

CANADIAN PACIFIC RAILWAY.

ANNUAL REPORT FOR THE YEAR

-1892-

AND

REPORT OF PROCEEDINGS

AT THE

TWELFTH ANNUAL MEETING

OF SHAREHOLDERS.

HELD AT THE GENERAL OFFICES OF THE COMPANY,

MONTREAL,

ON

WEDNESDAY, 10TH MAY, 1893.

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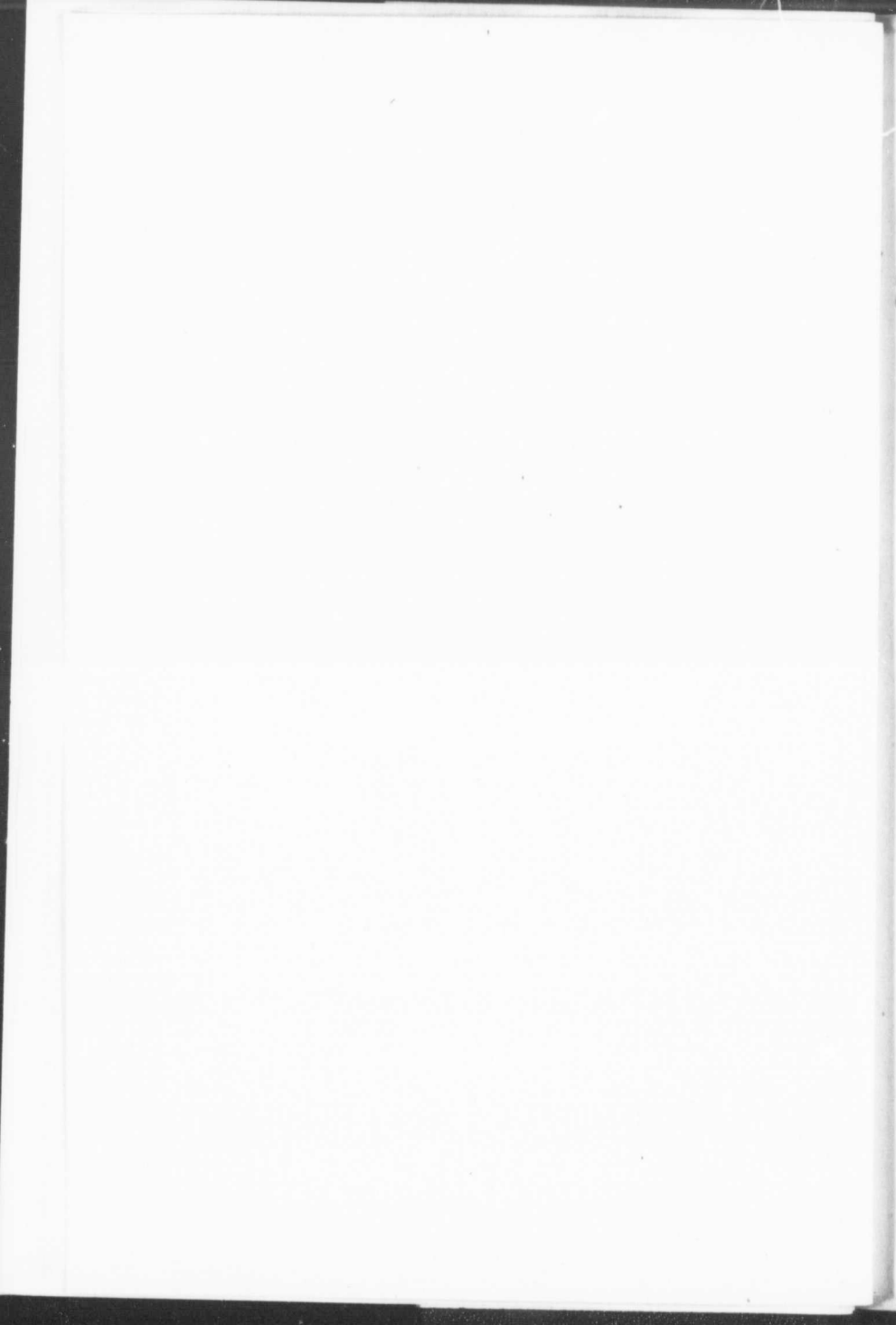
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GAZETTE PRINTING COMPANY, MONTREAL.

