

the purchase of additional land at Montreal, Island Pond & Toronto, required for the improvement of terminal & traffic facilities. There has been credited to this account £13,999 19s., premium received on the issue of £200,000 4% debenture stock, thus reducing the total charges to capital account for the past ½-year to £143,800 15s. 2d.

An amount of £15,402, being the proportion of the expenditure chargeable to revenue for the reconstruction of the Victoria Jubilee Bridge & of the cost of renewing the bridges between Montreal & Portland & on the southern division, on the basis mentioned in the report for the ½-year ended June 30, 1898, has been included in the maintenance of way charges of the past ½-year. Of the £241,309 18s. 7d. authorized to be charged to the revenue account for the above purposes, £172,795 9s. 2d. had been expended to June 30 last, of which £138,090 13s. 8d. has been charged to revenue, leaving £34,704 15s. 6d. at the debit of renewal of bridges suspense account.

The gross receipts of the Detroit, Grand Haven & Milwaukee Ry. for the ½-year to June 30, 1900, were £90,415, against £90,163 in 1899, an increase of £252; the working expenses were £75,900, against £75,144, an increase of £756; leaving a balance of £14,515, against £15,019, a decrease of £504, compared with the corresponding ½-year of 1899. The net revenue charges for the ½-year were £37,410, against £37,387 in 1899, so that there was a net revenue deficiency of £22,895, as compared with £22,368 for the corresponding period of 1899. The number of passengers carried during the ½-year was 258,970, against 252,888, an increase of 6,082, or 2.41%, & the passenger receipts, including mails & express receipts, were £40,715, against £35,654, an increase of £5,061, or 14.20%. The quantity of freight moved was 418,601 tons, against 356,616 in 1899, an increase of 61,985, or 17.38%, & the receipts from freight traffic were £48,404, against £53,273 in 1899, a decrease of £4,869, or 9.14%.

The Chicago & G.T. Ry. is still in the hands of the receivers appointed by the Circuit Court of the U.S. £30,821 18s. 4d. has been paid by the Co. on account of the ½-year's interest on the 2nd mortgage bonds. It was mentioned in the last ½-year's report that the directors had arranged to enter into a new agreement for the interchange of traffic with the C. & G.T. Co. when reorganized, for the purpose of securing the interest on the bond capital of \$15,000,000. As a result of subsequent negotiations, it is now proposed that the 1st mortgage bonds shall further have the benefit of an unconditional guarantee of interest by the G.T. Co. The capital of the new Co. when reorganized will consist of:—
4% 1st mortgage 50-yr. gold bonds \$15,000,000
4% income bonds " " 1,500,000
Capital stock " " 6,000,000

The scheme provides, that of the \$15,000,000 1st mortgage 4% bonds \$6,000,000 shall be issued to the holders of that amount of C. & G.T. 6% 1st mortgage bonds, & \$4,500,000 to the holders of \$6,000,000 C. & G.T. 5% 2nd mortgage bonds, who are also to receive the \$1,500,000 4% income bonds of the reorganized company. The remaining \$4,500,000 1st mortgage bonds are to be applied to the capital purposes of the new company as required. The G.T. Co. is to receive, in consideration of the above-mentioned guarantees, the entire capital stock of the reorganized company. A resolution approving of these arrangements will be submitted at the meeting. The proceedings in connection with the reorganization are progressing satisfactorily. The scheme of reconstruction, as modified, has been accepted by a large preponderance of the holders of both the 1st & 2nd mortgage bonds, & it will be carried into effect as soon as the legal procedure in the American courts under the foreclosure suit will permit.

Following are extracts from the appendices to the report:—

On June 30 the G.T.R. system comprised 3,498 miles of roadway, 423½ miles of second track, & 828½ miles of sidings, a total of 4,750 miles, of which 4,739½ miles are laid with steel rails & 10½ with iron.

The charges for the maintenance of the property during the half-year ended June 30, were \$40,000 greater than in the corresponding period of 1899. The large expenditure for the removal of snow fully accounts for this increase.

The Superintendent of Motive Power reports expenditure, mileage, &c., as follows:—

½-year ended	Expenditure.	Train Mileage.	Rate of Expen. per mile.		
			Train.	Engine.	Car.
			Cents.	Cents.	Cents.
June, 1900	\$2,765,972	9,251,959	29.90	24.25	1.88
" 1899	2,231,463	8,880,276	25.13	20.52	1.56

An increase in expenditure of \$534,509, or 23.95%, compared with an increase in train miles of 371,683, or 4.19%.

