

the rate of dividend pertaining to the railway stock proper.

"When the one corporation paid 4 and the other 6, the public, it is presumed, would not have so strong a desire to regulate the rates and reduce the profits as it would have in the case of a company paying 10 per cent. It is quite possible that this argument gets more attention than it deserves. It derives its strength largely from the presumption that the public will almost at once forget the fact that the stock has been split. Nowadays the public has plenty of champions who are only too glad to remind it from day to day of these operations of high finance. So, if the aggregate of dividends from the subdivisions of Canadian Pacific Railway stock were to rise to 12 per cent. or 13 per cent. per annum, this aggregate rate would be given full publicity, just the same as if there had been no subdivision. Another point in favor of segregation is that if the stock were split into two parts, each one would be much more adapted for stock market trading on a large scale, than is the case with the composite stock at present."

Sir Thomas Shaughnessy dealt with the question at the company's annual meeting last week. His remarks not only answered those who have suggested the formation of another company by the Canadian Pacific Railway, but also the strong criticism of the Frankfurter Zeitung, a leading German paper, last month as to the scanty information regarding land holdings and miscellaneous revenue of the company in its annual reports. Respecting the subsidiary company idea, he stated that the directors had been considering the desirability of conveying the lands, townsites and other interests to a company in exchange for all its capital stock, to be held in the treasury and taken into the balance sheet with the other assets. "A conveyance of that description has its disadvantages," said Sir Thomas, "particularly with reference to the lands, and it is probable that the same end may be accomplished by the creation of an investment fund to be administered by trustees or by officers of the company specially designated." In any event, the directors will endeavor, before the next annual report is published, to devise some plan for reconstructing the special income account and showing the extraneous assets in more definite and tangible form. Meanwhile, while the present policy, in dealing with the land sales, will remain unchanged and the proceeds will be conserved as heretofore, it was felt that the cash proceeds of sales in the townsites, which, last year, amounted to \$1,409,747.44, might, with propriety, be taken into special income, to be dealt with as the directors, in their discretion, deemed best.

The ownership by the Canadian Pacific Railway of 6,287,250 acres of land in Manitoba, Saskatchewan and Alberta is mentioned in a footnote to the balance sheet, but it plays no part in the accounts, excepting when the lands are sold. "With established conditions in Western Canada and the experience of the last few years," said Sir Thomas, "there would appear to be no difficulty about determining, with a fair degree of accuracy, the present value of this asset. As the lands are disposed of and the country becomes more thickly populated, the market value of the remaining areas will naturally tend upwards, but, in order to be on the safe side, let us adopt a figure that is somewhat below the average of the last few years, namely, \$14 per acre. On this basis the unsold lands are worth 700, but you have spent a large sum on irrigation works in the Calgary district, with the result that 500,000 acres of the irrigable land should bring an average of \$25 per acre above the price mentioned, or \$12,500,000 additional. The unsold Esquimalt and Nanaimo lands on Vancouver Island, and the residuary interest in other lands acquired with railway lines constituting a portion of the system, will realize at least \$7,000,000. Then there are over six hundred townsites, including Vancouver, appraised by the officers of the land department at \$21,300,000. The present estimated market value of these lands and townsites still belonging to the company is, therefore, \$129,021,500."

The next annual report of the Canadian Pacific Railway, therefore, should prove even a more interesting one than its predecessors. Incidentally, some of those who attended the annual meeting came away asking whether the remarks of Sir Thomas Shaughnessy concerning the treatment of receipts from sales of townsites, might or might not mean that another distribution to shareholders is a possibility of the near future.

SMALL CHANGE

Every western grain movement has a meaning of its own.

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Successful candidate to-day at Chateauguay should vote for reformed spelling.

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There seems about as much low temperature in Spanish River as in White of that ilk.

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Canada had £9,766,500 from London last month—a successful tickling of John Bull's fancy.

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Hogs ate \$300 of Councillor Morrison, Queensbury, Nova Scotia,—another case of tainted money.

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Radium is now \$52,000,000 a pound. At that price, the average man could afford about half a sniff.

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Montreal baker said he couldn't live without love. Office boy says a little dough is necessary too.

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Less than 3,000 voted in Winnipeg to spend \$13,000,000. It would be too bad to point a moral.

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Grapes are being bought by the Ontario canning factories by the ton. That is the way Canada grows fruit.

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There is quite a blank since "Canadians returning from Europe" have failed to explain the whys of tight money.

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If criticism could freeze a cabinet minister, William Jennings Bryan and Hon. Robert Rogers would be tinkling with icicles.

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Cyril Maude, English actor, used to farm at Oakville, Ont.—which proves again how few folks know a good thing when they have it.

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"La Rose broke through two dollars," says report. So long as it keeps clear of its nearly two million dollars surplus, no one will complain.

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Latest bulletin from Fire Commissioner Lindback, of Manitoba, starts this way: "Do you ever think?" Fire waste is evidently going to the head.

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Sir Thomas Shaughnessy said there would be no fireworks at the annual meeting. Canadian Pacific Railway shareholders certainly want a lot for their money.

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In the opinion of Professor J. G. Ritchert of the Stockholm Technical School, who is staying at Montreal, Canada is behind in its cold storage facilities. Professor should try a winter's day at White River, Ont.

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Controller Thomas Church, Toronto, referred to his colleagues confidentially as "a bunch of stiffs." Such diction will be of considerable help when, as mayor of Toronto, he goes to London to borrow money for the city.