

of alfalfa, corn, small fruits and vegetables, which are not produced with equal success under the dry farming conditions. Careful statistics, covering 11 years, indicate remarkable increases in ordinary crops grown on irrigated land, over those produced on dry land and the wisdom of the decision to undertake this extensive project has been more than justified. We are amply warranted in the belief that the irrigation block will ultimately be a closely settled, intensively cultivated, and a considerable traffic producing area tributary to the company's lines in Southern Alberta. The success of the company's undertaking in this respect, combined with the obvious necessities of that portion of the country will, I hope, lead to the extension of irrigation projects under the auspices of the Dominion or provincial governments, which will, in the end, render the danger of crop failure in these districts practically negligible.

Rolling Stock.—As indicated in the annual report your directors thought it necessary to make provision for the construction of necessary additions to your company's rolling stock. Since the report has been issued arrangements have been concluded for an equipment trust agreement, under which the payments for such equipment are spread over 12 years. The actual amount of the equipment trust issue is \$12,000,000. By reason of the conditions existing at the time the transaction was concluded highly favorable interest rates were secured.

Directors.—Since the issuance of the annual report for 1919 your board has considered it desirable to apply for an amendment to the company's charter, which will permit the increase of the number of directors from 15 to 18, should that at any time appear necessary. The statute is purely empowering, and the amending bylaw will be submitted for your approval, in the event of it being considered advisable to increase the directorate. The purpose of any increase will, of course, be to secure a large representation on the board from those portions of Canada in which the company's interests are specially important.

Immigration.—I look forward to immigration to Canada on a large scale and, while a period of retrenchment and financial conservation may conceivably be the part of wisdom, your directors have the same implicit faith in the future growth and prosperity of the country that they have always had, and also the same confidence in the ability of your company to play an important part in its development and prosperity.

The report was unanimously adopted.

Nakusp & Slocan Ry.—A lease to the C.P.R. Co. from the N. & S. Ry. was approved. The lease demises to the C.P.R. Co. for 99 years, the N. & S. Ry. Co.'s railway and undertaking in British Columbia from Nakusp to Three Forks with branches from Three Forks to Sandon, and from Three Forks to Retallack near Whitewater Creek, a distance of 48.47 miles, and all such branches and additions to those railways as the N. & S. Ry. Co. is now or may be hereafter authorized to construct, together with other appurtenances, at an annual rental equal to the interest payable on the outstanding securities issued, or which may be hereafter issued, by the N. & S. Ry. Co. with the C.P.R.'s consent, the total of all such securities unpaid or unredeemed not exceeding at any time \$25,000 a mile of the said demised railways, and to bear interest at a rate not exceeding 5% per annum, payable half-yearly, the

payment of such interest being guaranteed by the C.P.R. Co.

Branch Line Construction.—It was resolved that whereas it is, in the directors' view, expedient that the following branch lines, and extensions of branch lines, be built in the near future, viz.:

Archive-Wymark Branch, 25 miles.
Rosetown Southerly Branch, 45 miles.
An extension of the Weyburn-Lethbridge Branch, from Altawan to Manyberries, 35 miles.

An extension of the Consul southeasterly section of the Moose Jaw Southwesterly Branch, of which 35 miles have been previously authorized as from Vidora easterly, mile 35 to 60.

An extension of the Moose Jaw Southwesterly Branch from Assiniboia southwesterly, 30 miles.

Leader Southerly Branch, 50 miles.
Duchess or Rosemary Northerly Branch, 34 miles.

Cutknife to Whitford Lake Branch, 40 miles.

An extension of the Swift Current Northwesterly Branch, from Empress northwesterly, 20 miles.

An extension of the Swift Current Northwesterly Branch from Sedgewick to Vegreville, 54 miles,

It is therefore resolved that the directors are authorized to proceed with the construction of the said branch lines, and extensions of branch lines, when in their opinion conditions warrant, and after statutory authority, where any be necessary, shall have been obtained therefor, and that to aid in the construction and equipment of the said branch lines and extensions of branch lines, the directors are hereby authorized to issue and dispose of consolidated debenture stock to such an amount as they may deem expedient, but not exceeding in respect of any of the said lines the amount which the company is or may be empowered by statute to issue.

