may, from time to time, as may be necessary, and in accordance with the statutory provisions in that behalf, issue and dispose of consolidated debenture stock of the company to such amount as they may deem expedient, not exceeding in the aggregate an amount equal to £6,000 a mile in respect of the Gleichen-Shepard Branch, Bassano Branch, Suffield Southwesterly Branch extension and Swift Current Northwesterly Branch extension, £5,000 a mile in respect of the Weyburn-Lethbridge Branch extension, £4,000 a mile in respect of the Snow flake Branch, and £3,000 a mile in respect of the Selkirk Branch extension.

Resolutions were also adopted authorizing the issue of £1,000,000 consolidated debenture stock at 4%, to pay for the two intermediate class passenger steamships for the Atlantic Service, and two turbine passenger steamships for the British Columbia Coast Service, at present under construction in Scotland; and amending bylaws 40, 44 and 45 relating to stock certificates and transfer books.

The retiring directors, D. McNicoll, C. R. Hosmer, Hon. Robert Mackay and Jas. Dunsmuir were re-elected.

At a subsequent meeting of the board, Sir Thos. Shaughnessy and D. McNicoll were re-elected President and Vice President, respectively, and the following were appointed as the executive committee:—R. B. Angus, D. McNicoll, Sir Edmund Osler, Sir Thos. Shaughnessy, Lord Strathcona and Mount Royal, and Sir William Van Horne.

The Railway Companies and Outward Cartage Charges.

Considerable information on this subject was given in Canadian Railway and Marine World for October. The action of railways operating west of Port Arthur in giving notice that the practice of advancing cartage charges on outward shipments and collecting the same from consignees at destination would be discontinued Oct. 1, having been brought before the Board of Railway Commissioners, Commissioner S. J. McLean gave the following judgment Sept. 25:—

Under date of Aug. 5, the railways in Western Canada issued a notice that, effective Oct. 1, the practice of advancing cartage charges on outward shipments and the collection of same from consignees at destination would be discontinued. The position of the railways in the matter may be taken as set out in the following statement from the Canadian Northern:—"For many years the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific included in their Winnipeg tariff the cost of cartage. This practice was discontinued on May 15, 1913, but during the period when Winnipeg was eliminated from tariffs, including the cost of cartage, important jobbing interests developed in such cities as Regina, Calgary, Saskatoon and Edmonton, and under arrangement with the draymen performing the service in these cities, the cost of cartage on outward business was added to the freight bill and collected from consignee. With the abrogation of cartage in Eastern Canada, Oct. 1, the action was taken to harmonize the practice throughout Canada. Following the discussion respecting the abrogation of cartage in Eastern Canada, the Retail Merchants' Association of Prince Albert appealed to the Board against paying the cost of cartage on shipments received from Winnipeg, Saskatoon, Regina, and other points where this arrangement was in force, and as the Board intimated to them that this practice was irregular we abandoned same."

Various protests against the terms of this notice were subsequently received from the jobbing interests concerned. On the other hand, a strong protest against the continuance of the arrangement was made in a telegram from H. L. Montgomery, of Deloraine, Man., setting out the existing arrangements as unjust to the country merchant, and that the jobbers should "meet the country merchants in the open by adding the cartage to their invoices."

The proposed change comes at an awkward time so far as business is concerned. It is not only a busy season because of the laying in of fall stocks by the consignees; it is also a time when the traffic handled by lake and rail is being rushed forward for Western dealers. It is further represented to the Board that the existing cartage arrangements are dependent upon the arrangement as to advance charges which has been entered into by the railways. The railways state that as a matter of business practice, they cannot agree to look after the advance charges and collection business of every individual drayman, since it would lead to their books being cumbered with a multiplicity of accounts. This plea, from the standpoint of business practice is, however, aside from the question of the legal right of the railways so to act.

The Board has already made clear its position as to the legal status of the matter. It desires that the proper arrangement should take place, and as soon as possible. But in desiring that the proper arrangement should take place as promptly as possible, it at the same time recognizes that, in view of the custom which has in this respect developed, it is in the interest of all concerned that the change should be made with a minimum of dislocation of business in respect of cartage to and from the railway. When the protests against the disturbance of the existing arrangement were received, there were at the time negotiations pending in Eastern Canada regarding the cartage service, cancellation notices in regard to which had been filed, effective Oct. 1. Bearing in mind the tiding over the transition period, the Board suggested to the railways that the existing arrangements as to advance charges and collection in Western Canada might be continued until Jan. 1, 1914.

