

## ANNUAL MEETINGS.

At the annual meeting of the shareholders of the Montreal Warehousing Company, held on Wednesday last, the old Board of Directors were re-elected, as follows:—Messrs. Andrew Allan, John S. Hall, sr., Hon. A. W. Ogilvie, W. M. Ramsay and Thomas Davidson. At a subsequent meeting of the Board of Directors, Mr. Andrew Allan was re-elected President, and Mr. John S. Hall, sr., Vice-President.

The annual meeting of the shareholders of the Intercolonial Coal Mining Company was held on Wednesday, when the following gentlemen were elected Directors for the ensuing year:—Messrs. Gilbert Scott, H. A. Budden, Angus C. Hooper, Robert Anderson, James P. Cleghorn, D. L. MacDougall, Alex. Gunn, Peter Redpath and H. J. Tiffin. The annual report showed that 128,609 tons of coal had been sold, being an increase over the previous year of 50,272 tons. At a subsequent meeting of the Board of Directors, Mr. Gilbert Scott was elected President, and Mr. H. A. Budden, Vice-President.

At the annual meeting of the Montreal Loan and Mortgage Company, held on Wednesday, the following directors were elected:—M. H. Gault, M.P., Hon. A. W. Ogilvie, A. F. Gault, Robert Esdaile, Thos. Craig and Theodore Hart. Mr. M. H. Gault was re-elected President, and Mr. Ogilvie, Vice-President.

The annual meeting of the shareholders of the Bell Telephone Company was held during the past week, when the following gentlemen were elected Directors for the ensuing year: Messrs. Andrew Robertson, Hugh Mackay, Hon. J. R. Thibaudeau, G. W. Moss, Robt. Archer, C. F. Sise, W. H. Forbes, T. N. Vail, and R. A. Lucas, (Hamilton, Ont.) At a subsequent meeting of the Board of Directors, Mr. Andrew Robertson was re-elected President, and Mr. C. F. Sise, Vice-President and General Manager. The report submitted to the Directors is of a most satisfactory character. During the year, the Company has purchased all other existing telephone interests in Canada; has laid a cable from Windsor to Detroit; has built a line from Windsor to Amherstburg, 18 miles; a line from Toronto to Hamilton, 45 miles; and a line from Montreal to Lachine for the use of the Lachine Canal, all of which are in satisfactory working order. The Company has also built a large number of shorter lines to provide for the very large increase of business, which in 1881 amounted to about 50 per cent.

## THE CANADIAN PACIFIC RAILWAY.

The following recapitulation of the present position of work on the Canadian Pacific Railway is so carefully prepared, and valuable for future reference, that we transfer it to our columns with pleasure, from one of our contemporaries:—

The construction of this great national highway, which is to connect the shores of the Atlantic with those of the Pacific, and bind together all the scattered Provinces of the Dominion, is naturally creating a great amount of interest, not only in the Dominion; but also in all the great trade centres of the world. As is well-known, portions of the line and branches are already in working order, and the other sections are being rapidly constructed. To assist our readers in tracing the course of the railway we give them in this issue as accurate an account as can at present be obtained of those portions of the line now in working order, under construction, and being surveyed, together with the several branches. The Canadian Pacific Railway system begins at present at Ottawa with the line formerly known as the Canada Central. This railway follows generally the course of the Ottawa river to the town of Pembroke, a distance of 105 miles. The extensions of the Canada Central to Lake Nipissing, a distance of about 130 miles, was subsidized by the Dominion Government in 1874. The extension for the greater part also follows closely the banks of the Ottawa river to its junction with the river Mattawin at the town of Mattawa. From this point the road follows the course of the Mattawin to its head water near Callander on Lake Nipissing, the eastern terminus as fixed by charter, of the Canadian Pacific Railway Company. Trains are now running on the extension for a distance of 110 miles, and the line will be opened through to

Callander by the 1st July next. This station will be near to Lake Nipissing, and judging from the reports of the character of the country will be a most convenient point for a junction with the Ontario system of railways. The distance from Ottawa to Callander is 235 miles, and from Montreal 355 miles.

## THE BROCKVILLE BRANCH

of the Canada Central leaves the Main Line at Carleton Station, and runs south to the town of Brockville on the River St. Lawrence, opposite to the American town of Morristown, and is connected at this point with the northern terminus of the Utica and Black River Railway by means of a ferry, affording the shortest possible communication with Boston and New York. Callander will be distant from Brockville 252 miles.

## LAKE SUPERIOR SECTION.

From Callander the line will pass by the north side of Lake Nipissing, crossing the Sturgeon River near the Falls, thence following the course of the Veuve River, and crossing the Whanapitac, Vermilion and Spanish Rivers, and run along the north side of the latter to Lake Huron, thence by the shore to Algoma Mills, where it is proposed to have communication with the lake. The distance from Callander to this point will be about 172 miles. Grading is now proceeding on this section westwards from Callander and 60 miles are under contract eastward from Algoma Mills. From Algoma Mills westward the line will probably follow near the course of the Mississippi River, and generally in a north-westerly direction to Michipicoten, whence it will follow close to the north shore of Lake Superior, crossing the Nipigon River at Red Rock, and thence to Prince Arthur's Landing and Fort William, the eastern terminus of the line between Lake Superior and Red River under construction by the Government. The length of this section will be approximately 475 miles. The works along the north shore of Lake Superior will be exceptionally heavy, and a longer period with undoubtedly be required for their execution. It can hardly be expected, under the most favourable circumstances, that the rock excavation, tunnelling and bridging required can be completed before 1887.

## WINNIPEG SECTION.

From Prince Arthur's Landing to Winnipeg, a distance of 435 miles, the road is being constructed by the Government. At the eastern end the works are so far advanced that the track has been laid to Eagle River, a distance of 235 miles. Between this point and Rat Portage, 67 miles, the section, being that under construction by Messrs. Manning, McDonald, McLaren & Co., is well advanced. About 15 miles of rails have been laid at each end, and it is confidently expected that the track will be laid over the whole section in four or five months. From Rat Portage to Winnipeg the line has for some time been open for traffic, and a very considerable business, both in passengers and freight, is being done over it.

## ACROSS THE PRAIRIE.

From Winnipeg westward the railway has been finally located to Moose Jaw Creek, and the route has been approved by the Government. Such progress has been made in construction that the line has been for some time open for traffic to Brandon, near the crossing of the Assiniboine River, a distance of about 133 miles. A further distance has been graded, and the track laid over 30 miles of the same. During the winter a large quantity of rails and fastenings, with ties, bridge timber, cordwood and other material, has been accumulated at this end of the line, so that the means will be at hand for pushing on the work immediately on the opening of the working season. Explorations and surveys have been extended through the North-West Territory as far as old Bow Fort, on Bow River, about 840 miles west of Winnipeg, but the location of the line has not as yet been finally determined on.

## ACROSS THE ROCKIES.

Between old Bow Fort and Savona, at the foot of Kamloops Lake, the distance will be as near as possible the same as between Jasper and Savona, under the charter, viz., 335 miles. This section embraces the passage of the Rocky Mountain summit, the crossing of the two branches of the Columbia River, and the Selkirk range of mountains lying between. The works at this part will be unquestionably difficult of execution, but we believe the Directors of the Canadian Pacific Railway Company