

Canadian Pacific Railway Construction, Betterments, Etc.

In an interview at London, Ont., Feb. 8, George Bury, Vice President, is reported to have said there will be no new construction on the eastern lines during the year, and no new large works of betterment will be undertaken; all that will be done will be the necessary work of maintenance and ordinary and essential betterments.

Grant Hall, Vice President and General Manager, Western Lines, in an interview at Winnipeg on his return from a recent visit to Montreal is reported to have said, "There is no possibility of the C.P.R. embarking on any ambitious scheme during the continuance of the war. In view of the rather obscure financial outlook it has been decided not to proceed with the building of any new lines, but this matter will be given further consideration in the spring should conditions warrant. The necessary money for the completion of the Rogers Pass tunnel has been allotted, and that work will be completed this year. Provision has also been made for the erection of a commodious train shed or rather system of umbrella sheds at Winnipeg station, but the exact design to be followed has not been determined. In pursuance of the company's policy to encourage the live stock industry 35 additional stockyards will be built on the western lines during the year. Considerable expenditure will be made upon additions to the reservoir in connection with the water supply at Moose Jaw, Sask.; new icehouses will be erected at Weyburn, Sask., and Edmonton, Alta., and some new stations will be built on the line to Shaunavon. Generally the work for the year will include a considerable expenditure on ballasting, bank widening, etc., and 150 miles of track will be relaid with new heavy rails."

We are officially advised that the distance between Vantage, the present terminus of the Moose Jaw-Expanse branch, to the present terminus of the present Assiniboine branch is eight miles. The building of this mileage to connect the two branches is being urged, but the company has not at present in contemplation the construction of any new lines.

The fact that the water supply at Moose Jaw is to be increased is quoted as a sufficient answer to the press report that the company is considering the removal of the divisional point and shops from Moose Jaw to Swift Current.

We are officially advised that the betterments to be done on western lines during the current year will include the usual amount of renewals, the paving of the approaches to the freight shed at Regina, and the erection of umbrella sheds at Winnipeg station, the details for which have not yet been completed. The replacing of old with new steel will include 19.5 miles of 65 lbs. rails on the Aldersyde Subdivision, and the putting in of new 85 lb. steel as follows:—District 1, Manitoba Division, 41.1 miles; Winnipeg terminals, 5 miles; Brandon subdivision, 26 miles; Broadview subdivision, 12 miles; Swift Current subdivision, 1 mile; Medicine Hat subdivision, 15 miles; Calgary subdivision, 7 miles; Laggan subdivision, 4.4 miles; Cranbrook subdivision, 21.4 miles; Shuswap subdivision, 5.4 miles; Thompson subdivision, 9.2 miles; Cascade subdivision, 9 miles, a total of 177.1 miles.

The points at which new stockyards will be provided are:—Fertile, David and Regent, in Manitoba; Liberty, Brora, Grand Coulee, Lajord, Readlyn, Simpson, Tregarva, Belle Plains, Richardson, Lim-

erick, Renown, Kedleston, Pasqua, Grif-fith, Cadillac, Dilke, Holdfast, Forget, Froude, Kincaid, Young, Siltan, Tyvan, Ogema, Hazenmore, Penzance, Pilot Butte, Sedley, Ponteix, Stalwart, Wilkie, Tramping Lake, Naseby, Markinch, Leipzig, Kandahar and Biggar in Saskatchewan; Portreeve, Sceptre, Coaldale, Parkland and Beddington, in Alberta.

Railway Finance, Meetings, Etc.

Canadian Northern Ry.—There was deposited with the Secretary of State at Ottawa, Jan. 20, duplicate original of a trust agreement between the C.N.R. and the Central Trust Co. of New York, securing an issue of one year 5% secured gold notes. The issue is reported by New York papers to consist of \$2,500,000, of which \$2,000,000 is to be provided immediately and the balance on the deposit of some additional stock, and is secured by the deposit of £205,000 of 4½% debenture stock of the C.N. Pacific Ry., guaranteed by the Province of British Columbia; £209,000 of 4% C.N.R. debenture stock, and £193,000 of 4½ first mortgage bonds of the C.N. Saskatchewan Ry., guaranteed by the Province of Saskatchewan.

