

enabled to exist. I have repeatedly spoken in this room as to the duty which is placed upon fuel. I cannot conceive anything more unwise in a nation like Canada, that has to import a great part of its fuel, and wishes to encourage its manufactures, and to encourage its railways, than to place a duty upon the article of coal. We had considerable extra cost in clearing the snow away over the Grand Trunk, and in maintaining the Chicago and Grand Trunk Railway, which suffered very much from the severity of the weather; and the amount of extra fuel that was required, not only to work the traffic, but at the stations and at all other points on the line, was very great. And also, in consequence of this state of things, there was a largely increased expenditure in shunting, to enable east-bound trains, all loaded and ready to proceed on their journey, to be got out of the way, during these detentions, of westward trains travelling in the opposite direction.

It is satisfactory to be able to state, in spite of all these very serious disadvantages under which we were working, that for the past half-year the results have been so good as they have been; and it is very encouraging to find that under such conditions our gross receipts for the half-year were no less than £1,073,437. And not only is it satisfactory to find that we have received that amount of traffic, which is the largest by far that we have ever earned in any previous June half-year, and the largest, except in two cases, which has ever been earned in a December half-year—not only is it satisfactory to see that amount, but it is further satisfactory to see the way in which it has been earned. The increase we have thus earned has been