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Rec'd 1915





## BOARD OF DIRECTORS.

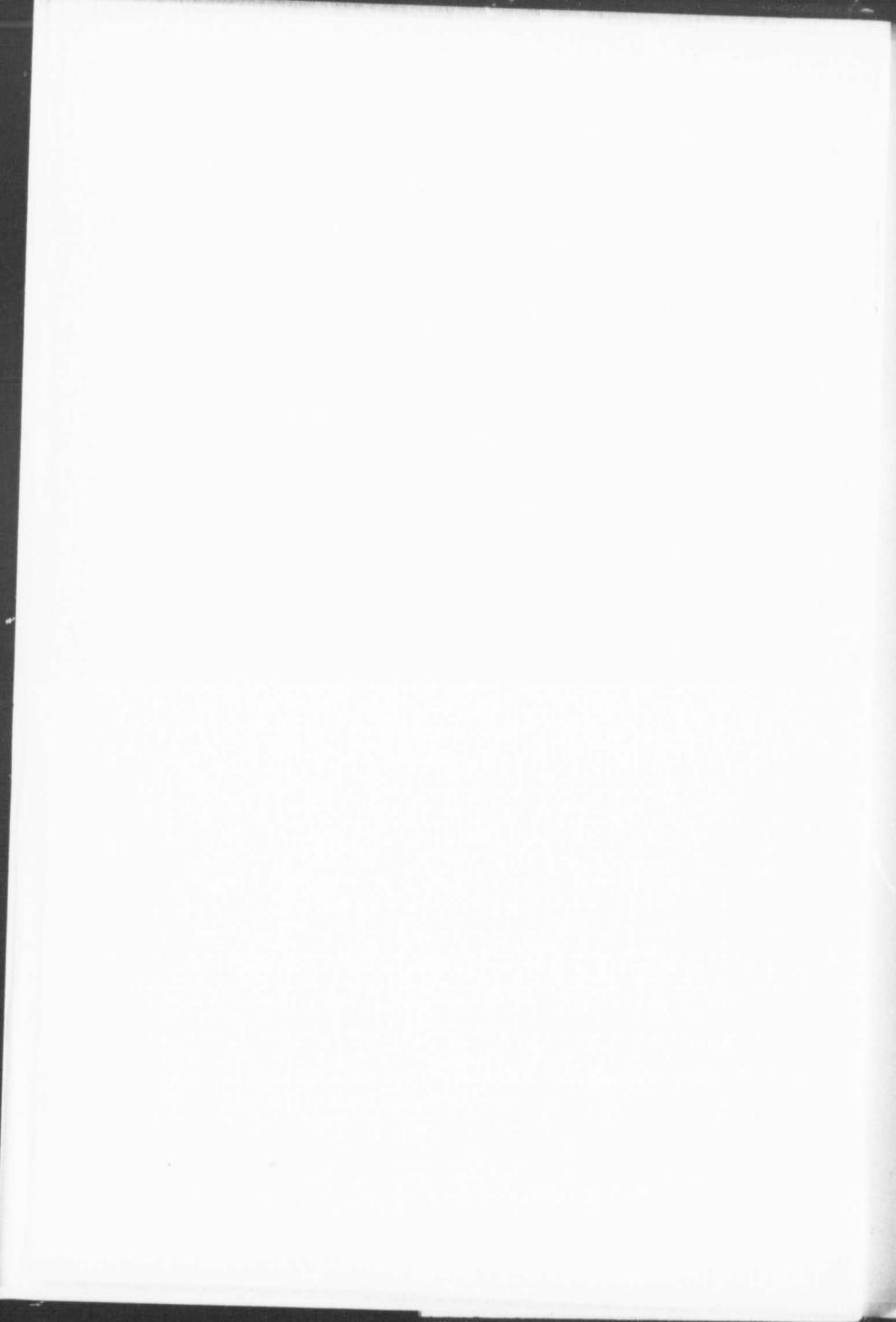
SIR DONALD A. SMITH, K. C. M. G., M. P.,	- - -	MONTREAL.
MR. WM. C. VAN HORNE,	- - - - -	do.
" RICHARD B. ANGUS,	- - - - -	do.
" T. G. SHAUGHNESSY,	- - - - -	do.
" EDMUND B. OSLER,	- - - - -	TORONTO.
" SANDFORD FLEMING, C. E., C. M. G.,	- - - - -	OTTAWA.
" GEORGE R. HARRIS, of Messrs. Blake Bros. & Co.,	- - - - -	BOSTON.
" RICHARD J. CROSS, of Messrs. Morton, Bliss & Co.,	- - - - -	NEW YORK.
" WILMOT D. MATTHEWS,	- - - - -	TORONTO.
HON. DONALD MACINNES, Senator,	- - - - -	HAMILTON.
HIS HONOR LIEUT.-GOVERNOR GEO. A. KIRKPATRICK,	- - - - -	TORONTO.
MR. THOMAS SKINNER,	- - - - -	LONDON.
GEN. SAMUEL THOMAS,	- - - - -	NEW YORK.
MR. JOHN W. MACKAY,	- - - - -	do.

## OFFICERS.

MR. WM. C. VAN HORNE, <i>President,</i>	- - - - -	MONTREAL
" T. G. SHAUGHNESSY, <i>Vice-President,</i>	- - - - -	do.
" CHAS. DRINKWATER, <i>Secretary,</i>	- - - - -	do.
" GEO. M. CLARK, <i>Chief Solicitor,</i>	- - - - -	do.
" GEORGE OLDS, <i>General Traffic Manager,</i>	- - - - -	do.
" I. G. OGDEN, <i>Comptroller,</i>	- - - - -	do.
" THOS. TAIT, <i>Assistant General Manager,</i>	- - - - -	do.
" W. SUTHERLAND TAYLOR, <i>Treasurer,</i>	- - - - -	do.
" D. McNICOLL, <i>General Passenger Agent,</i>	- - - - -	do.
" W. WHYTE, <i>Gen. Supt. Western Division,</i>	- - - - -	WINNIPEG.
" C. W. SPENCER, <i>Gen. Supt. Eastern Division,</i>	- - - - -	MONTREAL.
" H. ABBOTT, <i>Gen. Supt. Pacific Division,</i>	- - - - -	VANCOUVER.
" J. W. LEONARD, <i>Gen. Supt. Ontario &amp; Quebec Division,</i>	- - - - -	TORONTO.
" H. P. TIMMERMAN, <i>Gen. Supt. Atlantic Division,</i>	- - - - -	ST. JOHN, N.B.
" P. A. PETERSON, <i>Chief Engineer</i>	- - - - -	MONTREAL.
" C. R. HOSMER, <i>Manager of Telegraphs,</i>	- - - - -	do.
" L. A. HAMILTON, <i>Land Commissioner,</i>	- - - - -	WINNIPEG.
" HARRY MOODY,	{ <i>Deputy Secretary and Registrar of</i> <i>Transfers, 1 Queen Victoria St., LONDON, E.C.</i>	
" ARCHER BAKER,	{ <i>European Traffic Agent, 67 and 68</i> <i>King William Street, - - - do.</i>	
Agents of the Bank of Montreal, 59 Wall St., <i>Transfer Agents,</i> - NEW YORK.		

## EXECUTIVE COMMITTEE.

MR. WM. C. VAN HORNE,	SIR DONALD A. SMITH, K.C.M.G., M.P.
MR. T. G. SHAUGHNESSY,	MR. RICHARD B. ANGUS.
GENERAL OFFICES,	- - - - - MONTREAL.



Canadian Pacific Railway Company.

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TWELFTH ANNUAL MEETING.

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REPORT OF PROCEEDINGS AT THE TWELFTH ANNUAL  
MEETING, AND AT A SPECIAL GENERAL MEETING  
OF THE SHAREHOLDERS, HELD ON WEDNESDAY,  
THE 10TH DAY OF MAY, 1893.

The meeting assembled, in conformity with the notice convening the same, at noon, at the General Offices of the Company at Montreal. The President, Mr. Wm. C. Van Horne, took the chair, and the Secretary of the Company acted as Secretary of the meeting.

The Shareholders present in person, and by proxy were ascertained to represent 318,436 shares of the stock of the Company.

