Car repairs	28,179.64
Traffic expenses	161,759.34
General charges	8,477.33
	$301,079.55

The line is 48.96 miles long. The passenger train mileage during the year was 42,000, and the freight 130,000.

Dominion Atlantic Railway.

The annual meeting was held at the offices in London, Eng., Mar. 29. The President, C. F. Kemp, in moving the adoption of the reports and accounts, expressed his regret that the year's working had not enabled the directors to recommend the payment of a dividend to the preference shareholders. Those who were present at the special meeting last Dec. would remember that he then referred to the negotiations that had taken place with the Yarmouth Steamship Co., and he predicted on that occasion that, so far as their information then went, the result of the year would be disastrous. He regretted that his predictions had been realized, but a reference to the accounts would show why the result had not been more satisfactory. He would not go over the history of their negotiations with the Yarmouth Co.; he would merely say that the board dealt bona fide, through one of its best friends on the east side of the Atlantic, with the President of that Co. on the latter's representation that he could carry through any arrangement he made with the Dominion Co. In the result, however, all this had been falsified, and the whole arrangement had been flung over by the Yarmouth Co. Their efforts to come to some arrangement with that Co. last summer, to equalize their rates so that the passenger traffic to Boston could be carried with more profit to both companies, had failed, and the result had been that they had been compelled to take their passengers and traffic to Boston at a rate which did not pay them, and which, so long as it existed, must absorb all that margin of profit which would otherwise go into the pockets of the preference shareholders. The Yarmouth Co. had since lost one of its steamers, which foundered in the Bay of Fundy, when several lives were lost. He could not say that he could hold out any hope that any further negotiations would terminate satisfactorily, but he believed that their company were now in a much better position than they were before to acquire the business of the Yarmouth Co., and on terms much more favorable and reasonable than those offered by them last year, when they were willing purchasers. The directors had told the proprietors from the first in connection with the building of their ships that they thought that the natural and proper route for the company to acquire was that from Yarmouth to Boston, as this was where the future development of their traffic would naturally be. They would, therefore, not shrink from fighting until they acquired control of that route, because the prosperity of the Co. and, in his opinion, the welfare of Nova Scotia itself, were largely concerned in this route being in their hands. There had been a large addition to their passenger traffic, but this had not resulted in any corresponding profit, for the reason he had stated. The apple crop had not been a good one, and they had suffered from the smaller amount of traffic. They had also been affected by the exceptional severity of the weather; while, but for the higher price of coal last year as compared with the previous year, the directors would have been able to pay practically the same dividend on the preference shares that was paid a year ago. He had been connected with the undertaking for many years, and, despite many difficulties and trials, they had always kept progressing—surely, if slowly; and he believed that, eventually, none of the proprietors would regret their investment in the Co. The motion was carried.

The Railway Times, of London, Eng., from which the above is taken, says: "This Co. declines to furnish us with a copy of its annual report and accounts, contrary to the practice prevailing with railway companies of any note, consequently we are unable to give any abstract of the same."

In another report of the meeting published by the Canadian Gazette, of London, Eng., the President is reported to have stated that despite competitive conditions which had necessitated decrease in rates, the earnings for the year had increased by 10%. They had carried into Boston many more passengers than any other steamship company, and the prospects of their trunk business were most satisfactory.

A cable to the Halifax Chronicle, which looks as if either sent from the Co.'s office or inspired by the management, says: "The directors intended to carry their policy to a successful issue, and to make it the more speedy and certain the stockholders were unanimously of opinion that the moneys which they had available for dividend purposes should be applied to the accomplishment of that policy, which had consistently received the stockholders' approval. In addition they had in their coffers £190,000 of debenture stock and their resources and prospects to-day were of the best."

Directors Kemp, Ronald and Denny were re-elected and resolutions were passed thanking the directors and officers.

C.P.R. Earnings, Expenses, &c.

Gross earnings, working expenses, net profits & increases or decreases over 1900, from Jan. 1, 1901:—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
Jan.	$2,054,015.68	$1,405,819.23	$648,196.45	$43,373.16 −
Feb.	1,977,189.47	1,356,509.63	620,679.84	2,052.41 −
Mar.	2,500,618.77	1,552,283.04	948,335.73	149,234.49 +
	$6,531,823.92	$4,314,611.90	$2,217,212.02	$103,808 92 +

Approximate earnings for April, $776,000; increase over April, 1900, $104,000.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for Mar., 1901, $204,747, against $210,474 in Mar., 1900; for April, 1901, $203,567, against $206,518 in April, 1900. Net earnings for Feb., 1901, $56,016, against $77,157 in Feb., 1900.

