	12,200+
	<u>\$753,000</u>	<u>\$498,800</u>	<u>\$254,200</u>	<u>\$63,600+</u>

The average mileage in operation during this period was 1876 against 1399 in 1904.
Approximate earnings for Sept., \$378,500, against \$292,700 for Sept., 1904.

C.P.R. Earnings, Expenses, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1903-04, from July 1, 1904:—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$4,629,174.95	\$2,991,397.29	\$1,449,652.14	\$188,125.52+
Aug. 4,796,733.98	3,005,688.07	1,791,645.91	263,715.48+
\$9,425,908.93	\$5,996,485.36	\$3,429,423.57	\$451,841.00+

Approximate earnings for Sept., \$4,816,000 against \$4,171,000 for Sept., 1904.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Aug., \$285,221.01; net earnings, \$103,664.63 against \$237,229.27 gross and \$91,407.40 net for Aug., 1904. Net earnings for two months ended Aug. 31, \$206,775.40 against \$178,624.90 for same period 1904. Approximate earnings for Sept., \$266,458 against \$231,406 for Sept., 1904.

MINERAL RANGE RY.—Approximate earnings for Sept., \$66,717, against \$55,947 for Sept., 1904.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Aug., \$916,308.44; net earnings, \$503,996.73 against \$609,577.89 gross and \$265,271.92 net for Aug., 1904. Net earnings for two months ended Aug. 31, \$849,015.05 against \$569,439.61 for same period 1904. Approximate earnings for Sept., \$942,831 against \$752,992 for Sept., 1904.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1905.	1904.	1905.	1904.
July..	58,477.37	36,425.75	\$304,795.23	\$177,473.94
Aug...	58,542.44	15,669.90	327,579.63	88,735.88
Sept..	111,479.71	16,470.02	556,642.64	73,642.96
	228,499.52	68,565.67	\$1,189,017.50	\$339,852.78

Grand Trunk Ry. Earnings, Expenses, etc.

The following statement of earnings, supplied from the Montreal office, includes the G.T. of Canada, the G.T. Western, and the Detroit, Grand Haven & Milwaukee Rys.

	1905.	1904.	Increase.	Decrease.
July.....	\$3,059,675	\$3,013,149	\$46,526	....
Aug.....	3,301,254	3,108,137	193,117	....
Sept.....	3,409,363	3,182,972	226,391	....
	\$9,770,292	\$9,304,258	\$466,034	....

The following figures relate to the individual lines, and are made out in sterling:

GRAND TRUNK RY. CO.

Revenue for Aug.:

	1905.	1904.	Increase.	Decrease.
Gross receipts.....	£545,800	£530,300	£15,500	....
Working expenses.....	369,600	354,300	14,700	....
Net profit.....	£176,200	£176,000	£ 800	....

Aggregate from July 1 to Aug. 31:

	1905.	1904.	Increase.	Decrease.
Gross receipts.....	£1,065,600	£1,047,800	£17,800	....
Working expenses.....	724,400	708,300	16,100	....
Net profit.....	£341,200	£339,500	£1,700	....

GRAND TRUNK WESTERN RY. CO.

Revenue for Aug.:

	1905.	1904.	Increase.	Decrease.
Gross receipts.....	£100,700	£75,500	£25,200	....
Working expenses.....	80,700	74,600	6,100	....
Net profit.....	£20,000	£ 900	£19,100	....

Aggregate from July 1 to Aug. 31:

	1905.	1904.	Increase.	Decrease.
Gross receipts.....	£181,900	£150,400	£3,500	....
Working expenses.....	156,300	149,000	7,500	....
Net profit.....	£25,600	£ 1,400	£24,200	....

DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.

Revenue for Aug.:

	1905.	1904.	Increase.	Decrease.
Gross receipts.....	£11,700	£ 32,800	....	£ 1,100
Working expenses.....	19,400	20,600	....	1,200
Net profit.....	£12,300	£12,200	£ 100	....

Aggregate from July 1 to Aug. 31:

	1905.	1904.	Increase.	Decrease.
Gross receipts.....	£ 60,200	£ 59,300	£ 700	....
Working expenses.....	39,200	39,600	....	£ 400
Net profit.....	£ 21,000	£ 19,900	£ 1,100	....

Aggregate from July 1 to Sept. 30:

	1905.	1904.	Increase.	Decrease.
Grand Trunk.....	£1,634,980	£1,586,950	£48,030	....
G. T. Western.....	287,146	237,227	49,919	....
D. G. H. & M.....	86,211	87,656	....	1,445
Total.....	£2,008,337	£1,911,833	£96,504	....

Canadian Freight Association.

The usual quarterly meeting was held in Montreal, Oct. 5, when R. L. Burnap, G.F.A., Central Vermont Ry., St. Albans, Vt.; R. W. Youngs, Division Freight Agent, Pere Marquette Rd., London, Ont., and G. I. Nelson, Division Freight Agent, G.T.R., Portland, Me., were elected active members. W. P. Hinton, formerly General Freight and Passenger Agent Canada Atlantic Ry., having been appointed to the G.T.R. passenger department, resigned as an active member and member of the Advisory Committee, and was elected an honorary member.

B. B. Mitchell, General Freight Traffic Manager, Michigan Central Rd., was elected to succeed W. P. Hinton, on the Advisory Committee, and J. E. Dalrymple, General Freight Agent G.T.R., was elected a member of the Classification Committee.

The Association passed the following resolution: Whereas, Mr. John Earls, our Secretary-Treasurer, has resigned, and, whereas, in response to the expressed sentiment of the members it is desired that a fitting tribute be paid to his work, it is resolved, that the Association hereby place on record their appreciation of his long, faithful and intelligent services, of his wise counsels, of the unfailing courtesy which he has shown to the members individually, and of his fairness and impartiality in conducting its proceedings. To his lasting honor be it remembered that no railway officer in active service in Canada has had a longer term of service in the freight traffic work, that he has had an important part in the development of the railway traffic and industrial interests of Canada, and to that he has given the best years of his life. While in the service of the Grand Trunk Railway from 1862 to 1896, a period of 34 years, in addition to his regular duties, which were often complex and arduous, he freely gave of his time and ripe experience to the work of compiling, in the interests of all the railways of Canada, many of the freight traffic regulations, the freight rate schedules which form the basis of many of our present freight tariffs, as well as the Canadian Freight Classification, becoming a most distinguished authority on that technical work. He was one of the founders of the Canadian Freight Association, becoming in April, 1896, its first Secretary-Treasurer, which office he held with distinction until August, 1905. During his railway career he has witnessed the remarkable development of the vast railway systems of Canada, and, as much as any one man, has assisted in framing the legislation of the Association and of its various committees, which has proven so important an element in harmonizing competing interests and giving to the public the benefit of fair and uniform traffic regulations. While severing official ties, we wish him and his family still many years of life and happiness.

The abstraction of water above the falls at Niagara Falls, Ont., and N.Y., for power development purposes, according to several authorities is likely to lessen, to an appreciable extent, the quantity of water going over the falls. An alternative proposition has been suggested to the present one of taking water from the upper river through tunnels to the power houses on the lower river, and that is to erect a dam at the terminus of the escarpment, just above Lewiston, N.Y. The writer of the article referred to says that a dam 1,000 ft. long would raise the water in the river 100 ft. without changing the elevation of the pool at the foot of the cataract. The basin provided by the embankment, he claims, would supply a practically permanent and unvarying force of 1,500,000 h.p.