Canadian Pacific Ry.—The directors on Feb. 15 authorized the payments of the following dividends for the period ended Dec. 31, 1915:—A dividend of 2% for the half year on the preference stock; a dividend of 2½% for the quarter on the common stock. The dividend on common stock is at the rate of 7% per annum from revenue and 3% from special income account. Both dividends are payable April 1 to shareholders of record Mar. 1.

Michigan Central Rd.—There has been deposited with the Secretary of State at Ottawa, an agreement dated Oct. 1, 1915, made between John Carstensen and other vendors, the Philadelphia Trust Co., trustee, and the Michigan Central Rd., relating to the M.C.R. Equipment Trust of 1915.

St. John & Quebec Ry.—The New Brunswick Government has called in for redemption the 4½% ten year bonds issued with the provincial guarantee, at the rate of 95 and accrued interest.

Temiscouata Ry.—Net earnings for Nov. 1915, \$3,502. Aggregate net earnings for 5 months ended Nov. 30, 1915, \$16,798.

Toronto, Hamilton & Buffalo Ry.—The Dominion Parliament is being asked to confirm an agreement made between the company, the Michigan Central Rd., the Canada Southern Ry., the New York Central Rd., the C.P.R., and the Trust Co., dated Feb. 1, making certain traffic arrangements for 50 years, and providing for the guarantee of consolidated mortgage bonds to be issued by the company.

Express Rates on Government Currency.—Ottawa press dispatch, Feb. 24. The Dominion Express Co. is making a bid for the carriage of all Government currency, exclusive of shipments of gold or silver. It has filed a special competitive tariff of rates on currency based on shipments forwarded or received by the Finance Department at Ottawa, to or from the Assistant Receivers-General, also on shipments moving between the latter at Victoria, Winnipeg, Toronto, Montreal, St. John, Halifax, and Charlottetown. The special currency rate per \$1,000 is \$2.10, and is said to be a decrease of about 60% from the old rates.

24710. Feb. 7.—Authorizing C.P.R. to build diversion of road allowance at mileage 52.3, Wilkie Subdivision, Sask.

24711. Feb. 5.—Authorizing G.T.R. to build siding for Hay & Co., Nissouri West Tp., Ont.

24712. Feb. 7.—Ordering C.P.R. to install bell by June 1 at Main St., Chesterville, Ont., 20 per cent. of cost to be paid out of railway grade crossing fund, cut-out and bonding to be in front of platform on westbound track.

24713. Feb. 7.—Ordering Grand Trunk Pacific Ry. forthwith to appoint station agent at Quinton, Sask., until May 1, and between Sept. 1 and May 1 each year until otherwise ordered.

24714. Feb. 9.—Dismissing complaint of A. H. Mayland, Calgary, Alta., against competition of loading charge and diversion charge made by C.P.R. on pigs or livestock shipments through Calgary.

24715. Feb. 9.—Authorizing C.P.R. to build spur for John Deere Plow Co., Regina, Sask.

24716. Feb. 9.—Authorizing C.P.R. to build spur for Shell Co. of California, Inc., near Barnett, B.C.

24717. Feb. 8.—Approving plans and specifications of Southwold Tp., Ont., showing work to be done on the A. Moore drain under G.T.R.

24718. Feb. 9.—Authorizing Michigan Central Rd. to build siding for Norton Co., Chippawa, Ont.

24719. Feb. 10.—Relieving C.P.R. from providing further protection at crossing of Kemptville Road, near Kempton, Ont.

24720. Feb. 5.—Authorizing Lachine, Jacques Cartier & Maisonneuve Ry. (G.T.R.) to build across certain highways between Cote de la Visitation Road and Belanger or Daniel Sts, Montreal; authority granted herein to be exercised by Dec. 31, 1917, or order to become inoperative.

