

November Birthdays.

A. B. Atwater, Assistant to the 2nd Vice-President and General Manager G.T.R., for lines west of Detroit and St. Clair rivers, at Detroit, Mich., born at Sheffield, Ohio, Nov., 1845.

W. F. Brougham, Local Right-of-Way and Lease Agent, C.P.R., at Vancouver, B.C., born in Westmoreland, Eng., Nov. 25, 1865.

M. J. Butler, Assistant Chief Engineer National Transcontinental Railway at Ottawa, born at Deseronto, Ont., Nov. 19, 1856.

J. R. Cameron, Trainmaster, Canadian Northern Ry., at Kamsack, Assa., born at Truro, N.S., Nov. 5, 1865.

H. J. Coffin, Trainmaster C.P.R., at Brandon, Man., born at Gaspé Basin, Que., Nov. 23, 1859.

F. Conway, General Freight and Passenger Agent, Kingston and Pembroke Ry., at Kingston, Ont., born at Ernestown, Ont., Nov. 10, 1850.

W. L. Crighton, Advertising Agent, Intercolonial Ry., at Moncton, N. B., born at Derby, Eng., Nov. 9, 1871.

W. Downie, General Superintendent, C.P.R., Atlantic Division, at St. John, N. B., born at Rock Currie, Ireland, Nov. 12, 1850.

L. Drago, Canadian Passenger Agent, New York Central Ry., at Toronto, born in Raleigh Tp., Kent County, Ont., Nov. 7, 1860.

C. Drinkwater, Secretary and Assistant to the President, C.P.R., at Montreal, born at Ashton-under-Lyne, Eng., Nov. 17, 1843.

F. W. Flanagan, General Passenger Agent C.P.R., London, Eng., born at Kingston, Co. Dublin, Ireland, Nov. 23, 1862.

W. Hendrie, Hamilton, Ont., railway promoter and contractor, and President of Hendrie & Co., cartage agents, G.T.R., born at Glasgow, Scotland, Nov., 1831.

C. R. Hosmer, director, C.P.R., born at Coteau Landing, Que., Nov. 12, 1851.

Jas. McLerie, Northwest Agent, Montreal and Lake Superior Line, at Winnipeg, Man., born at Kilbarchan, Scotland, Nov. 6, 1850.

C. Murphy, Superintendent, C.P.R., at Toronto, Ont., born Nov. 20, 1865.

P. A. Peterson, Chief Engineer, Guelph and Goderich Ry., at Goderich, Ont., born at Niagara Falls, Ont., Nov., 1839.

J. Rennie, Master Mechanic, Caraqueet Ry., at Bathurst, N.B., born at St. John, N.B., Nov. 1, 1858.

W. G. Roche, contracting freight agent, Canadian Pacific Despatch, Detroit, Mich., born Nov. 3, 1877.

J. D. Rowe, Treasurer Central Ontario Ry., at Trenton, Ont., born in Ameliasburg, Ont., Nov. 7, 1864.

G. H. Shaw, Traffic Manager Canadian Northern Ry., at Winnipeg, Man., born at Smith's Falls, Ont., Nov. 25, 1859.

J. C. Shields, Superintendent Mineral Range Rd., at Hancock, Mich., born at St. Mary's, Ont., Nov. 29, 1863.

F. M. Spaidal, Superintendent district 2, Eastern Division, and Montreal Terminals, C.P.R., at Montreal, born at Gananoque, Ont., Nov. 13, 1858.

H. P. Timmerman, General Superintendent, C.P.R., Ontario division, at Toronto, born at Odessa, Ont., Nov. 6, 1856.

Arthur White, ex-Division Freight Agent, G.T.R., at Toronto, born at Hadleigh, Suffolk, Eng., Nov. 17, 1840.

C.P.R. Annual Meeting.

At the annual meeting in Montreal, Oct. 5, the Chairman of the Board, Sir Wm. C. Van Horne, presided. The President, Sir Thos. G. Shaughnessy, in moving the adoption of the report for the year ended June 30, 1904, which was published in our last issue, said:—I am glad to be able to say, after an extended inspection of your Western Lines, that the conditions prevailing in the country served by your railway are generally very gratifying. Progress and thrift are apparent in every direction, and the result of the harvest in Manitoba and the Territories, while it will not meet the anticipation of the early summer, will be quite satisfactory and the return to the producers will, by reason of the enhanced price of wheat, be considerably larger than it was a year ago.

The works of improvement on the different sections of your railway, which have been in progress for the past three years, are practically completed, and, with a few exceptions, they are now being utilized to your great convenience and advantage. For some reasons it was unfortunate that so much important work had to be crowded into so short a period, but your directors are convinced that the prudent policy of postponing large capital expenditures, until your revenue was established upon a basis that would warrant them beyond peradventure, was in your best interests, and met with your approval.

