

CANADIAN PACIFIC RAILWAY'S EARNINGS

From All Sources the Company Earned \$129,000,000
Exclusive of War Business Profits

With assets approximately nearly \$1,000,000,000 and gross earnings last year of \$129,000,000, the Canadian Pacific Railway takes a leading position among the world's railway and transportation interests. *The Monetary Times* has already printed the principal returns of the company's year, but in the report just issued other interesting details are found. The special income figures are as follows: Balance at June 30, 1915, \$8,216,144; less dividend paid October 1, 1915, \$1,950,000.

Interest—Proceeds land sales, \$151,170; deposits and loans, \$976,326; Minneapolis, St. Paul and Sault Ste. Marie Railway bonds, \$159,720; Mineral Range Railway bonds, \$50,160; Toronto, Hamilton and Buffalo Railway bonds, \$10,237; Montreal and Atlantic Railway bonds and other securities, \$108,136; Berlin, Waterloo, Wellesley and Lake Huron Railway bonds, \$17,040; St. John Bridge and Railway Extension Company bonds, \$6,250; Esquimalt and Nanaimo Railway bonds, \$193,280; Dominion Atlantic Railway Extension debenture stock, \$56,940; Dominion Atlantic Railway 2nd debenture stock, \$36,986; Hull Electric Railway, \$60,000.

Dividends—On St. John Bridge and Railway Extension Company stock, \$70,000; Minneapolis, St. Paul and Sault Ste. Marie Railway common stock, \$890,645; Minneapolis, St. Paul and Sault Ste. Marie Railway preferred stock, \$445,326; West Kootenay Power and Light Company common stock, \$27,500; West Kootenay Power and Light Company preferred stock, \$3,850; Consolidated Mining and Smelting Company stock, \$307,437; Berlin, Waterloo, Wellesley and Lake Huron Company stock, \$12,500; earnings from ocean steamships and hotels, \$3,583,292; revenue from company's interest in coal mine properties, \$557,842; extraneous mail earnings, \$216,305; net earnings of Pacific Coast Steamships, commercial telegraph, news department, \$1,923,288; received for space rented in office buildings, \$76,720; making a total of \$16,207,099; less payments to shareholders in dividends December 31, 1915, April 1, 1916, and June 30, 1916, of \$5,850,000, leaving \$10,357,099, from which a dividend has been declared payable October 1, 1916, of \$1,950,000.

No War Earnings Included.

Lord Shaughnessy, in dealing with the company's earnings in the report, says:—

"The profits resulting from the manufacture in your company's shops of munitions of war, undertaken at the request of the government, have not been taken into the operating revenue, but have been applied as a set-off against contributions to patriotic and relief funds, and other expenditures by your company directly due to the war and not properly chargeable to working expenses."

The earnings for the year 1916 compared with the previous year are as follow:—

	1916.	1915.
From passengers	\$24,690,652	\$24,044,282
From freight	89,654,405	60,737,737
From mails	1,384,567	1,389,333
From sleeping cars, express, telegraph and miscellaneous	13,752,260	12,693,856
	<u>\$129,481,885</u>	<u>\$98,865,209</u>

The company's expenses compare as below:—

	1916.	1915.
Transportation expenses	\$38,915,381	\$32,083,169
Maintenance	14,671,791	11,400,538
Maintenance of equipment	16,695,955	11,307,965
Traffic expenses	2,798,699	2,990,163
Parlor and sleeping car expenses ..	990,410	1,111,253
Expenses, lake and river steamers..	829,811	1,051,781
General expenses	4,014,753	3,963,202
Commercial telegraph	1,339,161	1,382,507
	<u>\$80,255,965</u>	<u>\$65,290,582</u>

Agreement re Steamships.

Regarding the agreement entered into between the Allan Line Steamship Company and the Canadian Pacific Ocean Services, Limited, the report says:—

"In consequence of the extraordinary conditions created by the present war, the directors considered it advisable to postpone the effective date of the agreement entered into between the company and the Allan Line Steamship Company and the Canadian Pacific Ocean Services, Limited, authorized by resolution passed at the last annual meeting, for the acquisition by the last named company of the capital stock of the Allan Line now held by the company and of the vessels of the company named in the resolution. The directors have, however, thought it desirable to enter into an agreement with the Canadian Pacific Ocean Services, Limited, under which the vessels of both fleets are operated by that company as managers and agents. In view of possible changes in the conditions pertaining to ocean traffic the directors consider that it may be advisable in the company's interests, that in giving effect to the proposals previously approved, a somewhat different plan should be adopted, and a resolution will be submitted granting authority to the directors to carry out the transaction with the Ocean Services or some other company created for that purpose, of which the company will have full ownership and control in such manner and on such terms as seem to them proper.

"The revenue from the steamships given in the statement of special income of \$3,583,292 is exclusive of an amount transferred to the reserve account to cover the cost of replacing ships sold or destroyed, and of a sum sufficient to meet any tax on excess profits that may be ultimately payable."

Freight Revenues.

During the year \$3,749,474 was expended on capital account. Of this amount \$1,955,000 was required for the Connaught Tunnel in the Selkirk Mountains, and the balance for miscellaneous works of improvement over the whole system.

The important falling off in the revenue per ton-mile for the carriage of freight traffic from 76 cents in 1915 to 64 cents this year, was largely due to the abnormal increase in the tonnage of grain handled at the very low rates that apply to that commodity, although the reduction in many tariff rates in western Canada had considerable influence.

In November last the trustees under the mortgage securing £7,191,500 first mortgage bonds executed a discharge of mortgage and reconveyance of the property to the company, and the documents have been deposited with the secretary of state.

LONDON ADDS TO ITS INDUSTRIES

New additions to the factories of London, Ont., are as follows:—

The Middlesex Mills, Limited, incorporated by Dominion charter with an authorized capital of \$250,000, will manufacture cotton, linen, silk, woolen and other goods in a large factory building purchased in the industrial area at London, Ont. The building was previously occupied by the Dominion Office and Store Fitting Company, and has over 25,000 square feet of floor space in the main building and stands on 2½ acres on Dundas Street East. The firm are at present manufacturing from cotton almost entirely, and have turned out samples of cotton towelling and striped dress fabric, etc. The company's help are mostly women, to whom good wages are paid. Machinery is being installed for weaving. Everything connected with the manufacture of the company's product will be made except the spinning of the yarn. They have their own dye plant and will make their own chemicals for bleaching purposes.

Messrs. J. R. Shuttleworth Company, manufacturers of straw hats and caps, are preparing plans for an addition to their factory on Dundas Street. This will be of brick construction and will cost about \$10,000.

The Hunt Milling Company are contemplating the erection of an addition to their flour mill here to cost \$50,000.

The Canadian Cereal and Flour Mills Company propose to erect an addition to their premises on Talbot Street at an estimated cost of \$10,000.

Mr. Gordon Philips is the secretary of the board of trade of the progressive Ontario city.

Mr. T. H. Rieder, of the Canadian Consolidated Rubber Company, has been appointed a director of the Ames-Holden-McCready Company.