FINANCE, MEETINGS, &c.

The Grand Trunk's Semi-Annual.

In our Sept. issue we gave the Secretary's official notification of the result of the operations for the ½-year to June 30, since which the full report has reached us as follows:

The revenue statements & abstracts of working expenses are rendered on the amended basis adopted in the last ½-year's accounts. The accounts for the ½-year ended June 30, 1897, have been similarly adjusted for the purpose of comparison.

The following summary shows a comparison of the ½-year's revenue account with that of the corresponding ½-year, ended June 30, 1897:—

June 30, '97.		June 30, '98.		
£1,756,566	Gross receipts, as per account no. 7	£1,871,733	19	1
	Deduct—			
1,196,643	Working expenses, being at the rate of 66.46%, as compared with 68.12% in '97...	1,243,883	8	4
£559,923	Net Traffic receipts..	£627,850	10	9
	Add—			
14,469	Amount received from International Bridge Co...	12,930	12	9
5,856	Interest on Toledo, Saginaw, & Muskegon bonds.	5,253	11	11
3,087	Interest on bonds, &c., of Central Vermont Ry.....	3,087	10	8
65,102	Interest on securities of controlled lines acquired by the issue of G.T. 4% debenture stock...........	64,840	.	3
5,957	Balance of general interest account................	16,709	14	6
£654,395	Net revenue receipts..	£730,672	.	10

Following are the net revenue charges for the half year:—

Rents (leased lines)........................				£73,174	16	6
Interest on debenture stocks & bonds of the Co..................................				431,771	18	8
Interest on debenture stock & bonds of lines consolidated with the G.T. Co...				80,648	16	5
Interest on Michigan Air Line bonds......				7,750	.	.
				£593,345	11	7
Amount advanced to Chicago & G.T. Co. under traffic agreements towards payment of interest on its bonds, ½-year to June 30, for which interest coupons are held........	£8,392	1	4			
Amount advanced to Detroit, Grand Haven, & Milwaukee Co., towards payment of interest on its bonds, under agreements, ½-year to June 30.......	22,282	9	4			
				30,674	10	8
				£624,020	2	3
Leaving a surplus of.....				106,651	18	7
				£730,672	.	10

There was a balance at the credit of net revenue account on Dec. 31, '97, of £10,289 2s. 3d., of which $50,000 or £10,273 19s. 5d. has been appropriated as the contribution for that ½-year towards the revenue proportion of the expenditure for the reconstruction of the Victoria Jubilee Bridge, leaving a balance of £15 2s. 10d. This amount, added to the surplus for the past ½-year of £106,651 18s. 7d., makes a total amount available for dividend of £106,667 1s. 5d.

The directors recommend the payment of the full ½-year's dividend on the 4% guaranteed stock, which will absorb £104,395 17s. 6d., eaving £2,271 3s. 11d., to be carried forward to the next ½-year's accounts.

The net revenue surplus for the ½-year ended June 30, '97, amounted to £2,708 12s. 10d. The result of the past ½-year's operations shows, therefore, an improvement of £103,943 5s. 9d.

The following table exhibits a comparison of the receipts for the ½-years ended June 30, '98 & '97:—

Description of Receipts.	1898.	1897.	Increase.	Decrease.
Passengers........£	442,259 £	467,915 £		£25,656
Mails & express...	90,665	88,913	1,752	
Freight & live stock	1,285,819	1,186,549	99,270	
Miscellaneous.....	52,991	13,189	39,802	
	£1,871,734	£1,756,566	£115,168	

The increase of £39,802 in miscellaneous receipts arises from rentals received from the C.P.R. Co. for use of the G.T. line between Hamilton & Toronto, from the Wabash Co. in respect of the running arrangements between Windsor & the Niagara Frontier; & from the Intercolonial Ry. for the use of the line between Ste. Rosalie & Montreal. The decrease of £25,656 in the passenger receipts is partly attributable to the running arrangements above mentioned, for which, however, a set off is obtained in the rentals paid by the several companies; while some portion of the decrease is the result of the reduction in local rates during the greater part of the half year.

Traffic Statistics.	1898.	1897.	Increase.	Decrease.
Passengers carried........	3,009,641	2,948,309	61,332	..
Average fare per passenger	2s. 11¼d.	3s. 2d.	...	2¾d.
Tons of freight & live stock	4,437,449	4,049,878	387,571	..
Average rate per ton......	5s. 9½d.	5s. 10¼d.	...	¾d.
Tot'l earnings per train mile	51.32d.	50.65d.	. 0.67d.	..

The average receipt per ton per mile on the entire freight business was 0.66 of a cent, compared with 0.65 of a cent in the corresponding ½-year.

The working expenses, including taxes, amounted in the ½-year to £1,243,883, or 66.46% of the gross receipts, as compared with £1,196,643 or 68.12%; an increase in amount of £47,240, but a decrease in the proportion to the gross receipts of 1.66%.