A brief analysis of the changes in your balance sheet during the last three years may be interesting. Since June 30, 1901, there has been no change in your mortgage debt, but the total amount of debenture stock and share capital has been increased by \$13,788,468. During the same period 769 miles of railway have been added to your system, and 200 miles more are practically completed; the Atlantic and the Pacific Coast Steamship Lines have been acquired and supplemented at a cost of about \$8,000,000; your rolling stock equipment has been increased by nearly 40%, at a cost of over \$12,000,000; extensive and most modern shops and machinery have been provided at Montreal and other points on the system at a cost of nearly \$1,000,000; the yards and terminals at Montreal, North Bay, Fort William, Ignace, Winnipeg, Brandon, Broadview, Regina, Moosejaw and other points of lesser importance have been enlarged, in many cases more than doubled in size; additional grain elevators have been provided at Fort William and Port Arthur; an important amount has been expended for the reduction of gradients and improvement of alignment to enable you to increase the haulage capacity of your locomotives, and miles of new crossing sidings have been built and old ones lengthened so that they may accommodate longer trains.

During the three years your gross revenue from traffic has grown from \$30,855,000 in 1901 to \$46,469,000 in 1904, or about 51%. Your land grant bonds outstanding at the end of the fiscal year 1901 amounted to \$17,831,000, while at the end of 1904 only \$11,500,000 remained to be provided for, and in the intervening period the deferred payments on land sold increased from \$3,652,869 to \$15,252,308; so that your large capital expenditures to improve the standard of your property and fit it for the handling of much a greater volume of traffic came just at the time when the marked change in your affairs made it easy for you to provide the requisite funds.

With the construction of the second track between Fort William and Winnipeg, upon which work will be commenced this autumn, the main lines west of the Lakes will be in excellent shape, but many of the branch lines, upon which there has been a large increase of business, will require attention; some sections of the system east of Lake Superior can be improved with excellent results, and additions to

your locomotive and car equipment must continue to be made unless your directors are deceived as to the future. Hence your directors decided to recommend an increase in your ordinary share capital of \$25,500,000, to be issued from time to time in such amounts as they might consider desirable. If the requisite authority be given at the special meeting to be held to-day, it is the intention of your directors to offer to the shareholders of record, at a date to be forthwith fixed for the closing of the books for the purpose, \$16,900,000 of the new stock at par, being the equivalent of one share in five.

Reference is made in the annual report to the irrigation work now in progress on your lands in the vicinity of Calgary. Rather than select lands in remote districts to satisfy the final 3,000,000 acres of your grant, your directors arranged with the Government to take the lands along the line of your railway between Langevin and Calgary in solid blocks instead of alternate sections. The soil is good and the climate excellent, but the rainfall in that district is not reliable. To overcome this difficulty a system of irrigation canals is being provided. The present expenditure will cover the cost of lateral canals to serve about 300,000 acres only, but it will also complete the main canal for a much larger area. The money for the purpose has been appropriated from the proceeds of sales of lands not covered by the land mortgage, and if the project prove as successful, and the consequent value of your lands be enhanced as your directors anticipate, they will ask your authority to continue the work over the remaining 2,700,000 acres. Apart from the higher value that will be given to your lands, the advantage from a traffic standpoint of having this large area along your main line brought under cultivation cannot be over-estimated.

The report was adopted, and also the following resolutions:—

Approving a lease to the C.P.R. from the Tillsonburg, Lake Erie and Pacific Ry. Co., for 999 years, of its railway from Port Burwell to Ingersoll, and of all railways or branches heretofore or hereafter constructed by the T.L.E. & P.R. Co., at an annual rent equal to the interest on all bonds carrying interest at not more than 4% per year, which the lessor may issue at the request of the lessee, the aggregate of such bonds not to exceed \$25,000 per mile of railway.

Approving a lease to the C.P.R. Co. from the Northern Colonization Ry. Co., for 999 years, of its railways from near Labelle to Nominique, Que., and all other railways or branches heretofore or hereafter constructed by the N.C.R. Co., at an annual rental equal to the interest payable on all bonds carrying interest at not more than 4% per year, which the lessor may issue at the request of the lessee, the aggregate of such bonds not to exceed \$20,000 per mile of railway.

Approving of a lease to the C.P.R. Co., for 999 years, from the Guelph & Goderich Ry. Co., of its railway now under construction from Guelph to Goderich, Ont., at an annual rental equal to the interest payable on all bonds carrying interest at not more than 4% per year, the aggregate of such bonds not to exceed \$25,000 per mile of railway.

Authorizing the directors to acquire two additional passenger steamships and equipment to supplement the company's existing ocean fleets.

Authorizing the directors, for the purpose of building and equipping a branch line from near Kleinburg to near Sudbury, Ont., to issue and sell consolidated debenture stock not exceeding \$30,000 a mile, bearing interest at 4% per year.

Approving a by-law passed by the directors authorizing the Fourth Vice-President, the Freight Traffic Manager and the Passenger Traffic Manager of the company, or such

Barrie, Ont., town council is petitioning the G.T.R. to rename Allandale station Barrie Junction.

"He's employed by the railway company now, I understand."

"Yes; he has charge of the puzzle department."

"The what?"

"He makes out the time-tables!"