The notice calling the meeting was read by the Secretary as follows :—

THE CANADIAN PACIFIC RAILWAY COMPANY.

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NOTICE TO SHAREHOLDERS.

The Twelfth Annual Meeting of the Shareholders of this Company for the election of Directors and the transaction of business generally will be held on WEDNESDAY, the 10th day of May next, at the principal office of the Company, at Montreal, at 12 o'clock noon.

The meeting will be made special for the purpose of considering the expediency of issuing Preferred Stock in addition to the Capital Stock now outstanding, under powers restored to the company by an Act respecting the Canadian Pacific Railway Company passed at the last Session of the Parliament of Canada, and, if it be deemed expedient, of authorizing the company to create and issue Preferred Stock from time to time for any purpose, involving the raising of new capital, which shall have been previously authorized by the Shareholders at an annual or special general meeting; and at such price and upon such conditions as to the preferences and privileges appertaining thereto as the Shareholders at the said meeting may determine, and to an amount not exceeding in the aggregate either the limit prescribed by clause 2 of the said Act or by clause 37 of the Company's charter, such stock to rank for preference dividend at not exceeding four per centum per annum and non-cumulative.

The Transfer Books of the Company will close in Montreal and New York, on Saturday, 29th April, and in London, on Tuesday, 18th April, and will be reopened on Thursday, 11th May.

By order of the Board,

CHARLES DRINKWATER,

*Secretary.*

Montreal, 5th April, 1893.

The President submitted the following Report on the affairs and operations of the Company for the year ended 31st December last, which was read by the Vice-President:—

TWELFTH ANNUAL REPORT  
OF THE  
DIRECTORS OF THE CANADIAN PACIFIC RAILWAY COM-  
PANY, SUBMITTED AT THE ANNUAL MEETING OF THE  
SHAREHOLDERS, HELD AT MONTREAL, ON  
WEDNESDAY, TENTH MAY, 1893.

A balance sheet of the affairs of the Company at 31st December last, and the usual statements relating to the business of the past year are submitted.

The gross earnings for the year were.....	\$21,409,351.77
The working expenses were.....	12,989,004.21
	<hr/>
And the net earnings were.....	8,420,347.56
Add interest earned on deposits and loans.....	203,602.72
	<hr/>
	8,623,950.28
Deducting the fixed charges accrued during the year. (See page 21).....	5,102,018.09
	<hr/>
The surplus was.....	3,521,932.19
From this two supplementary dividends of one per cent. each, were made, and paid August 17th, 1892 and February 17th, 1893.....	1,300,000.00
	<hr/>
Leaving a surplus carried forward.....	2,221,932.19
Surplus of previous years.....	4,701,599.25
	<hr/>
Total surplus carried forward.....	\$ 6,923,531.44

The working expenses for the year amounted to 60.67 per cent. of the gross earnings, and the net earnings to 39.33 per cent., as compared with 60.43 and 39.57 per cent. respectively in 1891.

The earnings per passenger per mile were 1.69 cents, and per ton of freight per mile 0.84 cents, as against 1.70 and 0.91 cents respectively in 1891.

The earnings and working expenses of the South Eastern Railway, which is worked by the Company for the

account of the Trustees, are not included; nor are the earnings and working expenses of the Qu'Appelle Long Lake and Saskatchewan, and the Calgary and Edmonton Railways included, these lines being worked temporarily by your Company.

The following is a comparative statement of the earnings and working expenses of the Railway for the six years following the completion of the main line:—

	1887.	1888.	1889.	1890.	1891.	1902.
Passengers .....	\$ 3,452,818 40	\$ 3,800,883 18	\$ 4,022,474 00	\$ 4,774,713 76	\$ 5,450,789 46	\$ 5,576,316 40
Freight .....	6,094,530 47	8,017,313 65	9,057,719 34	10,106,644 62	12,665,540 45	13,329,540 19
Mails .....	241,949 65	282,244 46	354,044 32	356,038 61	516,068 45	483,622 58
Express .....	225,025 69	244,217 18	247,665 70	260,253 43	288,633 25	302,259 34
Parlor and Sleeping Cars .....	178,826 30	187,694 13	233,103 14	288,066 75	305,545 06	331,202 73
Telegraph & Miscellaneous .....	574,633 31	682,752 96	847,190 93	786,767 40	1,067,489 47	1,405,116 53
Total .....	\$11,696,412 80	\$13,106,385 69	\$15,369,138 43	\$16,532,528 98	\$20,241,065 98	\$21,469,351 77
Expenses .....	8,102,294 64	9,324,760 68	9,241,292 27	10,292,828 47	12,731,430 11	12,989,694 21
Net Earnings .....	\$ 3,594,118 16	\$ 3,870,774 92	\$ 6,127,836 16	\$ 6,239,700 51	\$ 8,009,539 57	\$ 8,429,317 56

The traffic of the Railway for the year suffered from an

unusually light harvest and from the very low prices for wheat prevailing in the world's markets, but the continued development of general business more than made good the loss from these causes.

An increase in the acreage ready for crop in the Northwest of more than 30 per cent. over any preceding year gives promise of a large traffic following the next harvest. Meantime, in addition to the ordinary development of traffic, which is constantly going on, the opening of the World's Fair at Chicago will doubtless bring increased earnings from passengers.

The winter of 1891-92 was a very favorable one for railway working, and large increases were made both in the gross and net earnings; but the past winter has been the most difficult within the experience of the Company, and although the lines have been worked without interruption, the results compare at a disadvantage with those of a year ago.

All of the property of the Company has been maintained in excellent condition, and its traffic has been conducted with the usual freedom from serious accident.

The Company's Steamship line to China and Japan has quite justified the expectations of your Directors. The profits from the steamships are included in the gross earnings of the railway as shown in this report.

The profits of the Company's Telegraph, Express, Sleeping Cars, Lake Steamers and Grain Elevators have considerably increased.

The greater part of the Company's lines having been made in 1882, '83 and '84, and the ordinary life of the



timber used in sleepers, etc., being from 6 to 9 years, the renewals of timber in the permanent way have fallen in heavily within the past two or three years, making a heavy charge on the working expenses; but by the end of the present year a small percentage of the original timber will remain and the renewals may be expected to fall to a moderate average.

