

Dominion Power & Transmission Co.

5% First Mortgage Bonds due 1st April, 1932 to yield 5½ per cent.

The Dominion Power and Transmission Co. controls the entire street railway, electric light and power business in Hamilton and vicinity, as well as electric railway lines to Brantford, Oakville, Burlington, Grimsby, Beamsville and Dundas, the company thus forming one of the strongest combinations of electric properties in Canada. The population served is about 150,000. The bond issue of the company is exceedingly conservative.

Further Particulars Furnished on request.

Wood, Gundy & Company, Toronto

ished, and, while the cost of the work was in excess of the original estimate, the directors are pleased with the result. It is now apparent that within the next few months all the lands in this block will have been sold at satisfactory prices, and another season most of the block will be occupied by settlers. Thus the company will receive a large volume of traffic from an area on the main line east of Calgary, containing fifteen hundred square miles, that was previously considered unfit for agricultural purposes. The directors are now considering the desirability of extending the irrigation system to the central block of about one million acres.

The land figures of 1906 and 1909 compare as follows:

	Lands owned 1906.	Lands owned 1909.
Prairie Provinces	9,847,975	8,437,594
British Columbia	3,625,375	4,503,505
Total	13,473,350	12,941,099

An increase in the lands owned in British Columbia will be noted, although sales of British Columbia lands were effected during the three years period. In the 1909 report, appears an item showing that of a 1,347,905 acres land grant to the Columbia and Western Railway, 1,265,324 acres remain unsold. That item does not appear in the 1906 report. This is explained in the report for 1908 which stated that the C.P.R. was to receive through the Columbia & Western Railway about 2,500,000 acres of land. Some of this property is in dispute between the Columbia and the British Columbia government.

Value of the Land holdings.

Investors cannot give too much favorable consideration to the value of land areas controlled by the Canadian Pacific Railway Company, because the values of the same represent a permanent equity, either in the direct sale of the land or by indirect returns from the ultimate yield they will give to the farmer, the forester, the miner, or by revenue from town lots and many other sources. It may be computed that the value of the lands unsold is in excess of one hundred million dollars—say, one hundred and twenty million dollars. To carry the question of land assets further, it would be impossible to estimate the tremendous permanent value to the railway company of the lands that have been sold, or those areas that will be turned over to the farmer in the near future. This will constitute a field for annual revenue for the Company's active railway operations that will add materially to the gross and net receipts of the roads.

In considering the land equities mentioned in the foregoing paragraph, it should be stated that over sixty millions of the gross receipts have been received already on the sale of land, and, while that may not appear at first sight to be properly entitled to a place in the present or future estimate of equities, it must be appreciated that only a very small fraction of that amount has been paid out to stockholders, and must, therefore, be either in reserve or have gone back into the property, thus forming an undoubted equity for the benefit of the stockholders.

The C.P.R.'s guarantee of interest was endorsed on four per cent. consolidated mortgage bonds of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company to the amount of \$1,600,000, issued and sold to meet the cost of constructing eighty miles of railway added to that company's system.

Will Benefit Soo and C.P.R.

The Minneapolis, St. Paul & Sault Ste. Marie Railway Company, having acquired a majority of the outstanding shares of the common stock of the Wisconsin Central Railway Company, made an agreement for a lease of that company's railway for a period of ninety-nine years, undertaking to pay by way of rental four per cent. per annum on the preference stock, amounting to \$12,500,000, of which \$1,232,895 is in the company's treasury. It is evident that this transaction will materially benefit the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, in which the C.P.R. have a substantial interest.

The directors will ask at the coming annual meeting, the shareholder's approval of the investment of \$5,172,900 of C.P.R. surplus earnings in 34,486 shares of the common

stock and 17,243 shares of the preferred stock of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company for which the C.P.R. subscribed at par when that company increased its capital stock, this being the pro rata proportion of the issue.

Has Acquired the Orford Road.

The company has acquired all the capital stock of the Orford Mountain Railway Company, whose railway connects with the C.P.R. system at Eastman, in the province of Quebec. The Orford Mountain Railway Company owns 58½ miles of railway, against which there are outstanding bonds at the rate of \$12,000 per mile, or \$702,000 in all. The consideration for the transfer of the stock and a lease of the railway for nine hundred and ninety-nine years is the guarantee by the C.P.R. of the payment of the interest on these bonds at the rate of four per cent. per annum. The lease will be submitted for approval at the annual meeting. F.W.F.

LATE NEWS

CANADA CEMENT COMPANY'S ESTIMATE

Of Earnings—Director of New Merger Sends More Information.

During the whole of this week the Monetary Times has endeavored to obtain from the Canada Cement Company, Limited, certain information which it thought should rightly be afforded the public. The following statement was wired from the Monetary Times office at Montreal (after the editorial elsewhere in this issue had gone to press). This information arrived as the final pages were going to press, but desiring to do justice to all concerned the issue has been delayed in order to print the following particulars—

Monetary Times Office,
Montreal, September 17th, 1909.

Mr. W. M. Aitken, a director of the Canada Cement Co., Limited, has just been interviewed respecting the new issue and the details upon which are based the estimated earnings of the company of \$1,000,000. "The cost by the rock process," says Mr. Aitken, "is sufficiently low, and some of the plants taken into the merger claim they can get costs down to a lower basis. The main point is that we now control all the rock cement plants east of the Rocky Mountains. The plants in the merger have a capacity of 5,000,000 barrels per year. The reduction in the cost of manufacture will be very considerable. In any case, by delivering cement in Montreal from the Montreal plants, and so on, throughout Canada, an enormous saving in freight will be accomplished, perhaps an economy of as much as twenty-five cents per barrel. In addition, the saving effected by concentration of management and a reduction in selling expenses, will add to the net results. So that with average sales at average profits, net profits of \$2,000,000 are apparent. The sales of cement have doubled in the past five years. If they are doubled again in the next five years, the consumption will be more than 6,000,000 barrels."

RAILROAD EARNINGS.

Road.	Week of	1908.	1909.	Increase.
C. P. R.	Sept. 7	\$1,301,000	\$1,664,000	\$363,000
C. N. R.	" 7	175,300	190,400	15,100
G. T. R.	" 7	821,962	930,143	117,181
T. & N. O.	" 7	18,925	34,965	16,040
Toronto St.	" 7	88,125	93,643	5,518
Montreal St.	" 7	74,118	75,062	944