HANCOCK & CALUMET.—Approximate earnings for Mar., 1901, $21,335, against $22,786 in Mar., 1900; for April, 1901, $22,091, against $20,886 in April, 1900.

MINERAL RANGE.—Approximate earnings for Mar., 1901, $22,230, against $17,472 for Mar., 1900; for April, 1901, $22,858, against $22,858 for April, 1900.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for Mar., 1901, $357,346, against $417,753 for Mar., 1900; for April, 1901, $409,613, against $434,172 for April, 1900. Net earnings for seven months to Jan., 1901, $1,109,246, against $1,626,254 for Jan., 1900.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
Jan.	31,485	27,928	$100,857.85	$36,752.54
Feb.	23,613	29,370	75,771.19	91,189.58
Mar.	31,183	39,546	90,777.79	122,362.47
April	58,457	48,874	181,775.78	152,445.70
	144,738	145,718	$449,182.61	$402,750.30

The G.T.R. employes have been notified that they can secure the Co.'s sick benefit insurance by paying 10c. in addition to the amount now paid for the accident insurance.

Grand Trunk Earnings, Expenses, &c.

The following statement of earnings, supplied from the Montreal office, includes the G. T. of Canada, the G. T. Western, & the Detroit, Grand Haven & Milwaukee Rys.

	1901.	1900.	Increase.	Decrease.
Jan.	$2,225,878	$2,222,200	$ 3,678	....
Feb.	1,993,493	1,917,348	76,145	....
Mar.	2,372,980	2,188,635	184,345	....
	$6,592,351	$6,328,183	$264,168	....

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

GRAND TRUNK RAILWAY.

Revenue statement for February, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£335,400	£314,100	£21.300	....
Working expenses	246,000	236,700	9,300	....
Net profit	£89,400	£ 77,400	£12,000	....

Aggregate Jan. 1 to Feb. 28, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£705,600	£672,200	£33,400	....
Working expenses	505,100	493,900	11,200	....
Net profit	£200,500	£178,300	£22,200	...

GRAND TRUNK WESTERN RAILWAY.

Revenue statement for February, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£59,400	£67,600	....	£ 8,200
Working expenses	55,300	55,200	£100	....
Net profit	£ 4,100	£12,400	....	£8,300

Aggregate Jan. 1 to Feb. 28, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£129,700	£154,900	....	£25,200
Working expenses	114,000	119,700	....	5,700
Net profit	£ 15,700	£ 35,200	....	£19,500

DETROIT, GRAND HAVEN AND MILWAUKEE.

Revenue statement for Feb., 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£14,700	£12,200	£2,500	....
Working expenses	12,200	11,100	1,100	....
Net profit	£ 2,500	£1,100	£1,400	....

Aggregate from Jan. 1 to Feb. 28, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£31,500	£28,000	£3,500	....
Working expenses	24,600	24,100	500	....
Net profit	£ 6,900	£3,900	£3,000	....

TRAFFIC RECEIPTS OF THE SYSTEM.

Traffic receipts, Jan. 1 to Mar. 31, 1901:

	1901.	1900.	Increase.	Decrease.
Grand Trunk	£1,088,654	£1,032,273	£56,381	......
G. T. Western	217,207	228,384	......	£11,177
D., G. H. & M.	48,672	44,178	4,494	......
Total	£1,354,533	£1,304,835	£49,698	......

Cattle Guard Legislation.—A bill to amend the Railway Act by adding to sub-section 3, sec. 2, Statutes of 1890, the following words:—"And no animal not allowed by law to run at large shall be held for the purpose of such liability to be improperly on a place adjoining the railway if such animal gets upon the railway from the highway by reason of such omission or neglect to maintain such cattle guards at the highway crossing," was thrown out on the recommendation of the House of Commons Railway Committee, April 18.

St. Mary River Bridge Co.—H. Blain, W. G. Francis, N. W. Rowell, W. Morris, G. H. Parkes, and J. P. Thompson, of Toronto, have been incorporated by a Dominion act this session under the above title, for the purpose of constructing a bridge for the passage of pedestrians, vehicles, electric cars or street cars, from Sault Ste. Marie, across the St. Mary River, to Sault Ste. Marie, Mich. Work is to be commenced within two years after power has been given by the legislature of the state of Michigan to build the portion of the bridge within the United States. Power is given to agree with any Michigan Co. that may be formed for the same purpose in Michigan. The bridge and the approaches shall not be used for railways.