The Minneapolis, St. Paul and Sault Ste. Marie Railway (the so called "Soo" line), controlled by your Company, shows a large increase in gross earnings and profits for the year, and there is already a fair margin of safety between the profits of the line and the liability of your Company as guarantor.

The extension of this line to the International Boundary, and the construction of a branch of your railway connecting it with your main line at Pasqua, both of which were referred to in the last annual report, are expected to be completed and in operation within five months from this time, and will afford one of the shortest routes between St. Paul, Minneapolis and Chicago and the Pacific Coast, and a line having advantages over all others in nearly every respect.

The Duluth South Shore & Atlantic Railway, also controlled by your Company, has suffered for two years from various temporary causes affecting its iron-ore traffic; but the losses in this regard have been made good by a large increase in its general business, especially in forest products. Its unfavourable conditions are now removed and it is expected that its present year will be a prosperous one.

The results of both these important lines up to the present time have satisfied your Directors that, while at

no time a drain upon your resources they will soon add largely to your profits.

During the year the Souris branch was extended to the coal fields at Estevan, 47 miles, making available an abundant supply of cheap fuel for the prairie sections of Manitoba and Assiniboia.

A line from Deloraine to Napinka, 18 $\frac{6}{10}$  miles, connecting the South-western branch with the Souris branch, and another from Souris to Nesbitt, 18 $\frac{4}{10}$  miles, connecting the Glenboro branch with the Souris branch, were completed during the year.

The Pipestone branch referred to in the last annual report was completed for a distance of 31 $\frac{1}{10}$  miles.

Towards the construction of these four lines the Company received from the Province of Manitoba \$204,775, and from the Dominion Government a grant of 6,400 acres of land per mile in respect of the first three named, and a promise of a grant at the same rate per mile for the Pipestone branch.

The navigation of the Columbia river between Revelstoke and the head of Arrow Lakes has proved to be only practicable for about three months in the year, and it will doubtless become necessary to construct 28 miles of railway during the present year to cover this section and maintain connection with your Columbia and Kootenay Railway, upon which the protection of your interests in Southern British Columbia depends

A branch from a point on the main line near Renfrew, in the Ottawa valley, westward by the way of Eganville through the chief forests of pine in Ontario has been in contemplation for a number of years. The protection of the Company's interests in that direction made it neces-

sary to proceed with the construction of this branch, and 22 miles of it, to Eganville, are now completed and in operation, the work having been done under the charter of the Atlantic & Northwest Railway which is owned by your Company.

Your Directors have agreed to lease the line of the Montreal and Lake Maskinongé Railway extending from St. Felix to St Gabriel, a distance of eleven miles, for the term of 99 years at a rental of 40 per cent of the gross earnings, with the option to your Company to purchase the line at the price of \$6,000 per mile at any time during the said term. The lease will be submitted for your approval.

Negotiations are pending with the Alberta Railway and Coal Company for the lease and subsequent purchase of that Company's line extending from Dunmore to the coal mines at Lethbridge, 109 miles. Your authority will be asked to lease the line in question at a rental of 40 per cent. of its gross earnings on its being brought to your Company's standard, and to purchase it on or before December 31st, 1897, at the rate of \$9,000 per mile. This line will be necessary to your Company in the event of the construction of a line through Crow's Nest Pass, and in any case it will be quite self-supporting.

A detailed statement of the expenditures for additions, improvements and equipment is appended to this Report.

Five hundred and fifty-one timber bridges were replaced with permanent work—masonry or iron, or earth embankments—during the year, and the work on ninety-nine more was partly done.

While a vast amount of work has been done within the past five years in the way of replacing wooden bridges

with permanent work, much remains to be done this year and next.

The estimate in the last annual report, that the improvements made in roadway and bridges had resulted in a saving in working expenses equal to about 20 per cent. per annum on their cost, will hold good in regard to the improvements of the past year, and the improvements yet to be made will doubtless result in a proportionate saving. Your Directors, therefore, desire to proceed with and complete the work remaining to be done as soon as possible.

The completion of these works will, it is believed, place your Railway well in advance of any of the other trans-continental lines in point of economical working and general efficiency, and will go far towards reducing the cost of working to the point which your Directors fully believe will soon be reached, viz., 55 per cent of the gross earnings.

Aside from the completion and improvement of the permanent way, large additions must be made to the rolling stock to keep pace with the increasing traffic, but just when and to what extent these additions should be made must depend upon the development of business during the season.

An additional grain elevator of 1,500,000 bushels capacity should be built at Fort William during the present year, and another of 800,000 bushels at Winnipeg. Large additions to the Company's wharves at Vancouver, and to the terminal facilities at Montreal, Toronto and other points must be made. The Company's telegraph system should be extended to a number of important points not yet reached. Additional sidings for working purposes are needed at many points, and sidings for new industries are in constant demand.

Improvements and permanent additions to your property of this and similar character are necessary to the healthy and continuous development and retention of traffic, and expenditures for these purposes will not cease so long as the Company continues to prosper. These expenditures must be made either from profits or from new capital.

The Directors hold that the annual profits, after providing for a reasonable reserve fund, should be divided among the shareholders, and that additions and improvements to the property should be provided for by new capital.

The additions and improvements made for a number of years back have been provided for by the issue of four per cent Debenture Stock, the additions including the steamships in the China line.

Debenture stock has also been issued to take up interest bearing obligations of the Company as opportunity has offered, and when the exchange could be made to advantage.

Your Directors, however, are of the opinion that the time has arrived when these outlays may be advantageously provided for otherwise than by the issue of 4 per cent Debenture Stock; and in order that a proper relation may be maintained between the fixed obligations of the Company and its Capital Stock, and in view of the high credit of the Company, which your Directors feel sure will be strengthened year by year, they procured the passing of an Act by the Parliament of Canada at its last session, restoring to the Company the powers of its original charter respecting the creation of preference stock.

This Act permits the creation of such preference stock as may be authorized by a two-thirds vote of the

shareholders at any special meeting called for the purpose, and limits the total issue to one half the amount of the ordinary shares at any time outstanding.

The Act also provides that any new stock may be issued in sterling amounts, and that the outstanding ordinary stock may be converted into sterling stock at the holders' request; every twenty pounds of sterling stock, whether ordinary or preference, to have the same voting power as a share of one hundred dollars of ordinary stock.

