

MINERAL RANGE, HANCOCK & CALUMET.—Approximate earnings for Feb., \$23,779, against \$19,809 for Feb., 1898, an increase of \$3,970.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for Feb., \$246,362, against \$244,083 for Feb., 1898, an increase of \$2,279.

Net earnings for 6 months to end of Dec., 1898, were \$1,096,731, against \$1,046,015 for corresponding period.

G. T. Earnings, Expenses, &c.

The Secretary informs us under date of Feb. 10 that subject to audit, the results of the accounts for the half year to Dec. 31, 1898, are cabled as follows:

Gross receipts	£2,140,500
Working expenses	1,428,000
Net receipts	712,500
Net revenue charges for the ½ year, less credits	485,300
	£227,200
Deduct—	
Chicago & G. T. deficiency for the ½ year payable by the G. T. Co. under traffic agreements	£14,500
D. G. H. & M. deficiency for the ½ year	3,900
	18,400
Surplus for the ½ year	£208,800

This surplus of £208,800 added to the balance of £2,200 from June, 1898, makes £211,000 available for dividend, which will admit of the payment of the full dividend for the ½ year on the 4% guaranteed stock, and a dividend of 3% on the 1st preference stock, leaving a balance of about £4,000 to be carried forward.

For the purpose of comparison the following figures for the corresponding previous ½ year may be given: Gross receipts, £2,247,151; working expenses, £1,434,804; net receipts, £812,347. This time last year the whole of the surplus, after paying debenture interest, was applied to the clearing off of the debit to revenue account. The year 1898 has fallen short of expectations. But it is very good as compared with former experience, & now that there is peace between the two great Canadian companies better results may be expected for 1899.

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

	1899	1898	Decrease	Increase
Jan..	\$1,936,281	\$1,916,332		\$39,949
Feb..	1,824,434	1,674,453		149,981

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

DETAILS OF GRAND TRUNK RECEIPTS.			
Aggregate Jan. 1 to Jan. 31:			
	1899.	1898.	
Passengers, number	417,379	423,202	
Passengers, amount	£ 70,829	£ 68,642	
Immigrants, number	168	408	
Immigrants, amount	£ 89	£ 270	
Mails, express, &c.	£ 12,433	£ 12,371	
Freight, tons	781,726	809,401	
Freight, amount	£221,490	£232,721	
Miscellaneous receipts	£ 10,582	£ 4,726	
Total receipts	£315,423	£318,730	
Decrease			£ 3,307

W. L. Benham, Western Freight Manager for the Great Northern (U.S.), with headquarters at Seattle, has resigned. He is said to have received an appointment with the White Pass & Yukon Ry.

Lieut. G. D. Bowles, R.N.R., chief officer of R.M.S. Empress of China, was presented at Vancouver recently with a gold mounted & engraved walking stick, made from the wood of the Str. Beaver, on his leaving for England.

RAILWAY PROJECTS.

Algoma Lines.—Mr. Farwell, M.P.P., has introduced 5 bills in the Ontario Legislature to secure charters for roads to develop mining districts. The Bruce Mines & Rock Lake road is a 25-mile proposition, to run out of Bruce mines & tap a nickel district. The Thessalon & Grand Portage will be 20 miles long, to tap a copper mining country, & will pass through the placer gold mining district

Ashcroft to Glenora.—Gemmill & May, Ottawa, give notice of application to Dominion Parliament to incorporate a company to build a railway from or near Ashcroft or Kamloops, or some point between same, to Barkerville, thence to Glenora on the Stikine River.

Atlin Branch of W.P. & Y.—A deputation recently waited on the B.C. Government urging aid to the White Pass & Yukon Ry., to build a branch into the Atlin district. G. W.

Mitchell, of Ottawa, who is interested in the line, said the Co. was constructing, entirely out of its own resources, 48 miles of railway & solving the transportation of the Yukon & incidentally aiding the Atlin district. This was a strictly commercial proposition, & his Co. wanted nothing from the Province, although 28 miles of the road was through B.C. territory; but when it came to building branches & developing an entirely new section he considered that the Province, which would largely benefit by the construction of a line to Atlin, should certainly share in the outlay & the risk. The Victoria & Vancouver members of the deputation set forth the following arguments in favor of the Province assisting the railway: The urgent necessity of certain & direct railway communication with Atlin City; the White Pass & Yukon Ry. people, who are behind this enterprise, are now building from Skaguay to Bennett without asking for any subsidy in cash or land; the Atlin country can be more easily reached from Log Cabin on the line of the W.P. Ry. than by any other route; the distance from Log Cabin to Atlin City is 51 miles, 29 miles of railway & the remainder by water; the W.P. & Y. Ry. Co. will construct this branch provided sufficient aid is granted either in the shape of a substantial subsidy or a guarantee. The line will cost \$255,000 a mile.

