

The cost of rebuilding & filling bridges, \$22,943.75, is included in the expenses for 1899.

FREIGHT TRAFFIC.

Tons of through freight carried, earning revenue.....	723,325
Tons of local freight carried, earning revenue.....	1,875,537
Tons of freight carried, earning revenue.....	2,598,862
Mileage of through freight.....	98,509,873
Mileage of local freight.....	37,860,610
Freight mileage, or tons carried one mile.....	136,370,483
Average ton haul for through freight.....	136.190 miles.
Average ton haul for local freight.....	20.187 "
Average ton haul for all freight.....	52.473 "
Average amount received for each ton haul.....	60.020 cents.
Average receipts ton per mile for through freight.....	00.923 "
Average receipts ton per mile for local freight.....	01.718 "
Average receipts ton per mile for all freight.....	01.144 "

PASSENGER TRAFFIC.

Through passengers carried, earning revenue.....	83,403
Local passengers carried, earning revenue.....	390,278
Passengers carried, earning revenue.....	473,681
Passengers carried one mile.....	24,849,035
Average distance carried.....	52.459 miles.
Average amount received from each passenger.....	\$1.42836 "
Average receipts per mile for through passengers.....	02.584 cents.
Average receipts per mile for local passengers.....	02.828 "
Average receipts per passenger per mile for all passengers.....	02.723 "

The table of commodities handled shows a total tonnage of 2,598,862 net tons, the following being the principal items:

	Net tons.	Per cent.
Ores.....	1,436,808	55.25
Lumber.....	295,376	11.39
Merchandise.....	125,393	4.83
Flour.....	67,704	2.61
Bituminous coal.....	60,536	2.33
Grain.....	42,384	1.63

The cost of the road & equipment to Dec. 31, 1899, was \$45,149,444.27. During 1899 the construction account was increased \$41,617.80 and the equipment account \$212,880.33.

The following were elected:—President, Gen. S. Thomas, New York; 1st Vice-President, T. G. Shaugnessy, Montreal; 2nd Vice-President & General Manager, W. F. Fitch, Marquette, Mich.; other directors, Sir Wm. Van Horne, Lord Strathcona, R. B. Angus, Montreal; J. W. Sterling, R. Y. Hebden, T. W. Pearsall, J. O. Bloss, G. H. Church, New York.

G.T.R. Indebtedness to Government.

In the Senate, June 28, Mr. Perley enquired if the G.T.R. Co. owes the government of Canada for any sum of money borrowed or otherwise obtained years ago? And if so, what is the amount & when do they expect it to be paid, if ever?

Mr. Scott said—In the early fifties when the G.T.R. was being constructed, the late Province of Canada advanced in aid of the work from time to time moneys to the extent of £3,111,500 sterling. In 1858 the Legislature passed an Act postponing the interest on the loan to the following charges due by the Co.:—1. The payment of interest on preference bonds; 2. After payment of interest upon the loan capital of the Co.; 3. After the payment of a dividend at the rate of 6% per annum on the stock & shares of the Co. As the payment of interest on the provincial loan is postponed to so remote a contingency it can scarcely be called a debt at the present day; though in the public accounts interest is regularly added to the amount of the debenture account due by the G.T.R., which now totals \$25,607,000. It is impossible to say whether the amount will ever be paid. I may add that I entirely approved of this settlement & voted for it in the session of 1858.

Sir Mackenzie Bowell—Have there not been

many bills passed since the dates mentioned in that statement, giving power to the G.T.R. to issue preferential bonds to take precedence of any claim the government might have? If my recollection serves me, there were several cases of that kind.

Mr. Scott—There was one in particular that I know of, the postal bond. The postal bond was issued in that way, but the account as it stands in the Public Accounts is as I have stated.

Mr. Perley—Is the account outlawed?

Mr. Scott—It is 42 years old.

Sir Mackenzie Bowell—A government account cannot be outlawed.

Canada Southern Annual Meeting.

At the annual meeting at St. Thomas, Ont., June 6, the report showed that the Co. has 457.30 miles of 1st track line, 380.04 in Canada, 65.61 in Michigan & 11.65 in Ohio. There are 97.56 miles of 2nd track & 244.24 of sidings, making 799.10 of single track. These figures do not include the 15 miles of the London & Port Stanley Ry., over which the Co.'s trains run between St. Thomas & London. The equipment consists of 151 locomotives & 4,265 cars.

RESOURCES OF THE YEAR 1899.

Net earnings of 1899.....	\$300,574.30
Received from Michigan Central R. R. Co., balance of 1898 account.....	150,666.69
Receipts from other sources.....	2,665.96
Cash & cash Assets, Dec. 31st, 1898.....	8,345.14
	\$462,252.09

DISPOSITION OF RESOURCES.