It has been represented to the Board that the shippers will, at the earliest possible moment, take up with the railways and the cartage companies the question of working out some system which will obviate the present objectionable features. It has not the power, nor is it attempting to exercise power, to change or modify in any way the rights and obligations of the parties to the shipping contract. The question as to whether the consignees should or should not pay advanced cartage to the railway is one entirely of contract between the parties. The Board has nothing to do with it, nor is the work done by the railways in any manner a railway service or facility within the meaning of the Railway Act. Changes of long standing practices always involve more or less inconvenience, dislocation of business, and delay. Oct. 1 is about as bad a time for the proposed cancellation as could well be selected. Under these circumstances, the Board will make no order in this matter until after Jan. 1, 1914.

Dominion Railway Subsidy Contract. — The Dominion Government has entered into a contract with the C. P. R., under the act granting aid in the construction of railways, for the construction of a line from Gimli, Man., to the Icelandic River, at or near Riverton, 30 miles.

The towers for the wireless telegraph station at Pas, Man., have been completed. They are 400 ft. high. The contract for the power house has been let to Boyle and Hughes.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1912-13, from July 1, 1913:—

	Gross Earnings	Expenses	Net Earnings	Increase
July	$1,928,800	$1,414,500	$514,300	$19,700
Aug.	1,824,800	1,416,200	408,600	37,800
Sept.	1,994,900	1,470,000	524,900	101,400
	$5,748,500	$4,300,700	$1,447,800	$158,900
Incr.	$ 501,500	$ 342,600	$ 158,900	......

The mileage under operation in Sept. was 4,520, against 4,297 in Sept., 1912.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1912-13, from July 1, 1913:—

	Gross Earnings	Expenses	Net Earnings	Decrease
July	$11,993,062.27	$7,876,269.09	$4,116,793.18	$331,383.72
Aug.	11,434,459.88	7,473,320.64	3,961,139.24	756,786.42
	$23,427,522.15	$15,349,589.73	$8,077,932.42	$1,088,170.14
Incr.	....	$ 211,577.84	....	....
Decr.	$ 876,592.30	....	$1,088,170.14	....

Approximate earnings for Sept., $11,887,000, against $11,322,000 for Sept., 1912.

Grand Trunk Railway Earnings, Etc.

The following figures show the earnings and expenses of the G.T.R., C.A.R., G.T. Western Ry. and D.G.H. & M.R. for August:—

Grand Trunk Railway.

Earnings	$4,090,000
Expenses	2,796,100
Net earnings	$1,293,900

Canada Atlantic Railway.

Earnings	$219,000
Expenses	241,200
Deficit	$22,200

Grand Trunk Western Railway.

Earnings	$630,900
Expenses	557,500
Net earnings	$73,400

Detroit, Grand Haven and Milwaukee Ry.

Earnings	$214,200
Expenses	208,000
Net earnings	$6,200

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from July 1 to Sept. 30:

	1913	1912	Increase
G.T.R.	$11,899,207	$11,359,777	$539,430
C.A.R.	659,164	620,311	38,853
G.T.W.R.	1,877,477	1,781,962	95,515
D.G.H. & M.R.	641,428	615,359	26,069
Totals	$15,077,276	$14,377,409	$699,867

Grand Trunk Pacific Railway Earnings.

Approximate earnings for Sept., $4,870,641, against $4,759,282 for Sept., 1912.

The earnings of the Prairie Section and Lake Superior Branch for September were $756,779, and from July 1 to Sept. 30, $1,738,371.

Western Kootenay Light and Power Co.— C. R. Hosmer, a director of the C. P. R., has been elected President of the W. K. L. and P. Co., succeeding the late W. M. Doult. The other directors are W. R. Baker, F. Paul, E. Hanson, F. F. Benson and J. S. C. Fraser. This company is developing power in the Rossland district of British Columbia, and will supply current to the C. P. R. in connection with the electrification of the Rossland branch.

Leonard Shops, National Transcontinental Ry.—The shops which the N. T. R. is having built in St. Malo, a suburb of Quebec, and which were fully described in Canadian Railway and Marine World for September, are to be called the Leonard shops, in honor of R. W. Leonard, Chairman of the N. T. R. Commission, under whose administration they are being built. The contract for their erection has been awarded to J. Gosselin, Point Levi, Que.