

& warm storage room 24x12 ft., a lavatory is placed in the southwest corner, & the whole of the rest of the building is undivided, with the exception of two way billing coops. Each side of the shed, facing Station st. & the tracks respectively, has six double doors 8 ft. wide; a similar double door is located at the west end, & another one at the east end opening into the receiving office. There is also connection between the agent's office & the shed. The shed has four glass sky lights, 16x10 ft., with ventilators, besides 13 windows on each side, & is exceptionally well lighted. The space of 36 ft. between the west end of the shed & the east side of the Union station building has been roofed over to form a driveway, through which wagons, etc., will have access to the south or track side of the shed. There is also a driveway from York st. along the south side of the building. Longford stone has been used for the foundations & for the first 4 ft. of the walls, above which is red-pressed brick. The building is lit by electricity & heated by steam from the Union station plant. The construction was done by the G.T.R., under the supervision of G. A. Mitchell, Master of Bridges & Buildings. An illustration of the buildings is given on page 8. The Co.'s main office in Toronto will remain at 55 to 57 Yonge St., as heretofore, & Superintendent Sparling will also continue his office there.

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	23,039.77+
Mar., 2,294,786.97	1,495,685.73	799,101.24	29,794.33+
Apr., 2,491,194.47	1,464,126.85	1,027,067.62	106,764.13+
May, 2,662,897.81	1,583,227.32	1,079,670.49	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	1,583,508.01	1,054,475.60	35,643.88+
Sept., 2,663,491.82	1,604,791.81	1,058,700.01	88,185.54+
Oct., 2,774,826.60	1,696,652.19	1,078,174.41	332,841.53+
Nov., 2,748,660.22	1,683,111.90	1,065,548.32	216,667.56+
Dec., 2,988,911.25	1,559,545.64	1,429,365.61	62,384.05+

\$30,452,811.03 \$18,595,256.35 \$11,857,554.68 \$372,580.81 -
+ Increase. - Decrease.

Mileage increased to 7,467.

SUBSIDIARY LINES.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for Dec., \$181,410; decrease from Dec., 1899, \$22,460.

For the 10 months to Oct. 31 the net earnings were \$844,332, against \$772,808 for corresponding period.

HANCOCK & CALUMET.—Approximate earnings for Dec., \$22,047; increase over Dec., 1899, \$2,809.

MINERAL RANGE.—Approximate earnings for Dec., \$21,841; increase over Dec., 1899, \$2,574.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for Dec., \$390,637; increase over Dec., 1899, \$20,623.

Net earnings for 10 months to Oct. 31, \$1,714,914, against \$1,782,581 for corresponding period.

Canadian Pacific Railway Land Sales.

	Acres.	Amount.	
	1900.	1899.	1900.
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	24,245	97,777.79	75,400.76
Apr., 38,457	36,626	181,775.78	116,835.84
May, 66,057	26,584	214,851.09	88,928.98
June, 57,831	54,225	188,779.64	169,192.74
July, 49,715	47,401	129,481.42	149,546.48
Aug., 34,178	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	96,429.09
Nov., 22,408	42,633	69,627.27	140,491.39
Dec., 27,388	52,729	83,558.59	166,580.54
	431,981	403,912	\$1,377,713.48 \$1,290,674.06

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. being omitted:

	1900.	1899.	Increase.	Decrease.
July, \$1,844,458	\$1,799,945	\$44,513	....	....
Aug., 2,088,602	2,064,269	24,333	....	....
Sept., 2,117,600	2,178,303	....	60,613	....
Oct., 2,176,028	2,158,337	17,691	....	....
Nov., 2,029,891	2,100,214	....	70,323	....
Dec., 2,489,130	2,434,194	54,936	....	....
	\$12,745,799	\$12,735,262	\$10,537.	\$130,936

The following figures are issued from the London, England, office:

GRAND TRUNK RAILWAY.

Revenue statement for Nov., 1900:

	1900.	1899.	Increase.	Decrease.
Gross receipts, £397,100	£412,800	....	£15,700	....
Working expenses, 255,300	265,600	....	10,300	....
Net profit, £141,800	£147,200	....	£5,400	....
Aggregate from July 1 to Nov. 30, 1900:				
Gross receipts, £2,009,300	£2,017,447	....	£8,147	....
Working expenses, 1,285,100	1,278,115	6,985	....	....
Net profit, £724,200	£739,332	....	£15,132	....

DETROIT, GRAND HAVEN & MILWAUKEE RY.
Revenue statement for Nov., 1900:

	1900.	1899.	Increase.	Decrease.
Gross receipts, £19,900	£18,700	£1,200	....	....
Working expenses, 14,800	13,600	1,200	....	....
Net profit, £5,100	£5,100	....	....	....
Aggregate from July 1 to Nov. 30, 1900:				
Gross receipts, £97,800	£99,004	....	£1,204	....
Working expenses, 73,900	63,911	9,989	....	....
Net profit, £23,900	£35,093	....	£11,193	....

TRAFFIC RECEIPTS OF THE SYSTEM.

	1900.	1899.	Increase.	Decrease.
Grand Trunk, £2,418,548	£2,425,365	....	£6,817	....
D., G. H. & M., 117,008	117,223	....	215	....
Total, £2,535,556	£2,542,588	....	£7,032	....

The C.P.R.'s Freight Rates.

The Freight Traffic Manager of the C.P.R. has given the following replies to a series of questions put to him in regard to the charges of the Globe that the freight rates of the C.P.R., in certain particulars, are exorbitant:—

"Question.—Is it true that the farmers & stock-raisers of Ontario see the produce of Michigan & other States carried past their doors at lower rates than they can obtain for the shorter haul to the seaboard or the markets in eastern Canada?"

"Answer.—The rates on live stock paid by the Ontario shippers to the seaboard are on a parity with rates from the U.S., for instance, while the rate from Chicago is 28c. per 100 lbs. to Boston, the rate from Windsor & stations east on the main line is 25c. per 100 lbs., & this rate includes Boston terminals of 3½c. per 100 lbs."

"Q.—Is there a terminal charge on Canadian cattle now imposed at Boston which is not imposed on U.S. cattle, although both may be carried on Canadian railways?"

"A.—There has been no extra terminal charge made at Boston on Canadian export cattle for several years. The C.P.R. notified the Boston & Maine R.R. in Aug., 1897, that they would participate in absorbing the Boston terminals."

"Q.—Is it true, as stated by the Globe, that Second Vice-President Berry, of the Boston & Maine R.R., wrote to yourself & Mr. Reeve, when he was General Traffic Manager of the G.T.R., advising you that the B. & M. was willing that the former terminal charge of 3½c. per 100 lbs. should be deducted from the through rate before quoting, & that you took no action?"

F. B. POLSON

J. B. MILLER

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