24721. Feb. 11.—Authorizing C.P.R. to build spur for Port Moody Steel Works, Ltd., Port Moody, B.C.

24722. Feb. 14.—Relieving Canadian Northern Ry. from providing further protection at second crossing east of Oshawa station, Ont.

24723. Feb. 12.—Ordering C.P.R. to install improved automatic bell at highway west of Welsford station, N.B., by June 1, 20 per cent. of cost to be paid out of railway grade crossing fund.

24724. Feb. 14.—Suspending, until further order, proposed cancellation of joint rates from Eastern Canada to points in Western Canada, applying via routes published in Supplement 8 to G.T.R. tariff C.R.C. no. E-2962, and Supplement 18 to G.T.R. tariff C.R.C. no. E-2977, issued to take effect Feb. 15.

24725. Feb. 15.—Authorizing Algoma Central & Hudson Bay Ry. to use bridge at mileage 150.61, over Kiniwabe River, Tp. 28, R. 22, Algoma District, Ont.

24726. Feb. 15.—Approving agreement between Bell Telephone Co. and National Telephone Co., Dec. 31, 1915.

24727. Feb. 16.—Disallowing Canadian Northern Ry. special proportionate freight tariff, C.R.C. no. E-732, applicable from Toronto to Regina, Sask., on tank and steel structural material, in carloads, originating at Sarnia.

24728. Feb. 16.—Rescinding order 23483, Apr. 6, 1915; and ordering that C.P.R. trains crossing Portage Ave., Winnipeg, be limited to 6 miles an hour.

24729. Feb. 15.—Ordering Canadian Northern Ry. to appoint station agent at Brunkild, Man., Mar. 1.

24730. Feb. 15.—Authorizing Premier Coal Co. to carry its roads or entries under railway right of way.

24732. Feb. 15.—Approving agreement between Bell Telephone Co. and Kamouraska Telephone Co. Dec. 30, 1915.

24733. Feb. 17.—Approving clearances at country grain elevators for C.P.R., Grand Trunk Pacific Ry. and Canadian Northern Ry., and rescinding order 24157, Sept. 10, 1915.

24734. Feb. 17.—Authorizing C.P.R. to build extension to siding for M. J. O'Brien, Horton Tp., Ont.; and a siding for Energite Explosives, Ltd., at mileage 69.28, Chalk River Subdivision, Ont.

24735. Feb. 17.—Authorizing Grand Trunk Pacific Ry. to build connection between G.T.P. Edmonton Exhibition Association spur and Edmonton Radial Ry., Edmonton, Alta.

24736. Feb. 17.—Authorizing Canadian Northern Ry. to cross and divert highway in n.w. ¼ sec. 5-35-7, w.2m., Sask.

24737. Feb. 17.—Authorizing Algoma Central & Hudson Bay Ry. to open for traffic revision of its main line in Sec. 37, Vankoughnet Tp., and Lot 12, Con. 1, Deroche Tp., Algoma District, Ont.; and to use bridge at mileage 19.10.

24738. Feb. 17.—Authorizing G.T.R. and City of Toronto to rebuild Bathurst St. Bridge.

24739. Feb. 15.—Authorizing Canadian Northern Quebec Ry. to close Larose station during winter as flag station for passenger trains; station to be open from May 1 to Oct. 31 each year and to be lighted when required for accommodation of passengers.

General order, 158. Feb. 15.—Ordering that provisions of general order 153, Nov. 4, 1915, applicable to Canadian Freight Classification and any proposed new issue or supplement thereto, and to Canadian Freight Association, shall apply to Express Classification for Canada and to Express Association of Canada, in so far as they can be made applicable.