

round until it affects a junction with the C.P.R. near Egerton St. The work will be gone on with at an early date; the necessary permission for level crossings and connection having been given by the Railway Commission.

Stratford Shops.—Application has been made to the Stratford, Ont., city council by the G.T.R., to have the company's taxation in the city fixed at \$8,000 a year for 25 years. This is the present amount and the by-law fixing it has seven years yet to run, but as the company contemplates spending \$120,000 in adding to its shops it wants to have the present assessment continued. The matter is under consideration. We are advised that the enlargement of the shops will be dependent upon the action taken by the city authorities in regard to the a plication for fixing the taxation on a reasonable basis for a period of years. The new buildings will include a boiler shop, 169 by 120 ft.; tender shop, 326 by 120 ft.; brass foundry, 75 by 40 ft.; and an extension of 50 ft. to the present black-smith shop.

Canadian Freight Association.

The annual summer meeting was held at the Royal Muskoka Hotel, Lake Rosseau, Ont., on July 6, 25 members, several honorary members, some invited guests and a number of ladies going on the trip. The party was conveyed from Toronto in a special G.T.R. train, on July 5, to Muskoka Wharf, and thence by one of the Muskoka Lakes Navigation and Hotel Co.'s steamers to the hotel. On the morning of July 6 several of the committees met, in the afternoon the party was taken on a steamer trip to Lake Joseph, and in the evening the general meeting was held, R. W. Long, D.F.A., G.T.R., Stratford, Ont., was elected an active member; J. P. Gay, manager M. & M., and G.T.R. Fast Freight Line, Detroit, Mich., and C. J. Smith, General Manager R. & O. N. Co., Montreal, were transferred from the list of active members to that of honorary members. The following were elected honorary members:—S. J. Sharp, General Agent C.P.R. Atlantic Steamships, Toronto; D. O. Wood, General Agent, Reford Lines, Toronto; G. W. Torrance and E. F. Boland, General Agents Dominion S.S. Line, Toronto. L. Macdonald was elected a member of the Freight Inspection Committee, vice J. P. Gay, removed to Detroit.

The following case was reported for the information of the members:—On Feb. 26, 1904, W. S. Taylor & Co. shipped a car of domestic lump coal from Junction Yard to themselves at London, and on the day of shipment wrote the M.C.R. agent at London, requesting him to notify Green & Co. on the arrival of the car, and to turn the same over to them promptly on receipt of their letter. This letter was sent to Green & Co. for delivery, but not handed to the company's agent until after the demurrage charges had accrued. The car in question did not arrive in London until Mar. 26, 1904, and immediately on arrival at the company, knowing that Green & Co. had received all Taylor's cars, telephoned that the car had arrived. Green & Co. refused the charges and subsequently, after demurrage charges amounting to \$6 had accrued, they decided to take the car. The company would not, however, hand over the car until the charges were paid. Green & Co. claimed that they had not been given notice of the arrival of the car, and paid the demurrage charges under protest, and subsequently sued in the Division Court at London for \$6. Judge Elliott heard the case and decided that the consignees had been given notice by telephone which was all that was necessary, and his judgment was in favor of the company, recommending that if the plaintiffs wished to

recover the amount of the claim they should take the matter up with the manager of the Car Service Association.

The Association decided that cars for unloading or loading on electric lines or street railway lines acting as switching lines only be charged \$1 per car per day for all cars not returned to the connecting railway at the junction or point where said cars were delivered to the electric or street car lines within three days; and if said electric or street railway refused to pay for the delay to cars after three days, they be notified that no more cars would be delivered them for switching, and that consignees concerned would be required to take delivery from the steam railway company's public team tracks.

On the morning of July 7 further committee meetings were held; in the afternoon there was a steamer trip to Rosseau, and on returning to the Royal Muskoka a baseball match was played under the respective captaincies of Carl Howe and E. F. Seixas, Jno. Earls umpiring. Out of respect to the feelings of the badly defeated team we do not publish the score. A 100-yards' dash by two of the veterans, one lean and the other portly, resulting in a victory for the latter, followed the ball game. In the evening there was a euchre party and a dance at the hotel. On July 8 the party left the hotel early in the morning, proceeded to Muskoka Wharf by boat and thence to Toronto by special train, where they dispersed after a most enjoyable outing, delighted with the beauties of Muskoka.

The members of the party presented very handsome travelling bags to H. R. Charlton, Advertising Agent, and J. D. McDonald, District Passenger Agent of the G.T.R., who carried out the arrangements for their transportation, etc.