Your Directors now recommend that preference stock be issued for such purposes requiring new capital as may be from time to time approved by the shareholders.

The Directors wish especially to call your attention to the following items in the balance sheet:

Station balances, accounts receivable, miscellaneous securities and advances.....	\$ 5,908,887
Temporary loans on security.....	5,334,425
Cash.....	5,290,129
Total current assets.....	<u>\$14,533,441</u>
Current liabilities, including vouchers and pay rolls.....	\$ 2,794,299
Interest and rentals accrued.....	1,788,213
Supplementary dividend due in February.....	650,000
Total current liabilities.....	<u>\$ 5,232,512</u>

The current accounts payable being more than offset by station balances and current accounts receivable, it will be seen that over and above accrued interest and rentals and the February supplementary dividend, practically the entire accumulated surplus earnings of the Company as shown in the accounts (\$6,923,531), is in cash, and temporary loans on security, and bearing interest.

While a portion of the surplus can frequently be used temporarily to great advantage and profit in carrying on the operations of the Company, the Directors, recognizing the desirability of keeping a large portion of the surplus earnings at all times in cash, and having made favorable arrangements as regards interest, have decided that \$4,000,000 be placed on special deposit with the Company's bankers to meet any possible deficiency at any time in maintaining dividends at 5 per cent. on the ordinary stock.

As it may be of interest to shareholders to know something of the methods adopted by the Company in regard to its fixed charges, rentals and dividends, and its expenditures of capital, the Directors beg leave to state that for the past five years all interest charges and rentals have been deposited every day with your bankers in a special fund which is available for no other purpose, and since the payment of supplementary dividends was commenced, daily deposits to cover these have likewise been made. From the beginning of the next half year these special deposits will include each day's proportion of the full dividend on the capital stock of the Company. For the past five years all expenditures on Capital Account have been made on special estimates and appropriations passed upon by the Board, and no item can be charged to Capital which has not been duly approved.

The litigation in which the Company has been involved for the past seven years with certain contractors, growing out of the construction of the Lake Superior section of the Railway, is now at an end, the last case having been determined.

#### LANDS.

At the beginning of last year the Directors made a considerable reduction in the price of the Company's

lands with a view to hastening their sale and cultivation. This policy was remarkably successful ; the acreage disposed of during the year was FOUR TIMES greater than in 1891.

A large movement of settlers from the United States to the Canadian Northwest was a marked feature of last year's immigration. In addition to the free Government lands taken up by them, and to the lands purchased from other Companies, these settlers purchased from the Canadian Pacific Railway Company 87,680 acres.

During the year a settlement was made with the Ontario and Qu'Appelle Land Company whereby that Company surrendered 136,495 acres of the lands purchased by them in 1882, the terms of which purchase they have never been able to carry out. It is expected that these surrendered lands will soon be resold at a profit, as has been the case with most of the lands recovered by the Company through the cancellation of old sales. The cancellation of ordinary sales has now practically ceased.

The sales of the Canadian Pacific lands last year were 230,308 acres for \$748,618, an average price of \$3.25½ per acre, as against 72,674 acres for \$294,875, an average price of \$4.05¾ per acre in 1891.

The sales of Manitoba South Western Railway lands for 1892 were 161,169 acres for \$607,000, an average price of \$3.76½ per acre, as against 24,566 acres for \$120,070, an average price of \$4.88¾ per acre in 1891.

The total sales for 1892 of Canadian Pacific and Manitoba South Western lands were 392,467 acres for \$1,355,618, an average price of \$3.45 per acre, against 97,240



acres for \$414,945 in 1891, an average price of \$4.26 $\frac{1}{2}$  per acre.

Of the lands previously recovered by the Company by cancellation of sales 28,848 acres were resold during the year at a profit of \$13,085.

The position of the Canadian Pacific land grant at December 31st. was as follows:—

	Acres.	Acres.
Original Grant.....	25,000,000	
Surrendered to Government under agreement of March 30th, 1886.....	6,793,014	
	<hr/>	18,206,986
The Company has earned on account of its Souris Branch Land grants.....	1,411,200	
	<hr/>	19,618,186
Sales to Dec. 31st, 1892.....	3,898,694	
Less surrendered by the Ontario and Qu'Appelle Land Co....	136,495	
Less cancelled in 1892.....	8,244	
	<hr/>	3,753,955
	<hr/>	15,864,231
Quantity of land unsold.....		15,864,231

The position of the Manitoba South-Western land grant at the end of the year was as follows:—

	Acres.	
Total Grant.....	1,396,800	
Sales to Dec. 31st, 1892.....	290,981	
Less cancelled in 1892.....	2,246	
	<hr/>	288,735
Quantity of land unsold.....		1,108,065
Columbia and Kootenay Land Grant.....		190,000
		<hr/>
Total land owned by the Company.....		17,162,296

The amount received from Town-sites during the year, after deducting all expenses, was \$344,552.37.

As anticipated in the last annual report, the Company has been able to pay from the proceeds of the Manitoba

South-Western land grant, and to set aside from deferred payments on lands sold from this grant, a sufficient amount to reduce the claim of the Manitoba Government against these lands by \$317,881.24, leaving a balance due of only \$325,341.00, and it is expected that by the end of the present year a sufficient amount will be set aside to practically extinguish this claim, after which the entire proceeds of sales of these lands, together with the proceeds of sales of lands earned in respect of the Souris Branches and the proceeds of Town-sites, will be available for interest on the land grant bonds outstanding, and for recouping to the Treasury the amounts already advanced as interest on these bonds.

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With the payment of the dividend in August next the dividend fund deposited with the Dominion Government in 1883 will be exhausted. This event has been looked forward to by many with anxiety, but the Directors are happy and proud to say that the termination of the guaranty which was based on this deposit finds the Railway earning more than five per cent on its ordinary stock, and with an available surplus amounting to two years dividends at five per cent to fall back upon in case of need.

With a view to more convenient working and to the more active participation of the Directors in the affairs of the Company, it is recommended that vacancies occurring in the Board shall not be filled (except in special cases when the Directors may deem it expedient) until the number of Directors shall be reduced to nine. You will be asked to approve a by-law to this effect, and another changing the date of the annual meeting from the second Wednesday in May to the first Wednesday in April, by

which date the annual statements may in the future be in readiness.