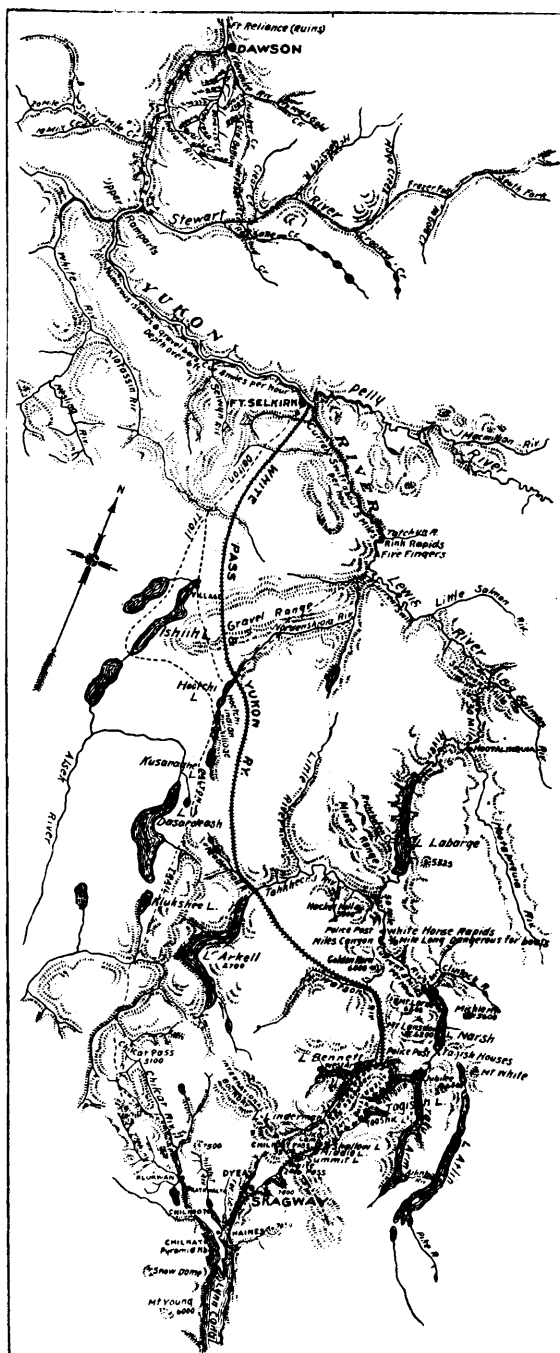
Atlin Transportation Co.—W. Tytler & E. C. Cargill give notice of desire to form a company under this name under the Tramway Co. Incorporation Act, to build a tramway from Taku Arm to Atlin Lake, & thence to Surprise Lake, Cassiar District, with branch lines.

Port Angeles.—There is a scheme on foot to construct a railway from Port Angeles, Wash., to a point on Puget Sound, where connection can be made with a transcontinental railway system. Towards the consummation of this scheme, the already overburdened taxpayers of Victoria—which by means of a ferry it is proposed to make the B.C. terminus—are to be asked to contribute \$150,000 as well as other considerations. The proposition is not received with very great favor by Victoria property owners.

J. W. Blabon, who has been Purchasing Agent of the Great Northern since 1891, has been appointed Western Traffic Manager, with headquarters at Seattle, Wash., succeeding W. L. Benham, whose title was Western Freight Manager.

Vice-President Shaughnessy's visit to Europe is believed to be mainly in connection with matters relating to the Co.'s financial matters & to meet some of the principal continental stockholders.

F. C. Bachelder, heretofore Superintendent of the Minnesota division of the Minneapolis, St. Paul & Sault Ste. Marie, has been appointed Superintendent of the Wisconsin & Peninsula division of the same road, with headquarters at Minneapolis, Minn., in place of D. Willard, resigned.



THE WHITE PASS AND YUKON RAILWAY.

on the Mississauga river. Another, to be named the Nickel Range road, will run from the Soo branch of the C.P.R., 6 miles to a nickel property, & is being projected by Mr. Clergue, manager of the pulp & nickel works. The Worthington & Onaping Ry. is proposed to develop nickel properties on Lake Onaping. It will be 25 miles long. The fifth & largest, the Algoma Central, will run from the Soo to Missanabie, & a branch will tap the Michipocoten gold district. It will be 100 miles long.