

## GRAND TRUNK PACIFIC

### Awards Contracts Entailing Expenditure of Seventeen Million Dollars—Position of the Road To-day.

The following construction work will be undertaken and completed by the Grand Trunk Pacific during the present season:

	Miles.
Calgary branch .....	143
Battleford branch .....	59
Melville-Regina branch .....	68
Alberta Coal branch .....	68
Regina-Boundary branch .....	110
Moose Jaw branch .....	49
Prince Albert branch .....	72
Biggar to Calgary .....	50

There will be 265 miles of main line track laid, as well as 200 miles further grading on the branch lines. Arrangements are also being made for the erection of 140 station buildings. The cost of the work and necessary ballasting will amount to \$17,000,000.

#### Nearly Four Thousand Miles.

Last year, the Grand Trunk Pacific was completed to Edmonton in time to move the large grain crop, and about two months later—in October—the line was formally opened to mixed train traffic to Edson, which lies 146 miles west of Edmonton. Now a regular passenger and freight service is maintained.

To date, of the 3,732 miles of line of the projected Grand Trunk Pacific there is in operation 1,217 miles of main line and nearly 500 miles of branch line.

According to a railroad official who is in close touch with the work that is going on, the line is now in a good position to handle the large crops of the territory it traverses. Much of the grain and wheat acreage lies immediately to the south of the line. The greater part of the line out of Fort William to Edson was projected and constructed so as to tap the large grain territory, and throughout fully 920 miles of its prairie line the Grand Trunk Pacific holds an advantageous position with regard to grain traffic offered.

#### Average Cost of Construction.

The western section of the Grand Trunk Pacific line is projected across the interior plateau of northern British Columbia which embraces approximately 50,000 square miles of territory containing rich mineral deposits and large beds of high grade bituminous coal and anthracite. The cost per mile of construction of this line will run between \$35,000 and \$42,000. The average cost of construction of the prairie section of the line was a little below \$35,000 per mile, not including bridging, which amounted to about \$2,000,000 and which was necessary to preserve a low gradient.

The Grand Trunk Pacific line, when completed, will be practically a level one from ocean to ocean, the average gradient being 4-10 of 1 per cent. The breaking up of the Rocky Mountains in Central British Columbia, makes possible the easy level maintained throughout.

The eastern division of the line, including a section between Fort William and Winnipeg is being built at the expense of the Dominion Government, and will be leased to the Grand Trunk Pacific for fifty years—for the first seven years at the cost of operation and for the remainder of the period at a rental of 3 per cent. on the cost of construction.

It is estimated by the Department of Railways & Canals that to date the Grand Trunk Pacific has spent \$18,765,000 on its mountain-section construction, of which \$11,765,000 was advanced by the government on its guarantee. On the prairie section the expenditure to date is \$34,463,000, the government guarantee being \$10,735,000 of that amount, and government loan, \$10,000,000, making total sums advanced to the company, \$32,496,000. The company has expended \$14,744,000 on rolling stock.

#### Orders For Steel Rails.

The Grand Trunk Railway has ordered 40,000 tons of steel rails from the Sydney, Cape Breton, mills, to replace 260 miles of its tracks in Western Ontario. The order amounts to more than one million dollars. The company will ship 209 miles of displaced track to the West for yards and sidings on the Grand Trunk Pacific. Some of these rails have been in use since 1869, but are still good, having been imported from England. Being only 56-pound and 65-pound rails, they are too light for heavy through traffic. Another order may be placed with the Soo Corporation this summer.

The old landmark which has been in existence on Vancouver's waterfront for the past twenty years, will shortly disappear, when the city's oldest wharf, situated at the foot of Main street, is demolished in order to create room for the new Grand Trunk Pacific docks. The site of the pro-

posed new docks and offices of the Grand Trunk Pacific Railway in Vancouver covers an extensive area. In addition to the old wharf, several other slips will have to go, and when the docks are built the whole aspect of the eastern end of the waterfront will be changed, giving Vancouver one of the finest ship terminals to be found on the whole Pacific coast. The location is an ideal one, situated at the foot of the main artery of the hustling western metropolis.

## REORGANIZATION OF A. E. REA & COMPANY.

### History of the Company—La Rose Dividend Unchanged.

Monetary Times Office,  
Montreal, March 29th.

The names of Mr. D. Lorne McGibbon and Mr. J. W. McConnell appear almost every week in connection with the organization of some new concern. The latest of interest to Montrealers is probably the re-organization of the Messrs. A. E. Rea Company. Mr. McGibbon has been interested in the Rea concern since it started business. Among others who were interested are mentioned Mr. H. S. Holt and Mr. J. P. Black.

The concern has not been altogether a financial success. Offers to sell or buy at a certain figure were made and accepted, with the result that Mr. McGibbon retains his interest, and Mr. McConnell, who has been working in close touch with him on other propositions, joined him. The stock issue is now being made, and an underwriting of \$1,250,000, 7 per cent. preferred stock is being offered at 95 to underwriters, with a bonus of 50 per cent. common stock. It is stated that the underwriting is going well.

#### Will Be a Help.

The managing director of the new concern is Mr. W. H. Goodwin, who for the past six years has been general manager of the Messrs. John Murphy Company, Limited, understood to be the Montreal end of the Messrs. Robert Simpson Company's departmental store, at Toronto. Mr. Goodwin has had a wide experience in departmental store business. The taking over of the Rea departmental store by the new interests will be of considerable strength to them in the marketing of the product of the Ames-Holden-McCready concern as well as other producing concerns with which the organizers are more or less associated.

That the dividend on La Rose was not raised at the recent meeting in New York, but that it continues at the previous rate of 2 per cent. per quarter, augurs well for the future of the company. The company does not need to argue any claims concerning its ability to pay increased dividends, the fact that it has upwards of \$1,000,000 in its treasury being sufficient evidence on that point. A certain number of shareholders were disappointed by the conservativeness of the management, it having been predicted not long ago that the dividend would be raised to 12 per cent.

#### La Rose Dividend Unchanged.

Some of those who have been looking forward to higher dividends will value their stock less highly. There has been trouble with the company from which La Rose gets its power, this difficulty having affected the earnings of other companies in Cobalt. Otherwise La Rose would now have a considerably larger cash reserve than it has. The announcement that the dividend had not been raised, was accompanied by the prediction that it might be raised next quarter. The greater the cash reserve the greater will be the quick assets of the company. This must necessarily be reflected in the worth of the stock and will be reaped by those shareholders who look upon their holdings more in the light of an investment than as a mere speculation. The attitude of the directors of La Rose and Nipissing, in pursuing a policy of this character will go far towards introducing a healthy tone into the mining business, and stamping out the purely wildcat speculative methods.

An issue of \$200,000 of 6 per cent. bonds by Stone, Limited, has been announced. The financing is necessary in connection with the purchase of the patent rights of the Huebner-Bleistein process, which, it is claimed, will completely revolutionize the present method of lithography and greatly reduce the cost of production. The bonds now being issued are secured by assets which are said to have been appraised at something like four times the value of the issue. The directors of the new company are as follows: Wm. Stone, president; Frank W. Stone, vice-president; George Bleistein, Buffalo, N.Y.; J. W. VanAllen, Buffalo, N.Y.; Wm. C. Huebner, Buffalo, N.Y.; Edmund Bristol, K.C., M.P., Toronto; with W. H. Stone, secretary-treasurer.