

The earnings of the Canadian Pacific Railway for the month of March, 1891, were as follows :—

Gross earnings.....	\$1,510,039
Working expenses.....	1,012,999
Net profits.....	\$497,040
Net profits, March, 1890.....	392,770

For the three months ending March 31, 1891, the figures are as follows :—

Gross earnings.....	\$4,213,754
Working expenses.....	3,050,168
Net profits.....	\$1,163,586
Net profits, same time 1890	767,132

The net earnings and expenses of the New Brunswick railway are included in both years.

The statement of the St. Paul, Minn., & Man. Ry., for the month of February showed a decrease in net earning of \$29,995. This is caused by a heavy increase in operating expenses, which were \$11,801 heavier than last year, while the gross earnings increased \$85,846. For eight months the net decrease has been \$255,300.

It is reported that the Canadian Pacific Railway have discovered a favorable route through British Columbia to the south of their present line.

The Grand Trunk has already laid over 185 miles of double track between Toronto and Montreal. Only 62 miles of the entire distance remain untouched.

The twenty-four hour notation is now in general use on all the railroads of Hindostan. The system has been partially adopted on the railroads there for some time back, and wholly in connection with the business of the telegraph department.

New steel rails are to be laid on the Utica division of the Rome, Watertown & Ogdensburg railroad from Utica to Morristown, and the bridges along the line will be strengthened in order to place it in condition for the great volume of Canadian Pacific traffic. This settles the question of the Canadian Pacific business coming over the Utica division.