Dividends paid Feb. 1 and Aug. 1, 1899.....	\$300,000.00
Balance of net earnings, 1899, due from Michigan Central R. R. Co.....	150,393.98
Cash & cash assets Dec. 31, 1899.....	11,858.11
	\$462,252.09

The following were elected directors: W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, J. E. Brown, C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

At the annual meeting of the subsidiary companies, also held at St. Thomas the same day, the following directors were elected:

LEAMINGTON & ST. CLAIR RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, C. F. Cox, E. D. Worcester, New York; N. Kingsmill, Toronto; J. Ross, Montreal.

NIAGARA GRAND ISLAND BRIDGE.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, E. D. Worcester, C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

SARNIA, CHATHAM & ERIE RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, C. F. Cox, New York; N. Kingsmill, Toronto.

NIAGARA RIVER BRIDGE.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, E. D. Worcester, C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

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.....	1,830,824	1,798,968	31,856	.....
April.....	1,813,714	1,637,867	175,847	.....
May.....	1,872,773	1,759,690	122,083	.....
June.....	1,917,244	1,777,663	139,581	.....
	\$10,842,476	\$10,076,802	\$765,674	.....

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

GRAND TRUNK RAILWAY

Revenue statement for April, 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	\$357,000	\$321,700	\$35,300	.....
Working expenses.....	240,000	205,700	34,300	.....
Net profit.....	\$117,000	\$116,000	\$1,000	.....

Aggregate Jan. 1 to April 30, 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	\$1,389,200	\$1,288,900	\$100,300	.....
Working expenses.....	989,900	893,900	96,000	.....
Net profit.....	\$399,300	\$395,000	\$4,300	.....

DETROIT, GRAND HAVEN AND MILWAUKEE RY.

Revenue statement for April, 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	\$15,600	\$14,700	\$900	.....
Working expenses.....	12,700	12,300	400	.....
Net profit.....	\$2,900	\$2,400	\$500	.....

Aggregate Jan. 1 to April 30, 1900:

	1900	1899	Increase	Decrease
Gross receipts.....	\$59,800	\$56,400	\$3,400	.....
Working expenses.....	51,100	49,500	1,600	.....
Net profit.....	\$8,700	\$6,900	\$1,800	.....

TRAFFIC RECEIPTS Jan. 1 to May 31:

	1900.	1899.	Increase.	Decrease.
Grand Trunk.....	\$1,758,869	\$1,633,350	\$125,519	.....
D. G. H. & M.....	75,080	71,952	3,128	.....
Total.....	\$1,833,949	\$1,705,302	\$128,647	.....

Mackenzie & Mann's Yukon Claims.

In the Senate June 7, Sir Mackenzie Bowell enquired:—

1. Has any claim or claims been made by Mackenzie & Mann for compensation, by the Government, for alleged expenditure incurred by them on account of the non-ratification by Parliament of a contract entered into by them & the Government for the construction of a railway from the waters of the Stikine River, in B.C., to the waters of Teslin Lake?
2. Does the Government admit or recognize that any legal or equitable claim exists on the part of Mackenzie & Mann, arising out of the non-ratification of the said contract?
3. What sum has been claimed in payment of such expenditures, disbursements & losses, & what evidence has been laid before the government sustaining such claims?
4. Has the Government taken any action in connection with such claims? If not, do they propose doing so?

Mr. Mills replied—I may say, in reply to the 1st question, that the answer is yes. In answer to the 3rd question, I may say that the amount & interest is \$303,433.24. The evidence produced in support of the claim consists of vouchers duly certified, approved & receipted & in nearly all cases the retired bank cheque is attached. In answer to the 4th question, I may say that no decision has yet been arrived at in respect of this claim, & therefore I am not in a position to answer the 2nd question.

Sir Mackenzie Bowell—Then the matter is still under consideration?

Mr. Mills—The matter is still in the hands of the Government and has not yet been concluded.

The C.P.R. Employees' contribution to the Canadian Patriotic Fund is \$12,033.61, being practically half a day's pay over the whole system. It was contributed as follows:—

Shops & stores, mechanical department.....	\$2,686 29
Trackmen & extra laborers.....	2,131 09
Officials & clerks.....	1,717 94
Stations, freight sheds, etc.....	1,410 84
Drivers & Firemen.....	1,390 71
Conductors & crews.....	1,374 83
Bridges & building.....	681 42
Telegraph.....	344 58
Sleeping & dining cars, hotels, river & lake steamers.....	295 94
Total.....	\$12,033 61

The employees on lines east of Fort William contributed \$6,829.55, & the employees on lines west of Fort William \$5,204.09.