The Directors regret to announce that the Right Hon. Lord Mount Stephen, owing to his absence from Canada, finds himself unable to discharge the duties pertaining to the position of a Director to his own satisfaction, and therefore declines re-election. This severance of his official connection with the Company will not, we are well assured, in any way lessen the deep interest which he has always taken in the Company, and in everything connected with it calculated to promote its prosperity. Nor will it, we are equally well assured, make him less willing in the future than he has been in the past, to aid and support your Directors in all their efforts to advance the interests of the Company.

For the Directors,

WM. C. VAN HORNE,

*President.*

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CONDENSED BALANCE SHEET—December 31st, 1892.

<b>COST OF ROAD.</b>	
Main Line.....	\$133,479,862 72
Lines acquired or held under perpetual lease.....	19,798,374 02
Branch Lines.....	11,962,319 23
	<hr/> \$164,940,555 97

**NOTE.**

In addition to the property represented by the foregoing figures, the Company owns 17,162,296 acres of land, and 713 miles of railway built by the Government.

**EQUIPMENT.**

Rolling Stock.....	\$ 15,122,222 58
Lake Steamers.....	483,452 99
Shops and Machinery (Montreal, Hochelaga, Perth and Carleton Place).....	1,276,100 32
	<hr/> 16,884,775 89

**REAL ESTATE (at and near Montreal).....**

Hotel and other buildings at Vancouver, and Fort William and Banff Springs Hotel, held by Trustees for the Company.....	722,763 55
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**ADVANCES.**

South Eastern Railway.....	1,604,780 53
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**STATION BALANCES, ACCOUNTS RECEIV-**

<b>ABLE, MISCELLANEOUS Securities and Advances.....</b>	5,908,887 03
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**\* ACQUIRED SECURITIES held against Debenture Stock issued.**

Atlantic & North-West Railway, 5 per cent. Guaranteed Stock.....	\$3,240,000
Columbia & Kootenay Railway 4 per cent. First Mortgage Bonds.....	693,500
Duluth South Shore & Atlantic Railway 4 per cent. Consolidated Bonds Guaranteed.....	9,734,000
Manitoba S. West. Colonization Railway 5 per cent. First Mortgage Bonds.....	72,000
North Shore Railway 5 per cent. First Mortgage Bonds.....	131,400
	<hr/> 13,870,900 00

**CHINA AND JAPAN STEAMSHIPS AND APPURTENANCES.....**

	3,486,168 64
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**ADVANCES ON LAKE AND FERRY**

<b>STEAMERS.....</b>	654,769 53
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**MATERIAL AND SUPPLIES ON HAND....**

	2,295,904 80
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**DOMINION GOVERNMENT GUARANTEE**

<b>FUND.....</b>	1,893,018 32
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**ADVANCES ON LAND.**

Interest on Land Grant Bonds.....	\$2,659,397 57
Less—Surplus Receipts from Town Sites.....	\$664,811 57
Net proceeds sales of Lands of M. S. W. Col. Railway, 477,295 29	1,142,406 86
	<hr/> 1,516,990 71

**BALANCE DUE ON LANDS SOLD.**

(Deferred Payments).....	2,405,429 73
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**BALANCE DUE ON TOWN SITE SALES.**

(Deferred Payments).....	290,122 03
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**TREASURY ASSETS.**

Temporary Loans on Security, bearing interest.....	\$3,334,425 92
Cash in Treasury.....	5,290,129 20
	<hr/> 8,624,555 12

**CAPITAL STOCK.....**

	\$ 65,000,000 00
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**MORTGAGE BONDS.**

1st Mortgage, bonds, 5 per cent.....	£7,191,500	\$34,998,633 33
Canada Central 1st Mortgage, amount of issue, £500,000, \$2,433,233		
Sinking Fund deposited with Government.....	1,500,000	
Balance at maturity.....	850,000 00	
Canada Central 2nd Mortgage, 6 per cent.....		973,333 33
Due Province of Quebec on Q. M. O. & O. Railway, 5 per cent.....		3,500,000 00
Due Province of Quebec on North Shore Railway, 5 per cent.....		3,500,000 00
Algona Branch, 1st Mortgage, 5 per cent.....		3,650,000 00
North Shore Railway, 1st Mortgage.....		616,119 67
		<hr/> 48,088,086 33

**FOUR PER CENT. CONSOLIDATED DEBENTURE STOCK.....**

	34,953,068 28
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**LAND GRANT BONDS, First**

Mortgage.	
Amount of issue, \$25,000,000 00	
Less—Amount redeemed & cancelled.....	20,574,000 00
	<hr/> 4,426,000 00
Amount held in trust by Dominion Government, not bearing interest.....	1,900,000 00
	<hr/> 3,426,000 00
Land Bonds 3½ per cent. interest guaranteed by Dominion Government.....	15,000,000 00
	<hr/> 18,426,000 00

**CURRENT LIABILITIES (including Vouchers and Pay Rolls).....**

	2,794,269 63
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**INTEREST ON FUNDED DEBT AND RENTAL OF LEASED LINES.**

Coupons not presented, including amounts due January 1st, 1893.....	1,473,449 16
Accrued to date, not due.....	314,764 19
	<hr/> 1,788,213 35

**SUPPLEMENTARY DIVIDEND, payable February 17th, 1893.....**

	650,000 00
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**CASH SUBSIDY FROM DOMINION GOVERNMENT....**

	25,000,000 00
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**BONUSES FROM PROVIN. AND MUNICIPALITIES....**

	522,357 80
--	------------

**LAND GRANT.**

3,753,956 acres sold, amounting to.....	12,061,112 56
6,763,914 acres taken by Dominion Government.....	10,189,521 00
	<hr/> 22,250,633 55
Less—Expenses, cultivation rebate, and 10 per cent. on Land Grant Bonds taken in payment.....	2,411,846 79
	<hr/> 19,838,786 76

**TOWN SITES.**

Amount received from sale of Town Sites, not covered by Land Grant Mortgage....	2,586,850 34
Less—Expenditure improvements, grading, clearing, etc.	512,784 88
	<hr/> 2,074,065 46
Surplus receipts of 1889, to 1892 applied against Advances on Land Bond interest.....	664,811 57
	<hr/> 1,409,253 89

