

construction of which a contract was entered into with the Manitoba Government in 1902. (Aug., 1903, pg. 271.)

Prince Albert Extension.—Work is in progress east of Melfort, Sask., completing the line laid from Erwood. Local papers report that Neil Keith has started grading four miles west of Melfort towards Prince Albert. (June, pg. 197.)

G.T.R. Betterments, Construction, Etc.

Kingston Subway.—A further order of the Railway Commission in connection with the construction of the subway under the G.T.R. tracks at Kingston, Ont., directs that the city of Kingston and the county of Frontenac shall pay their proportions of the cost upon certificate of the engineer as the work progresses. (June, pg. 195.)

Collingwood, Midland, Toronto and Scarborough Heights.—At a meeting of the Transportation Commission at Collingwood, Ont., recently, reference was made to improvements that might be made on the G.T.R. with advantage to that town and the line generally. The first was one which would reduce the distance between Collingwood and Toronto from 84 to 60 miles, by the construction of a line from near Angus to King. The second was for the elimination of the gradients at Scarborough Heights by the construction of a line a short distance out in the lake, for 16 miles, which, it was stated, one of the G.T.R. officers had estimated would cost \$1,000,000. The lake along this stretch is only four or five feet deep, and in time the intervening space would be filled in by the falling of the cliffs. An alternative suggestion to this was to extend the line from King to near Whitby, but this would only benefit the northern division, whereas to do away with the Scarborough gradients would benefit the whole line. When the Transportation Commissioners were at Midland a suggestion was made for the joining of the Midland and Penetanguishene branches by a 16-mile spur at Elmvale.

Parliament Buildings' Yard, Toronto.—Considerable progress has been made with the erection of the outwards freight shed at this yard. The shed is precisely similar to that erected on Front St., from John St. to Simcoe St., dimensions of which were given in our issue of Oct., 1903, pg. 348. (June, pg. 195.)

Stratford Shops.—Press reports state that these shops are to be considerably enlarged, and that work will be started very soon. The report says the following buildings will be erected:—boiler shop, 16x120 ft.; tender shop, 32x102 ft.; carpenter shop, 100x63 ft.; brass foundry, 75x40 ft.; that the blacksmith shop will be enlarged, that the erecting shop will be extended 175 ft., and that cement, brick and steel will be the materials.

Brantford Station.—A contract has been let to —Whitham for the erection of the new station building, and the old building has been almost entirely taken down. The new building is expected to be completed by the

Hamilton-Sarnia Double Track.—On June 14 it was reported that the double track work had been practically completed between London and Ingersoll, and some stretches easterly from Ingersoll to Paris. The work consists of the widening of the present roadbed to accommodate the second track. The contract on the remaining section of the work between Hamilton and Lynden have also made substantial progress. (June, pg. 195.)

Battle Creek Station and Shops.—We were advised June 15 that the matter of the building of a new station and the construction of repair shops at Battle Creek, Mich., was not in a sufficiently definite state to war-

rant an official statement. Press reports state that the shops at Port Huron and Durand, Mich., are to be closed, and the work now done there concentrated at Battle Creek. The Battle Creek residents have acquired 240 acres of land adjoining the present yards there for station and works, and in the event of the \$75,000 station being built the town council has decided to close a portion of a street. It was reported in Battle Creek June 4 that a telegram had been received from C. M. Hays, second Vice-President and General Manager, accepting the offer of the land, and etc.

Grand Trunk Pacific Ry.—The Dominion Parliament, at its current session, passed an act amending the act incorporating the G. T. Pacific Ry. in a number of particulars, the full text of which has already been published. An act has also been passed approving of the amended contract entered into between the Government and the G.T.R., respecting the construction of the G.T.P. Ry.

Surveys are being made at Port Arthur and Fort William, Ont., in connection with the lake terminals of the proposed line.

A good deal of interest has been taken in the investigation in progress into the alleged preferential employment of U. S. engineers on the surveys. The investigation is in charge of Judge Winchester, of Toronto, and according to an Ottawa despatch of June 27, fifteen U. S. engineers have already been deported on his certificate, their employment having been contrary to the provisions of the Alien Labor Act.

The commission to be appointed to construct the section of the line from Quebec to Winnipeg will consist of four members, and press reports state that it will include: Hon. S. N. Parent, Quebec, chairman; Hon. A. Maclellan, to represent the Maritime Provinces; Hon. T. Greenway, to represent Manitoba, and one to represent Ontario. (June, pg. 196.)

C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1902-03, from July 1, 1903:—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July	\$3,997,343.75	\$2,678,816.63	\$1,318,527.12	\$142,815.86+
Aug.	4,076,153.74	2,642,051.24	1,434,102.50	71,204.05+
Sept.	3,937,001.72	2,734,735.91	1,202,265.81	208,488.69-
Oct.	4,488,263.88	2,834,236.87	1,654,027.01	37,892.38+
Nov.	4,142,909.47	2,664,928.29	1,477,981.18	80,259.96+
Dec.	4,264,815.39	2,683,070.13	1,581,745.26	91,296.58-
Jan.	2,896,599.34	2,538,947.31	357,652.03	559,118.74-
Feb.	2,541,862.15	2,459,341.34	82,540.81	660,199.88-
Mar.	3,532,186.81	2,681,332.53	850,854.28	407,710.18-
Apr.	4,061,504.78	2,648,972.18	1,412,532.60	80,640.71-
May	4,113,627.44	2,722,061.43	1,391,566.01	8,207.71+

\$42,052,267.44 \$29,289,073.86 \$12,763,193.58 \$1,827,596.84+
+Increase. -Decrease.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for April, \$186,253.35; net earnings, \$59,616.81, against \$215,190.81 gross and \$72,835.91 net for April, 1903. Net earnings for ten months ended April 30, \$648,331.89 against \$815,199.91 for the same period 1902-03. Approximate earnings for May, \$183,852, against \$247,285 for May, 1903.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for April, \$474,765.13; net earnings \$176,769.23, against \$576,910.43 gross and \$253,619.41 net for April, 1903. Net earnings for ten months ended April 30, \$2,759,967.64 against \$2,086,876.24 for the same period 1902-03. Approximate earnings for May, \$465,454 against \$580,326 for May, 1903.

