

Will the C. P. R. Segregate its Assets.

The Canadian Pacific Railway stockholders are wondering when the proposed segregation of the assets of the company will take place and how profitable the 'melon cutting' will be. At the Annual Meeting of the company held a few weeks ago, Sir Thomas Shaughnessy stated that the directors had under consideration a plan whereby the earnings of the railroad proper would be segregated from those of its steamship lines, its land department and other extraneous assets. Some two or three years ago, the company increased its dividend from 8% to 10%—3% of the total coming from proceeds of land sales and 7% from railroad and steamship earnings. The company is in the peculiar but happy position of having many extraneous assets, all of which contribute to the favorable financial standing of the corporation. It not only possesses a trans-continental line with thousands of additional miles in the United States, but also possesses steamship lines on two oceans, fleets of boats on the Great Lakes, a chain of hotels across the continent, many valuable coal mines, a telegraph system, an express service and last, but no means least, several million acres of farm land on the prairies and coal and timber lands in British Columbia.

The Canadian Pacific Railway Company has now \$260,000,000 of Common stock outstanding, having made an issue of \$60,000,000 a few months ago—the last instalment of which has just been paid up. As this stock was issued at \$175, the transaction realised \$105,000,000, of which \$45,000,000 went into the coffers of the Company. At the present time, the railroad has in the neighborhood of \$72,000,000 in cash, and has in addition another \$45,000,000 due in the form of deferred payments on land and town site sales and \$10,000,000 temporarily invested in Government Securities, making total cash on hand of approximately \$127,000,000. These figures show that the company is in an exceedingly favorable position in regard to ready money which can be allotted to extensions and improvements. An examination of the extraneous assets shows that these constitute a very important part of the company's holding, the land department especially becoming a most profitable part of the railroad's activities. A conservative estimate places the value of the company's lands at approximately \$200,000,000 or a sum not very far short of the total outstanding common stock of the company. The following table shows the land sales for the past few years, the price per acre and the total amount realized:—

Year:	Acres Sold	Av. Price Per Acre	Amount realized.
1913	474,798	\$15.77	\$7,487,268
1912	669,639	15.99	10,710,143
1911	650,874	14.69	9,558,427
1910	975,030	14.84	14,468,564
1909	376,046	13.52	5,085,517
1908	164,400	9.54	1,561,165
1907	994,480	5.92	5,887,377
1906	1,115,743	5.84	6,513,452
1905	509,386	4.80	2,446,300
1904	928,854	4.10	3,807,248
1903	2,639,617	3.67	9,695,673
1902	1,589,068	3.29	5,277,762
1901	399,808	3.15	1,262,224
1900*	268,669	3.20	860,006

* Figures for 6 months only, from Jan. 1st to June 30th.

The company have already sold land valued at \$115,472,688, while their present holdings consist of 6,287,250 acres of prairie land and 1,697,994 acres of timber and mineral lands in British Columbia.

For the year which has just ended, the company showed gross earnings of \$139,395,699 made up as follows

From Passengers	\$35,545,061
From Freight	89,655,223
From Mails	921,682
From Sleeping Cars, Express, Telegraph and Land Sales	13,273,732

Half a dozen years ago, or in 1907, the gross earnings of the company were \$72,217,527, made up as follows:—

From Passengers	\$19,528,878
From Freight	45,885,968
From Mails	722,937
From Sleeping Cars, Express, Telegraph and Land Sales	6,079,744

A comparison of the earnings in these two periods show that the gross earnings almost doubled. In 1907, the passenger and freight earnings or the railroad earnings proper amounted to \$66,000,000 and the miscellaneous earnings to \$6,000,000. Last year, the railroad earnings proper amounted to \$126,000,000 and the miscellaneous earnings to over \$13,200,000. In other words, the earnings from miscellaneous, or extraneous sources, more than doubled in the half dozen years under review, while the earnings from railroad proper did not show the same ratio of increase. In the one case, the earnings grew from \$6,000,000 to \$13,200,000, and in the other case from \$66,000,000 to \$126,000,000. An examination of the steamship earnings shows that these have been increasing very rapidly, the net earnings amounting to \$1,245,000 for the last fiscal year as compared with \$909,000 four years ago. It would look, therefore, as if the company were able to subdivide its assets, separating the railroad earnings proper from the extraneous sources of revenue. When this is done, it is probable that the railroad will pay a higher rate of interest than 10% now being paid to the shareholders and, because of this expectation, stockholders are awaiting with unusual eagerness the directors' decision as to how and when the "melon" shall be cut.

HALF YEARLY REPORT OF GRAND TRUNK RY.

The Grand Trunk Railway Company of Canada has issued its semi-annual report for the six months ended June 30, 1913, which compares as follows:

	1913	1912
Gross	\$21,173,339	\$18,634,698
Expenses	15,554,493	13,575,438
Net	5,618,846	5,059,260
*Net charges	2,952,670	2,660,364
Balance	2,666,176	2,398,896
Can. Atlantic def.	358,866	256,608
D. G. H. & Mil. def.	371,626	246,402
Surplus	1,935,684	1,895,886
Previous surplus	62,012	33,048
Total surplus	1,997,696	1,928,934

* After deducting income from rentals, outside operations, etc.

The total surplus of \$1,997,696 will admit of the payment of the full dividend for the half year on the 4 p.c. guaranteed stock and first and second preferred stock, having a balance of \$77,721 to be carried forward

NIPISSING FIGURES.

The following is the statement of Nipissing as at October 1:—

Cash in bank	\$1,169,512
Ore and bullion in transit	55,464
Ore on hand and in process and bullion ready for shipment	158,491
Total	\$1,383,467

point.
there
His st
tegrity
are an
esteem
a grea
know
him or
and af
sity, I
Harvar
Later
his aln
his abi
student
charge
vincial
occurre
establis