The following table exhibits a comparison of the revenue expenditure, including taxes, under the heads of the revised classification, for the ½-years ended June 30, '98 & '97:—

Description of Expenditure.	June 30, '98.	June 30, '97.	Increase.	Decrease.
Mainten'e of Way and Structures.	£186,986	£162,156	£24,830	£—
Maintenance of Equipment.....	224,187	209,477	14,710	—
Conducting Transportation.......	769,678	758,326	11,352	—
General Expenses	50,717	51,184	—	467
Total..........	£1,231,568	£1,181,143	£50,425	—
Percentage of Gross Receipts..	65.80	67.24	—	1.44
Expenditure per train mile......	33.76d.	34.06d.	—	0.30d.

The charge for taxes amounted to £12,315 compared with £15,500, a diminution of £3,185, in consequence of the appropriation of £3,082 in the corresponding ½-year on account of the "State of Maine Tax Suspense Account" being now unnecessary, that account having been finally closed on Dec. 31, '97.

The train mileage of the ½-year compares with that for the ½-year ended June 30, '97, as follows:—

Description.	June, '98.	June, '97.	Increase.	Decrease.
Passenger......	3,069,188	2,984,677	84,511	..
Freight........	5,127,515	4,409,397	718,118	..
Mixed trains...	557,120	929,578	..	372,458
Total........	8,753,823	8,323,652	430,171	..

The G. T. gross receipts for the ½-year show an increase of £115,168, or 6.56%; the working expenses, including taxes, an increase of £47,240, or 3.95%, & the train mileage an increase of 430,171, or 5.17%.

The working stock in service is as follows:—locomotives 811. First-class cars, ordinary, 372; dining 4; parlor 8, with compartments; smoking 35; baggage 27. Second class cars, ordinary, 149; immigrant sleeping, 11. Post office cars, ordinary, 19; with baggage & smoking compartment, 55. Baggage cars, ordinary, 163; with smoking compartment, 14. Horse boxes 2. Total passenger cars, 859. Box cars, brake vans 372; goods, 15,732. Cattle, 1,208; platform & coal 6,180. Total freight cars 23,492. Not used for traffic, auxilary & ice scraper cars 101, snow ploughs 69, dump cars 171, boarding cars 21, cinder cars 50, grand total 24,763. Of these the following are out of service: ordinary, 1st class 61, ordinary 2nd class 48, post office 5, horse boxes 2, brake vans 27, cattle cars 97, platform & coal 337, dump 85, total 106. No additions to the stock have been made at the expense of capital during the ½-year. Sixteen engines have been sold or broken up, & 20 new engines of modern type & increased capacity have been purchased on revenue account during the ½-year. There remained at June 30, '98, 16 engines in excess of the official stock. Three passenger cars, 500 thirty-ton box freight cars, & ten refrigerator cars have been provided at the expense of revenue, in part replacement of cars broken up. There remained out of service at June 30, '98, a balance of 23 cars in the passenger, & 4 cars in the freight equipment. At the end of the ½-year there was an amount of £27,440 3s. 10d. at the credit of the locomotive renewal fund, & of £58,102 11s. 11d. at the credit of the car renewal fund.

The charges for capital account for the ½ year amounted, less credits, to £93,944 8s. 7d., the chief items of expenditure being £53,194 8s. 9d., charged on account of the reconstruction of the Victoria Jubilee Bridge, & £39,158 9s. 6d. for the further equipment of engines & freight cars with air-brakes & automatic couplers, in compliance with the Safety Appliance Act.

Bonds of the Co. (Hamilton & North Western), amounting to £409,400, bearing 6% interest, matured on June last, of which £399,500 had been presented for payment, or exchanged for 4% debenture stock at the end of the ½ year. The substitution of 4% debenture stock for these 6% bonds will effect a saving in interest charges from June, 1, '98, of upwards of £8,000 a year.

The President reported to the proprietors, at the last general meeting, that in addition to the reconstruction of the Victoria Bridge at Montreal, it had been deemed necessary for the more efficient & economical conduct of the traffic to authorize the renewal during the next 2 or 3 years of the bridges on the section of the line between Montreal & Portland, & it has also been determined to renew certain bridges on the southern division used jointly by the Wabash Co.

The proportion of the expenditure for reconstruction of the Victoria Bridge, properly chargeable to revenue, has been fixed at £110,000, which, together with the cost of renewing the bridges between Montreal & Portland, & on the southern division, it is proposed to charge to revenue account, spread over a period of at least 5 years, so as to obviate any undue increase in the maintenance charges in any 1 year.

There had been expended to June 30, '98, on account of these renewals, an amount of £57,816, of which £10,274 has been as already announced, charged against the net revenue balance at Dec. 31, '97, & £15,402 is included in the maintenance charges for the past ½ year, leaving £32,140 at the debit of Bridge Renewal Suspense Account on June 30, '98.

The International Bridge at Buffalo it is also intended to renew at an early date, the cost of which will be charged against the revenue of the International Bridge Co.

The reconstruction of the Victoria Jubilee Bridge has progressed satisfactorily, & it is expected that the new double track will be available for traffic by Jan. 1 next. Meanwhile the traffic is being conducted over the single track as heretofore.

The gross receipts of the Chicago & G.T. Ry. Co. for the ½ year to June 30, '98, amounted to £376,387, against £301,436 in '97, an increase of £74,951. The working expenses were £294,541, against £262,591, an increase of £31,950; the net profit being £81,846, against £38,845, an increase of £43,001. The net revenue charges for the ½ year were