

**C.P.R. Earnings & Expenses.**

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

|      | Earnings.      | Expenses.      | Net Profits.   | Increase or Decrease. |
|------|----------------|----------------|----------------|-----------------------|
| Jan. | \$1,521,071.32 | \$1,400,501.71 | \$691,559.61   | \$74,035.75+          |
| Feb. | 1,054,087.59   | 1,331,355.34   | 622,732.25     | 23,030.77+            |
| Mar. | 2,294,786.97   | 1,495,685.73   | 799,101.24     | 99,794.33+            |
| Apr. | 2,491,194.47   | 1,464,126.85   | 1,027,067.62   | 106,764.13+           |
|      | \$8,892,140.35 | \$5,751,669.63 | \$3,140,470.72 | \$174,036.32+         |
|      | + Increase.    |                | - Decrease.    |                       |

There was an error in the statement published in our last issue, the Mar. net earnings being given as an increase of \$67,272.19, instead of a decrease of \$29,794.33.

Approximate earnings for May, \$2,639,000, against \$2,375,000 in May, 1899; increase, \$264,000. Mileage increased to 7,130 miles.

**Canadian Pacific Railway Land Sales.**

|       | Acres.  |         | Amount.       |              |
|-------|---------|---------|---------------|--------------|
|       | 1900    | 1899    | 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    | 116,855.84   |
| May   | 66,057  | 26,584  | 214,851.09    | 88,928.98    |
|       | 210,796 | 115,720 | \$671,033.70  | \$371,008.62 |

**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 |
|-------|--------------|--------------|------------|----------|
| Jan.  | \$1,819,988  | \$1,606,065  | \$ 213,923 | .....    |
| Feb.  | 1,587,923    | 1,505,549    | 82,374     | .....    |
| Mar.  | 1,830,834    | 1,798,968    | 31,866     | .....    |
| April | 1,813,714    | 1,637,867    | 175,847    | .....    |
| May   | 1,872,773    | 1,750,690    | 122,083    | .....    |
|       | \$ 8,925,232 | \$ 8,299,139 | \$ 626,093 | .....    |

**C.P.R. Betterments, Construction, Etc.**

**Ontario & Quebec Division.**—Storage sidings are to be built at once at Guelph Jct. Houses for section men are to be erected at Embro & Crumlin, & alterations are to be made in the freight sheds & yards at Ayr.

**Ottawa Union Station & Yards.**—Excavation work was commenced May 15 for the erection of freight sheds to replace those recently burned. They will be on stone foundations, & made as fireproof as possible. The largest building will be 300x40 ft., & the second one 250x50 ft. Both will be finished with flat gravel roofs. The contract for the masonry has been let to T. Tomkins, of Brockville, & the frame work will be done by the Company. An outlay of \$25,000 will be made on the sheds. It is said the station will be built after the style of the Place Viger Station in Montreal. It will be a handsome structure, facing on Broad st., & about 600 ft. north of the burned buildings. It will be 289 ft. in length, & stone is to be used entirely in the construction. On the second floor the divisional offices will be situated. The cost is estimated at \$35,000. The train shed is to be between 645 & 800 ft. in length. Ten tracks will run into it, giving ample accommodation for the passenger traffic. Plans have been drawn for the enlargement & re-arrangement of the yards. The land recently acquired consists of about 10 acres between the aqueduct & Richmond road & the river front. On it 20 tracks will be laid, giving greater facility for the marshaling & storage of trains. On the completion of this work the passenger & freight yards will be entirely separate. The passenger yard is to be fitted with more tracks, giving provision for the making up & dispatching of trains with a marked saving of time. There will also be ample accommo-

dation for the storage of passenger cars. A line will be built from the main line near the Mechanicsville crossing, connecting with the Prescott line. This will form a Y, & greatly facilitate the handling of trains entering & leaving the new station. (May, pg. 140.)

**Ottawa Connecting Line.**—It is said that in consequence of the heavy loss sustained by the Co. in the recent Hull-Ottawa fire it is not likely that the project to build a line across the city to connect the Co.'s present union station, near Chaudiere Falls, with the centre station near the canal basin, will be gone on with this year. (April, pg. 110.)

**Northwestern Branch.**—The M. & N. W. Ry., recently leased by the C.P.R. Co., & now known under this name, will have considerable work done on it this year. We are advised that the betterments will include about 25 miles of ballasting, 250,000 yds. of bridge filling, 20 miles of fencing, & 10 miles of ditching. A large amount of work will also be done widening banks & cuts & improving the grades.

**Rat Portage.**—Good progress is being made in enlarging the yard, taking out curves & reducing grades. The 12 tracks in the main yard will have a capacity of 400 cars. The roadmasters, trainmaster, yardmaster, dispatcher, operators & car checkers will have their offices in the old station building, now removed to opposite the new shops. (Feb., pg. 39.)