**SURPLUS EARNINGS.**

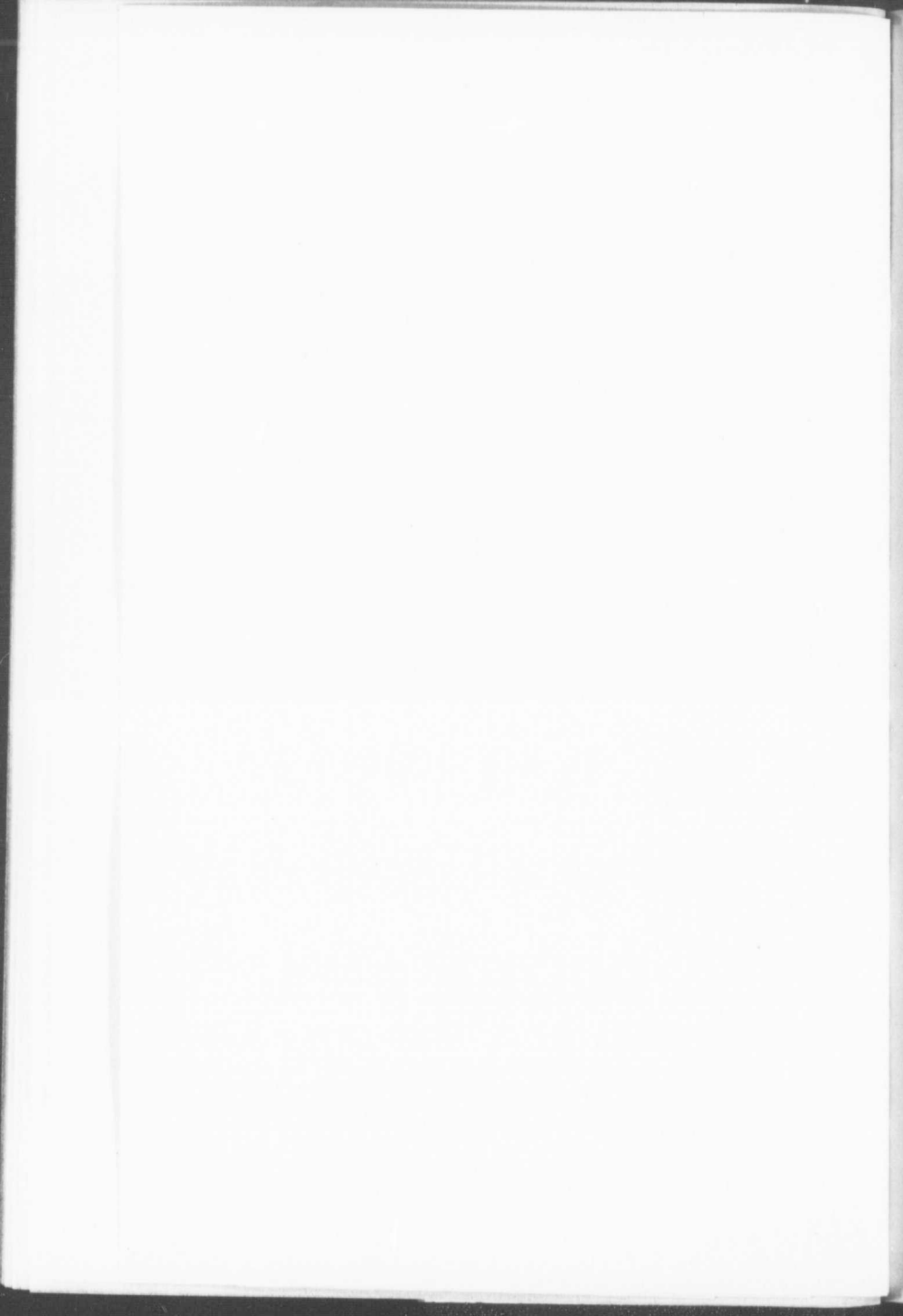
Net earnings for years 1888 to 1892 inclusive, after payment of all fixed charges and supplementary dividends.....	6,923,531 44
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\$225,393,537 48

\$225,393,537 48

I. G. OGDEN,  
Comptroller.

\* In addition to the acquired securities enumerated, £100,000 Souris Branch Bonds have been redeemed from the proceeds of debenture stock.



## FIXED CHARGES 1892.

£7,191,500	1st Mortgage Bonds 5 p.c. ....	\$ 1,749,931.66
\$7,000,000	Province of Quebec 5 p.c. ....	350,000.00
£99,600	North Shore 1st Mortgage 5 p.c. ....	24,236.00
£200,000	Canada Central 2nd Mortgage 6 p.c. ....	58,400.00
	"    "    1st    "    Sinking	
	Fund .....	51,100.00
£200,000	St. Lawrence and Ottawa 4 p.c. ....	38,933.34
\$2,544,000	Man. S. W. Col. Ry. 1st Mortgage 5 p.c. ....	127,200.00
	Toronto, Grey and Bruce Rental. ....	140,000.00
£4,007,381 15s. 5d.	Ontario and Quebec Debentures 5 p.c. ...	975,129.56
\$2,000,000	Ontario and Quebec (ordinary) 6 p.c. ...	120,000.00
£1,330,000	Atl. & N. W. Ry. 1st Mortgage, less	
	Government proportion.. ....	136,333.34
£750,000	Algoma Branch 5 p.c. ....	182,500.00
	South Eastern Ry. rental, Farnham to	
	Brigham Jct. ....	1,400.00
	Rental Mattawamkeag to Vanceboro... ..	23,800.00
	Rental New Brunswick Railway system. ....	348,412.99

## 4% DEBENTURE STOCK.

Issues for general purposes. ....	£ 2,758,125	
Issue for China & Japan Steamers.. ..	720,000	
Issue for Souris Branch, 142 miles.. ..	568,000	
	£ 4,046,125	\$787,645.64
Issue for Souris Branch, 38 miles... ..	152,000	
5 months from August 1st. ....		12,328.89
		<u>799,974.53</u>
Issue for acquiring Mortgage Bonds of Roads of which principal or interest is guaranteed by C. P. R., £2,000,000.		
6 months from July 1st. ....		\$194,666.67
Against which has been collected interest on guaranteed securities .....		<u>220,000.00</u>
Leaving a profit in interest to be deducted.		25,333.33
		<u><u>\$5,102,018.09</u></u>