MINERAL RANGE RY.—Approximate earnings for May \$53,874, against \$49,860 for May, 1903.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1903-04	1902-03	1903-04	1902-03
July	267,647.32	155,344.93	\$1,020,404.70	\$562,876.50
Aug.	263,339.45	130,723.83	1,271,529.81	473,064.85
Sept.	60,441.12	145,535.83	268,757.99	542,811.11
Oct.	15,959.07	270,616.23	236,611.59	952,645.35
Nov.	22,563.95	146,687.83	107,365.21	598,788.99
Dec.	30,146.00	577,382.61	1,25,676.00	1,263,289.45
Jan.	116,840.78	102,581.29	386,648.88	468,611.21
Feb.	14,729.69	183,554.82	73,428.94	749,235.13
Mar.	12,992.06	184,139.22	50,660.03	782,968.76
April	24,064.44	207,344.12	116,349.19	884,432.24
May	51,477.16	187,416.19	203,768.02	618,357.87

\$80,192.04 2,201,326.90 \$3,870,201.36 \$8,237,229.46

Grand Trunk Ry. Earnings, Expenses, &c.

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.

	1904.	1903.	Increase.	Decrease.
Jan.	\$2,253,578	\$2,634,000	.....	\$380,822
Feb.	1,649,525	2,432,661	.....	783,136
Mar.	2,649,779	2,967,408	.....	317,629
April.	2,838,946	2,787,054	51,892	.....
May	2,976,555	2,913,553	63,002	.....
	\$12,368,183	\$13,734,876		\$1,366,693

The following figures have been issued from the London, Eng., office:

GRAND TRUNK RY. CO.

Revenue for May:				
	1904.	1903.	Increase.	Decrease.
Gross receipts	\$499,300	\$482,500	\$16,800	.....
Working expenses	315,600	319,100	.....	\$3,500
Net profit	\$183,700	\$163,400	\$20,300	.....

Aggregate from Jan. 1 to May 31:

	1904.	1903.	Increase.	Decrease.
Gross receipts	\$2,021,300	\$2,267,200	.....	\$245,900
Working expen.	1,559,000	1,597,800	.....	38,800
Net profit	\$462,300	\$669,400	.....	\$207,100

GRAND TRUNK WESTERN RY. CO.

Revenue for May:				
	1904.	1903.	Increase.	Decrease.
Gross receipts	\$92,100	\$99,900	.....	\$7,800
Working exp's	70,100	77,300	.....	7,200
Net profit	\$22,000	\$22,600	.....	\$600

Aggregate from Jan. 1 to May 31:

	1904.	1903.	Increase.	Decrease.
Gross receipts	\$428,900	\$459,800	.....	\$30,900
Working expenses	397,300	397,700	.....	30,400
Net profit	\$61,600	\$62,100	.....	\$500

DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.

Revenue for May:				
	1904.	1903.	Increase.	Decrease.
Gross receipts	\$20,100	\$16,200	.....	\$3,900
Working expenses	17,600	15,900	.....	\$1,700
Net profit	\$2,500	\$300	.....	\$2,300

Aggregate from Jan. 1 to May 31:

	1904.	1903.	Increase.	Decrease.
Gross receipts	\$90,900	\$94,700	.....	\$3,800
Working expenses	81,500	75,700	.....	\$5,800
Net profit	\$9,400	\$19,000	.....	\$9,600

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from Jan. 1 to May 31:				
	1904.	1903.	Increase.	Decrease.
Grand Trunk	\$2,021,461	\$2,267,452	.....	\$245,991
G. T. Western	429,002	459,941	.....	30,939
D. G. H. & M.	90,943	94,841	.....	3,898
Total	\$2,541,406	\$2,822,234	.....	\$280,828

The question of running the C.P.R. locomotives in continuous service from Toronto and Welland has been under discussion, but nothing definite has yet been arranged. At present the C.P.R. locomotives do not run beyond Hamilton, the Toronto, Hamilton and Buffalo Ry. locomotives hauling the trains for the remainder of the distance. We are advised that considerable changes will be required in the yard tracks at Hamilton in order to carry out this proposition.

The White Star Line, one of the lines of the International Mercantile Marine Co., has added a new ship—the Baltic—to its fleet. The new steamer sailed from Liverpool on her first trip to New York, June 29. She is 726 ft. in length, 26 ft. longer than the Cedric and Celtic, the two previously largest vessels of the line, and is 24,000 tons register as against 21,000 tons of the other vessels. The cargo capacity is 28,000 tons, and the steamer has a displacement at her load draught of 40,000 tons. She has two funnels and four pole masts. Passenger accommodation is provided for 3,000 persons, and quarters are found for 350 of a crew. The grand dining saloon is 75 ft. wide and has seating accommodation for 370 persons. The appointments throughout are of the highest order, the accommodation for the third-class passengers being in advance of anything hitherto provided. The White Star Line now comprises 31 steamers, of which 27 are fitted with twin screws; 21 are each over 10,000 tons; the total tonnage being over 360,000 tons.