**Lac du Bonnet Branch.**—On May 30, we were informed that the grading of the first 10 miles was nearly completed & that work was being pushed on the remaining 13 miles to the lake. Track had been laid on the first 3½ miles from Molson & it was expected to reach the 10th mile shortly thereafter. The track will probably be completed to Lac du Bonnet in about 3 months. (April, pg. 110.)

The Acton Burrows Co.'s enameled iron plates are to be used for station names on this branch, instead of painted wooden signs.

**Snowflake Branch.**—The residents of the Mowbray district, township 1, range 8 west of the 1st principal meridian, are endeavoring to secure the extension of this branch from its terminus at Snowflake. (Jan., pg. 7.)

**West Selkirk Branch.**—Nothing definite has yet been decided upon in regard to the extension of this branch to the west shore of Lake Winnipeg, for which a survey was made recently. It is hardly probable that an extension will be built this year. (April, pg. 110.)

**Winnipeg Terminals, Etc.**—Work on the station & hotel buildings is not likely to start until arrangements satisfactory to the Co. have been made with the City Council. The Council's proposal is as follows:—The Co. to waive by agreement all questions as to its liability for taxes (municipal & school or hotel building & real estate). To pay school & business taxes on the hotel & its up-town telegraph office. To pay local improvement frontage taxes. To build sub-way under Main St., & settle all claims for damages from frontage owners. To raise tracks at least 1 ft. To keep sub-way clear from all surface drainage. Plans, specifications & consideration of subway to be subject to the approval of the Council. In consideration of the foregoing, & upon the Co. agreeing in respect of the hotel from the time of its construction to pay school, frontage & business taxes, the city will agree to exempt the hotel building & the real estate on which it will be situated from the ordinary municipal rate for 15 years, the city to apply for the necessary provincial legislation, giving effect to a by-law for the purpose. The Council estimates that 15 years' exemption from taxation would amount to about \$30,000, which is considered to be about half the probable cost of a subway. (April, pg. 110.)

**Banff Springs.**—J. De Woy, a U.S. landscape gardener, has been employed to superintend the extension & improvements of the grounds surrounding the Banff Springs Hotel.

**Arrowhead & Kootenay Lake Branch.**—An unconfirmed press report says that work has been resumed on the southern end of this line between Lardo & Trout Lake. (May, pg. 143.)

**Columbia & Western Ry.**—Of the extension from West Robson to Midway, the first 89 miles between West Robson & Greenwood is in the hands of the operating department. On the spur lines track has been laid & ballasted from Greenwood to Mother Lode mine, 5 miles, and turned over to the operating department. Track is also laid into Phoenix, thus reaching the following mines:—B.C., Brandon & Golden Crown, Winnipeg, Ironsides, Knobbill, Brooklyn & Stemwinder. This track will soon be ballasted & turned over to the operating department, when the line from Greenwood to Midway, 9 miles, will be ballasted. Trains are running through the long Bull Dog tunnel. About 500 ft. at one end of the tunnel was on a 10° curve, but the instrument work & chaining was so accurate that the transit lines from either end met within 1/16 of an inch. The levels came out with no appreciable difference. (April, pg. 111.)

**Pacific Division.**—A station will be built at once at Sandon, B.C., to replace the building recently destroyed by fire. A press report, stating that the stations at Revelstoke & Kamloops are to be replaced this year by improved structures, is incorrect.

It is expected that when the last of the Co.'s branch lines is completed in B.C. there will be no more ore shipped to the U.S. This was the prime object of the Co. in seeking power from the shareholders to spend money freely in the province, at once to occupy the whole field, & to give facilities to the miners, who had been loudly complaining that they had been neglected.

**Vancouver & Lulu Island Ry.**—Contracts for grading are reported to have been awarded to McDonald & Morrison & McQuarrie & Co., & work is reported to have commenced. (May, pg. 143.)

**Great Northwest Central Ry.**—At the annual meeting at the Union Station, Toronto, June 5, the following directors were elected: T. G. Shaughnessy, R. B. Angus, D. McNicoll, I. G. Ogden, T. Tait, W. S. Taylor, G. M. Bosworth.

**Canada Atlantic Grain Shipments.**—The following paragraph appeared in the Montreal Herald recently, headed: "Scarcity of Canal Boats"—"It is reported that the Canada Atlantic Ry. is experiencing great difficulty in procuring boats to handle the grain at Coteau Jct., that as a consequence it will bring down less grain from Parry Sound than was originally contemplated, & that fewer men will be required in its workshops to provide cars. About 20% of the men employed at the workshops are affected by the transportation difficulty."

The writer of the paragraph quoted evidently got mixed up in the matter. We are officially informed that the Canada Atlantic has no shortage of canal boats, in fact it has in its service enough to do twice the business that it has done to Montreal. There is, however, a shortage of ocean vessels coming to Montreal, which will probably curtail the output of that port this season. On the other hand, the Canada Atlantic has a larger fleet than ever, & could deliver more grain than it has ever delivered in Montreal, but owing to the shortage of ocean tonnage it will probably have to send a portion of its business to New England ports.