

Without going into a mass of details, the following is the revised account with respect to operating railways:

Stocks.

Dividend paying	\$421,072,361
Non-dividend	308,302,155
Amount of dividends	27,333,373
Per cent. on dividend paying	6.45
Per cent. on all stocks	3.72
Per mile of line—all stocks	28,771

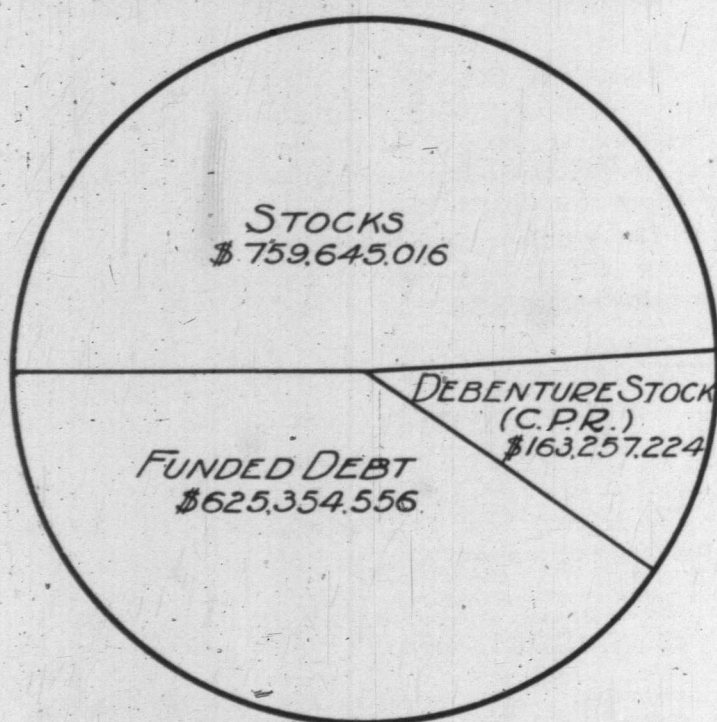
Funded Debt.

Total outstanding	\$477,820,834
Per mile of operating line affected	18,209

Consolidated Debenture Stock.

Amount outstanding (C.P.R.)	\$163,257,224
Interest	6,337,188
Per mile of line affected	14,187

It was not possible to ascertain the total amount of interest paid during the year on account of funded debt.



Division of Capital Liability of Canadian Railroads.

Some of the payments do not come into the returns of railways, as, for example, in the case of bonds held by the owners of lines and by contractors. It may be stated, however, that the interest was actually paid on all outstanding bonds.

Interest payments on funded debt, as returned in the statements of railways, amounted to \$17,980,913. On the bonds to which these payments had reference the average rate of interest was 4.04 per cent. Stocks, bonds and debenture stock combined, averaged \$61,167 per mile for the lines against which the liability actually existed.

The mileage to which the foregoing calculations refer was 25,351 as applied to stocks, and 24,427 in the case of funded debt. The difference between these figures and the 29,304 shown as the operating mileage in Canada on June 30, 1913, is accounted for mainly by the mileage of the Grand Trunk Pacific (owing to the impracticability of separating the proportion in operation from that under construction, the liability being on the whole) and government owned lines.

The consolidated debenture stock of the Canadian Pacific Railway, referred to in foregoing paragraphs, has heretofore been classified under the head of funded debt. It is now placed in a class by itself. The reason for this action lies in the character of the stock. It is unique. The company engages to pay four per cent. interest on the principal, and this interest is secured by a lien on all the railway property. In the case of ordinary bonds and debenture stocks the mortgage is for both principal and interest. There is also this further and fundamental distinction: While the lien in ordinary bonds is for a stipulated period, the consolidated debenture stock of the Canadian Pacific is perpetual.

In view of the report of the National Transcontinental commissioners early this year, as to the expensive class of construction of the road, the capital cost of the lines owned and operated by Canada, are of interest:—

	Miles of line.	Capital cost.	Cost per mile.
Government lines.			
Intercolonial	1,463	\$97,138,379	\$66,397
Prince Edward Island ...	279	8,790,794	31,508
Temiskaming and Northern Ontario	331	19,065,114	57,599
New Brunswick Coal and Railway	58	1,936,600	33,217

The capital liability of Canadian railroads has increased rapidly during the past thirty years. In 1876, it was \$257,000,000, of which \$181,000,000 represented stocks and \$76,000,000 funded debt. In 1886, the total had grown to \$486,000,000, of which \$317,000,000 represented stocks and \$169,000,000 funded debt. In later years it increased as follows:—

Year.	Stocks.	Funded debt.	Total.
1896	\$361,000,000	\$336,000,000	\$ 697,000,000
1906	561,000,000	504,000,000	1,065,000,000
1913	755,000,000	776,000,000	1,531,000,000

Growth of Capital Liability of Canada's Railroads in Various Years (in millions of dollars).

Of last year's total, as explained above, \$163,000,000 represents debenture stock of the Canadian Pacific Railway.

The figures for 1913 must be interpreted in the light of the facts given in preceding paragraphs, and in view of the elimination of \$63,025,745 from the stocks column, \$94,564,722 from the funded debt column, and the transfer of \$163,257,224 of debenture stock from funded debt to a new class. All of which indicates that the country must get down to real, hard work.

ONTARIO LIFE INSURANCE AGENT'S LICENSES.

Ontario life insurance agents are desirous of getting into line under the new legislation, and are seeking to obtain their licenses. The licenses of insurance agents will not be obtainable until September 1st, as the Ontario insurance departments will not have the necessary forms, etc., available before that time.