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 1903.....	\$3,997,343.75	\$2,678,816.63	\$1,318,527.12
Aug. 4, 1903.....	4,076,153.74	2,642,051.24	1,434,102.50
Sept. 3, 1903.....	4,037,001.72	2,734,735.91	1,302,265.81
Oct. 4, 1903.....	4,488,263.88	2,834,236.87	1,654,027.01
Nov. 4, 1903.....	4,142,909.47	2,664,928.39	1,477,981.08
Dec. 4, 1903.....	4,264,815.39	2,683,670.13	1,581,145.26
Jan. 2, 1904.....	2,866,599.34	2,538,047.31	357,552.03
Feb. 2, 1904.....	2,541,862.15	2,459,321.34	82,540.81
Mar. 3, 1904.....	3,532,186.81	2,681,332.53	850,854.28
Apr. 4, 1904.....	4,061,504.78	2,648,972.18	1,412,532.60
May 4, 1904.....	4,113,626.41	2,722,061.43	1,391,564.98
June 4, 1904.....	4,416,864.80	2,966,953.35	1,449,911.45
	\$46,469,132.24	\$32,256,027.21	\$14,213,105.03

—Increase. —Decrease.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for May, \$181,925.45; net earnings, \$52,118.89, against \$244,305.46 gross and \$85,835.97 for May, 1903. Net earnings for eleven months ended May 30, \$700,450.78 against \$901,035.85 for the same period 1902-03. Approximate earnings for June, \$212,745, against \$268,913 for June, 1903.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for May, \$489,228.88; net earnings \$172,442.48, against \$579,544.81 gross and \$243,847.91 for May, 1903. Net earnings for eleven months ended May 30, \$2,929,410.12 against \$3,230,724.15 for the same period 1902-03. Approximate earnings for June, \$562,401 against \$618,646 for June, 1903.

MINERAL RANGE RY.—Approximate earnings for June, \$55,321, against \$50,027 for June, 1903.

Canadian Pacific Railway Land Sales.

	Acres.	Amount.		Acres.	Amount.
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..	15,950.07	270,616.23	236,611.59		952,645.35
Nov..	22,563.95	146,687.83	107,365.21		508,788.99
Dec..	30,146.00	577,382.61	125,676.00		1,683,289.45
Jan..	116,840.78	102,581.29	386,649.88		428,611.21
Feb..	14,729.69	183,554.82	73,428.94		749,235.13
Mar..	12,992.06	184,139.22	59,660.03		782,968.76
Apr..	24,064.42	207,344.12	116,349.19		884,432.24
May..	51,477.16	187,416.19	203,768.02		618,357.87
June..	155,973.24	349,524.43	712,812.21		1,421,551.13
	1,036,165.28	2,550,851.33	\$4,583,013.57		\$9,628,680.59

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	\$2,634,090		\$380,822
Feb.....	1,649,525	2,432,661		783,136
Mar.....	2,649,779	2,967,408		317,629
April.....	2,838,946	2,787,034	51,892	
May.....	2,976,555	2,913,553	63,002	
June.....	3,141,906	3,017,626	124,280	
	\$15,510,089	\$16,752,502		\$1,242,413

Engineers' Club of Toronto.—About 25 members, with several guests, visited the Hamilton Cataract Power, Light and Traction Co.'s plant at De Cew, Ont., on July 22, going from Toronto to Port Dalhousie and return by the steamer Garden City and from Port Dalhousie to St. Catharines and return by the Niagara, St. Catharines and Toronto Electric Ry. From St. Catharines a pleasant drive of about four miles took the party to De Cew where the Hamilton company has for some time past been producing about 8,000 horse-power. The extensive works now in progress will raise this to 45,000 horse-power. Considerable time was spent on the works, the party being shown round by R. W. Leonard, engineer in charge, and his assistants. Capt. Killaly Gamble, the President of the Club, was sufficiently recovered from his recent illness to be present, but could not take a very active part in the arrangements which were most effectively carried out by R. F. Tate, C.E., 1st Vice-President.

Caracquet and Gulf Shore Railway.

Peter Ryan, City Registrar of Toronto, and associates, have acquired from the bondholders the Caracquet Ry., which extends from Gloucester Jct., on the Intercolonial Ry., to Shippigan Harbor, N.B., and have an option on the Gulf Shore Ry., which extends from Pokemouch siding, on the Caracquet Ry., to Tracadie Mill. The total length of the two lines is 84.78 miles and the Gulf Shore Ry. has a subsidy from the Dominion Government for about 5½ miles of additional line. The Caracquet Ry. has been in the hands of the English bondholders since 1890. The board of the Caracquet Ry. has been changed by the election of P. Ryan, T. P. Coffee, and James Webster, of Toronto, in place of three of the former directors. Mr. Webster, who was formerly Superintendent G.T.R. at Allandale, Ont., has been appointed Managing Director and is now in charge of both lines at Bathurst, N.B., which are to be operated under his management. It is intended to improve the track, strengthen bridges, and add to the equipment.

The Caracquet Ry. extends from Gloucester Jct. on the Intercolonial Ry., to Shippigan Harbor, N.B., 68 miles. A company was incorporated to construct the line in 1882, and it was opened for traffic Dec., 1887, but was operated by the contractors until Jan. 1, 1889, when it was taken over by the company. The line is standard gauge, has 3.25 miles of sidings, etc., the whole 71.25 miles being laid with 50 lb. steel rails. Its rolling stock consisted June 30, 1903, of two locomotives, one of which was hired, one first-class car, two cattle and box freight cars, nine platform cars, and one snow plough. For the year ended June 30, 1903, its operations gave the following results:—total train mileage, 62,340 miles; passengers carried, 6,370; freight carried, 26,364 tons; passenger earnings, \$6,050.47; freight earnings, \$22,533.37; miscellaneous, \$6,773.23; gross earnings, \$31,206.84; working expenses, \$32,456.73; loss on year, \$1,249.89. There was a floating indebtedness of \$29,834.27. The cost of the line was \$1,013,500; and there had been issued \$950,000 of common stock,