

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1903	1902	1903	1902
July..	267,647.32	155,344.98	\$1,020,404.70	\$672,876.50
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
	546,936.84	702,220.87	\$2,528,546.17	\$2,641,397.81

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.

	1903.	1902.	Increase.	Decrease.
July.....	\$3,192,608	\$2,589,422	\$603,186	....
Aug.....	3,201,511	2,719,303	482,208	....
Sept.....	3,274,245	2,885,405	388,840	....
Oct.....	3,222,750	2,956,358	266,392	....
	\$12,891,114	\$11,150,488	\$1,740,626	....

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

GRAND TRUNK RY. CO.**Revenue statement for Sept.:**

	1903.	1902.	Increase.	Decrease.
Gross receipts....	£541,300	£486,600	£54,700	....
Working expenses	348,200	301,000	47,200	....
Net profit....	£193,100	£185,600	£7,500	....

Aggregate from July 1 to Sept. 30:

	1903.	1902.	Increase.	Decrease.
Gross receipts....	£1,631,800	£1,384,200	£247,600	....
Working ex- penses.....	1,099,100	892,800	206,300	....
Net profit....	£532,700	£491,400	£41,300	....

GRAND TRUNK WESTERN RY. CO.**Revenue statement for Sept.:**

	1903.	1902.	Increase.	Decrease.
Gross receipts....	£103,000	£81,500	£21,500	....
Working expenses	89,300	72,000	17,300	....
Net profit....	£13,700	£9,500	£4,200	....

Aggregate from July 1 to Sept. 30:

	1903.	1902.	Increase.	Decrease.
Gross receipts....	£280,900	£233,200	£47,700	....
Working expenses	255,200	211,900	43,300	....
Net profit....	£25,700	£21,300	£4,400	....

DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.**Revenue statement for Sept.:**

	1903.	1902.	Increase.	Decrease.
Gross receipts....	£28,400	£24,600	£3,800	....
Working expenses	19,500	15,900	3,600	....
Net profit....	£8,900	£8,700	£200	....

Aggregate from July 1 to Sept. 30:

	1903.	1902.	Increase.	Decrease.
Gross receipts....	£73,500	£65,200	£8,300	....
Working expenses	50,600	43,800	6,800	....
Net profit....	£22,900	£21,400	£1,500	....

TRAFFIC RECEIPTS OF THE SYSTEM.**Aggregate from July 1 to Oct. 31:**

	1903.	1902.	Increase.	Decrease.
Grand Trunk....	£2,148,688	£1,876,770	£271,888	....
G. T. Western	400,587	325,335	75,252	....
D. G. H. & M.	99,614	89,090	10,524	....
Total.....	£2,648,889	£2,291,195	£357,664	....

The mileage of the G.T.R. was decreased from 3,561 to 3,558.

C.P.R. Shareholders.

At the closing of the books of the C.P.R. Co. Sept. 1, there were 10,294 holders of preferred stock and 7,734 holders of common stock, making the total number of shareholders 18,028. When the books closed Feb. 28 there were 9,999 holders of preferred and 6,921 holders of common, a total of 16,920. In the six months the number of shareholders increased 1,108, or nearly 200 a month. Of the increase 295 were preferred shareholders and 813 common stockholders.

The C.P.R. has actually outstanding \$31,171,000 4% cumulative preferred and \$84,500,000 common stock. This was jointly held by

**A STATION AGENT'S GOOD CATCH.**

Members of the Canadian Ticket Agents Association's party, which recently visited New Brunswick, will remember with pleasure O. A. Barbarie, Station Agent at Campbellton, who travelled on the special train from there to Newcastle, and who is one of the most successful salmon fishermen in that Province. The illustration above shows a catch of six salmon taken at Flatlands on June 14, 1900, being carried into camp. The largest fish weighed 27 lbs., and the next 25 lbs., the average weight being about 22½ lbs. Two of the largest were caught by Mr. Barbarie's son, aged 14, in water belonging to W. Delaney, and the other four were taken by Mr. Barbarie in water belonging to W. Thomson—an excellent pool in the month of June. In four or five days they secured 16 salmon averaging 24 lbs. A few years ago, at the same place, Mr. Barbarie caught four salmon which aggregated 119 lbs., one weighing 35 lbs. On July 16 of this year he caught 16 salmon, averaging about 10 lbs., in the Upsalquitch river. Trout weighing from 3 to 6 lbs. are often caught near Campbellton.

the preferred and common shareholders at an average of 64 shares each, showing the wide distribution of the stock issues. The 10,294 preferred shareholders have 30 shares each, and the holders of the common stock 109 shares each.

The C.P.R. compares with U.S. roads in the total number of stockholders thus:

Canadian Pacific.....	18,028
Pennsylvania.....	34,500
Union Pacific.....	14,100
Illinois Central.....	8,647
Baltimore & Ohio.....	6,577
Erie Railroad.....	5,239
St. Paul.....	5,300
Missouri Pacific.....	1,600
Rock Island preferred.....	1,700

—Montreal Herald.

I.C.R. Maintenance of Way Notes.

The Intercolonial Ry., which is owned by the Dominion, comprises 1,333 miles of single track line, the principal termini being Montreal, St. John, N.B., Halifax and Sydney, N.S. It is ballasted with gravel of good quality. The standard rail is of 85-lb. section, which is being laid at the rate of 25,000 tons each year as lighter rail is being renewed. Thirty-seven miles are laid with the heaviest rails of which we have knowledge for steam railway practice. These rails weigh 110 lbs. a yard, and were rolled in 1889, for the Chignecto Ship Ry. They were recently taken up and were laid by the I.C.R. during last summer. The rails are of Cammel's make, of "toughened steel." The section is 6½ ins. high, 6¼ ins. wide on the base and the head is 2¾ ins. wide. Four-bolt splices are used. The horizontal leg of the outer angle bar is punched for two spikes—one for each joint tie—and the inner bar is punched twice for spiking to each tie.

The track sections are 6 miles long, and are worked by five men in summer and three in winter, or an average of about four the year around. The track surface and alignment are in excellent condition. The limit of curvature on main line is 4 degs., with but one or two exceptions. The right of way is kept in clean condition. On rocky ground and wherever the ground is heaved badly by the frost the fence posts are set on sills. The sill for each post extends at right angles to the track, with a brace on the track side.

Notwithstanding that this road is located through a rolling country there are some notably long tangents. There is one 40 miles long, another 35 miles long, and several others 15 to 20 miles long. Along the tangents there are no bogs, marsh land or prairies.

Owing to the deep snows it is necessary to maintain and operate a modern equipment of snow plows and snow flanges during the winter, and the cuts are well protected by snow fences, while some of the worst cuts are covered with sheds. The standard snow fence is 8 ft. high, built of cedar. There are posts with two girts, the boards being put on vertically 2 or 3 inches apart. On its northern division the management is pursuing the plan of growing hedge snow fence wherever the trees will grow, and many examples of thriving trees on the line of the snow fences may be seen by the passenger. Fir and spruce are set out on the track side of the fence, and by the time the fence decays the growth of trees will take the place of the lumber fence. Trees planted 10 to 12 years ago are now 8 to 12 ft. high, bushy near the ground and growing close enough together to serve the purpose of a snow fence excellently. In order to maintain a bushy growth the trees are trimmed to a height of 12 ft., and are not permitted to permanently exceed this height.