	Passenger Trains.	Freight Trains.	Mixed Trains.
The average number of cars moved per train was.....	4.2	23.4	9.9
And for corresponding period	4.3	23.8	10.0

The comparative cost of repairs per train, engine & car mile was:—

	Repairs & renewals of Locomotives.		All repairing charges, including shop machinery, tools, & marine equipment, &c.	
	1900.	1899.	1900.	1899.
Train.....	Cents. 6.87	Cents. 4.78	Cents. 8.82	Cents. 6.05
Engine.....	5.57	3.90	7.15	4.94
Car.....	0.43	0.30	0.55	0.38

The Superintendent of Car Department reports expenditure, mileage, &c., as follows:—

	Cost per mile	
	Train	Car.
	Cts.	Cts.
June, 1900	7.36	4.61
" 1899	7.35	4.56
Total miles run by Cars.	Total.	
	Freight.	Passenger.
	Freight.	Passenger.
	Freight.	Passenger.
	147,495,080	147,495,080
	132,592,708	132,592,708
	138,300,822	138,300,822
	14,902,372	14,902,372
	14,708,439	14,708,439
Total cost of Repairs and Renewals.	Total.	
	Freight.	Passenger.
	\$680,482	\$680,482
	652,271	652,271
½-year ended	Total.	
	Freight.	Passenger.
June, 1900		
" 1899		

An increase in expenditure of \$28,211, or 4.3%, with an increase in car miles of 4,485,819, or 3.1%.

At cost of capital 3,032 freight cars were equipped with automatic couplers & Westinghouse air brakes, & 6 passenger cars fitted with steam heating apparatus.

A London cablegram referring to the meeting, says:—A large number of persons were present, the assemblage consisting chiefly of city magnates & clergymen, with a sprinkling

of country investors & women. The meeting progressed smoothly while the President detailed the improvements made in the line, congratulated the shareholders on the increase in revenue, dilated on the rise in the cost of material & in the rates of wages, & explained the resolution of the day which provided for the re-organization of the C. & G.T.R. by the Canadian company.

After outlining the proposition, Sir Charles said he had received a letter from Sir Henry Tyler, formerly President of the road, expressing disapproval of the re-organization & asking that the letter be read before the meeting. White with passion Sir Charles declared that the vile language employed by Sir Henry justified him in putting it in the fire. The President continued his denunciation of the former President until the audience rose, crying, "Put it in the fire!" "Burn it! Shame!"

There was a scene of great disorder & then there arose a cry: "Tyler is here." In a moment a dead silence reigned, & between two rows of astonished shareholders the venerable figure of ex-President Tyler was seen walking towards the directors' rostrum.

As soon as Sir Rivers Wilson recovered his composure, he said, "Tyler, stand up, you who have vilified us, & repeat before us all the charges you have made."

Cheers mingled with groans greeted Sir Henry Tyler, who maintained that the C. & G.T. was owned & controlled by the Canadian G.T., & that, therefore, the directors were making false pretences when they represented the re-organization as a transaction between two independent concerns. Continuing, Sir Henry asserted that the scheme involved the repudiation by President Wilson of the C. & G.T. 2nd mortgage bonds, which, he asserted, were cut down from 5 to 4%. "Be honest," shouted Sir Henry Tyler. "Don't repudiate them."

Amidst a roar of hisses & jeers the voice of Sir Henry was lost, but he continued waving his arms & shouting inaudible charges against Sir Rivers Wilson. The latter stood up & in equally heated language absolutely denied Sir Henry's allegations & abused his administration. Half the time Sir Henry was on his feet endeavoring to interrupt, & the extraordinary spectacle was presented of the President & the ex-President of a great railway, both well-known financiers, standing before a howling audience, both of them shouting at once, & neither speaker being audible. It was only when several persons stepped forward with the intention of hustling Sir Henry Tyler out of the room that he subsided.

The meeting then, by a large majority, approved the directors' plan to re-organize the C. & G.T. with a guarantee of the interest on the bonds to be issued by the new company.

The meeting also gave Sir Charles a vote of thanks.

During the course of his speech, the President urged the shareholders to persist in improving the line. He added that the surplus earnings of the Central Vermont road would for the present be applied to this purpose. He expressed the belief that the Pan-American exposition at Buffalo would greatly add to the business of the road. But he further said that he considered it doubtful that the expenses of the road, in view of the labor troubles in the U.S., would be reduced during the coming year.

He was a new freight handler.

"Load those barrels in that car," ordered the freight agent.

"Oi can't load barrels in that cor, sor," responded the new man.

"Why not?"

"It's a box cor, sor."