Freight and Passenger Tariffs.—Bylaw 91 was repealed and the following substituted therefor:—That the Vice President in charge of Traffic, the Freight Traffic Manager, the Assistant Freight Traffic Manager, Eastern Lines, and the Assistant Freight Traffic Manager, Western Lines, are, and each of them is authorized, from time to time, to prepare and issue tariffs of the tolls to be charged, as provided by the Railway Act and amendments thereto, for the carriage of freight traffic upon the railway and vessels owned or operated by the company, and any portion thereof; and the Passenger Traffic Manager is authorized in like manner to prepare and issue tariffs of the tolls to be charged, as above provided, for the carriage of passenger traffic upon the said railways and any portion thereof, and upon the said vessels.

Directors.—Sir John C. Eaton, Grant Hall, Sir Vincent Meredith, and Sir Augustus M. Nanton, whose terms of office had expired, were re-elected directors for four years.

Officers, Etc.—At a meeting of the board held immediately after the shareholders' meeting, Lord Shaughnessy was re-elected Chairman of the company, E. W. Beatty, President, and Grant Hall, Vice President, and the following were appointed the executive committee:—R. B. Angus, E. W. Beatty, Grant Hall, Sir Herbert S. Holt, Sir Edmund B. Osler, Lord Shaughnessy.

The Canadian National Ex. Co. has opened an office at Bethany, Man.

Ontario Land Grant to Grand Trunk Pacific Ry.

The Minister of Lands, in answering questions in the Ontario Legislature recently, stated that no action had been taken by the Government to reserve for the province lands awarded to the Grand Trunk Pacific Ry. under 4 Edward 7, chap. 18, sec. 2, which now appear to be the property of the province, but that it is contemplated to take action to recover the subsidy, and the lands, or value thereof, as provided for under the section, which is as follows:—"In case the Government of Canada shall at any time take over at a valuation the line of the G.T.P. Ry. Co., mentioned in sec. 1 of this act, the amount of cash subsidy and the amount or value of the land grant both mentioned in sec. 1 of this act, and which shall have been received by the said G. T. P. Ry. Co., shall be forthwith repaid by the said G.T.P. Ry. Co. to the Treasurer of the Province of Ontario; and an agreement shall be entered into forthwith after the passing of this act between His Majesty and the G.T.P. Ry. Co. embodying and providing for the carrying into execution of the provisions of this section."

Section one of the act provided a cash subsidy of \$2,000 a mile and a land grant of 6,000 acres a mile to the G.T.P. Ry. Co. for the construction of a line not exceeding 200 miles from Thunder Bay to the Transcontinental Ry. main line. This was built and is known as the G.T.P. Ry. Lake Superior Branch.

C.P.R. Mechanical Department Machinery.

The C.P.R. Co.'s annual report for 1919, published in Canadian Railway and Marine World for May, stated that an appropriation of \$363,236 had been authorized for mechanical department machinery at various shops. Following is a list of new machinery, etc., ordered for Angus shops, Montreal, for this year.

Locomotive Shops.

- 1 8,000 lb. steam hammer, with furnace.
- 1 42 in. x 42 in. x 10 ft. planer.
- 2 30 in. x 30 in. x 4 ft. planer.
- 1 axle lathe.
- 3 7 ft. radial drills.
- 2 2½ in. hexagon turret lathes.
- 1 alligator shear.
- 4 special bolt turning lathes
- 8 engine lathes, various sizes.
- 1 oxygraph cutting machine.
- 1 screwing machine.
- 1 nut facing machine.
- 1 14 in. slotting machine.
- 1 5½ in. Southwark flue welding machine.
- 1 42 in. Bullard vertical turret lathe.
- 1 5 in. Bardons & Oliver turret lathe.
- 1 broaching machine.
- 1 tool grinder.
- 1 pneumatic rivetter.
- 1 bulldozer.
- 1 Besly drumsander.
- 1 sand mixer for foundry.
- 4 electric welding units.
- 1 No. 4 plain milling machine.
- 1 20 ton travelling crane.

Car Shops.

- 1 axle lathe.
- 1 300-ton car wheel press.
- 1 toolmakers lathe.
- 1 coping punch.
- 2 bolt cutters.
- 1 geared power press.
- 1 10 ft. brake.
- 1 10 ft. gap shear.
- 1 pipe threading machine.
- 1 10-ton travelling crane.
- 3 pneumatic riveters
- 1 14 in. slotting machine.
- 1 No. 3 plain milling machine.
- 1 6 ft. radial drilling machine.
- 1 2 in. flat pressed nut forging machine.
- 1 1 in. flat pressed nut forging machine.
- 1 2 in. nut tapping machine.
- 1 spot welder.
- 1 10 in. foursided moulding machine.
- 2 gasolene 2½ trucks.
- 5 electric storage battery trucks.
- 1 car straightening frame.