## RECEIPTS AND EXPENDITURES 1892.

RECEIPTS.		
Cash on hand December 31st, 1892.....		\$6,027,879.33
Surplus revenue (as per statement) .....	\$3,521,932.19	
<i>Land Department.</i>		
Proceeds of land sales .....	\$379,578.62	
Less expenditure .....	99,573.26	
	\$280,005.36	
Deduct amount remaining in deferred payments.....	174,216.56	
	<u>105,788.80</u>	
<i>Real Estate.</i>		
Proceeds sale of timber limits.. \$	2,115.71	
Less expenditures in completing title to building in Toronto...	1,690.67	425.04
<i>Ontario and Quebec Railway System.</i>		
Proceeds sale of real estate at Montreal...		27,119.73
<i>Dominion Government.</i>		
On account of British Columbia section, be- ing the proportion of award for work and expenses previous to arbitration.....		292,675.18
<i>North Shore Railway 1st Mortgage Bonds.</i>		
Proceeds of issue of balance of bonds authorized .....		131,400.00
<i>Bonuses.</i>		
Proceeds of sale of bonds receiv'd from City of London, Ontario \$	23,696.51	
Received from Province of Mani- toba on construction of line to coal fields.....	150,000.00	173,696.51
<i>Consolidated Debenture Stock, 4 per cent.</i>		
Amount issued.....	\$15,182,515.63	
Less amount for acquired securi- ties held in treas- ury (Duluth, South Shore and A. Ry. consolida- ed bonds).....	\$9,734,000	
M. S. W. Col. Ry., 1st mortgage 5 p. c. bonds .....	72,000	
North Shore 1st mortgage 5 p. c. bonds .....	131,400	
	<u>9,937,400.00</u>	
		<u>5,245,115.63</u>
		<u>9,408,153.08</u>
Carried forward.....		\$15,436,032.41



Brought forward.....	\$15,436,032.41
Deduct station balances, accounts receivable, etc.....	\$5,908,887.03
Less amount at December 31, 1891.....	5,702,902.20
	205,984.83
	\$15,230,047.58

## EXPENDITURES.

Interest on funded debt and rentals of leased lines due January 1st, 1892, and accrued to that date.....	\$1,543,444.20
Construction branch lines (Schedule "A").....	1,306,699.03
Rolling stock and other equipment, Souris Branch .....	390,550.00
Additions and improvements main line and branches (Schedule "B").....	1,820,265.12
Additions and improvements leased lines (Schedule "C").....	673,436.35
Rolling stock and shops lines generally....	909,137.75
Elevator at Richford, Vermont.....	52,381.23
Telegraphs, extensions and additions .....	9,332.85
China and Japan steamships and appurtenances (expenditure during year in completion of three vessels and appurtenances)	14,580.95
Supplementary dividend made Dec., 1891, and paid Feb. 17th, 1892 .....	\$650,000.00
Supplementary dividend made June, 1892, and paid August 17th, 1892 .....	650,000.00
	1,300,000.00

## ADVANCES.

*Land Department.*

Interest advanced against lands.....	\$653,837.76
Deduct surplus receipts from town sites—Total proceeds of sales.....	\$402,940.15
Deduct expenditure for clearing, improvements, &c.....	58,387.78
	\$344,552.37
Deduct amount invested in hotels and other buildings for rent and for sale.....	108,711.98
	235,840.39
Less amount remaining in deferred payments.....	119,806.01
Carried forward....	\$116,034.38
	\$653,837.76
	\$8,019,827.48

Brought forward.....	\$116,034.38	\$653,837.76	\$8,019,827.48
Net proceeds Man. S.W. Col. R. lands.	\$624,166.55		
Deduct amount re- served for payment of advances from Province of Mani- toba .....	307,170.34		
	<u>\$316,996.21</u>		
Less amount remain- ing in deferred payments .....	261,118.96	55,877.25	
		<u>171,911.63</u>	481,926.13

*Lake Steamers and Car-Ferry Boats.*

Amount advanced on construction of .....	2,436.21		
Reduction in current liabilities.....	117,612.01		
		<u>8,621,801.83</u>	
Deduct decrease in material and stores on hand.....	228,096.02		
		<u>8,393,705.81</u>	
Add Treasury assets December 31st, 1892..	\$8,624,555.12		
Less amount for accrued fixed charges....	1,788,213.35		
		<u>6,836,341.77</u>	
			<u>\$15,230,047.58</u>

## SCHEDULE "A."

## CONSTRUCTION BRANCH LINES.

Souris Branch (including line Pasqua to Boundary).....	\$1,290,735.78
Mission Branch.....	4,795.84
Crows Nest Pass Branch.....	11,167.41
	<hr/>
	\$1,306,699.03

## SCHEDULE "B."

## DETAILS OF EXPENDITURE ON ADDITIONS AND IMPROVEMENTS DURING 1892.

## MAIN LINE.

QUEBEC TO CALLANDER. 503 Miles.	
Permanent Bridges.....	\$73,629.22
Additional sidings.....	18,405.12
Additional buildings, stations and yards.....	65,167.98
Additional fencing.....	2,568.87
Yard, engine house, etc., at Outremont..	18,212.70
Substitution of heavy rails and fastenings, less credit for lighter rails removed....	55,143.74
Payments on purchase of Canada Central and Q. M. O. & O. Ry.....	1,620.90
Widening cuttings, embankments, filling trestles.....	37,658.89
Improvement of line between Carleton Place and Callander, reducing gradients, straightening line, &c.....	953.84
Hochelaga Yard.—Alterations and Im- provements.....	10,027.99
Elevator at Quebec.....	300.00
	<hr/>
	\$ 283,688.35
CALLANDER TO PORT ARTHUR. 649 Miles.	
Additional sidings.....	4,806.68
Substitution of heavy rails and fastenings, less credit for lighter rails removed....	57,033.99
Additional stations and buildings.....	9,568.85
Additional fencing.....	8,005.41
Right of way and perfection of title.....	800.00
Widening cuttings, embankments, filling trestles.....	297,275.85
Permanent bridges.....	91,810.14
Settlement of disputed claims, original construction.....	175,421.29
	<hr/>
	644,722.21
<i>Carried forward</i> .....	\$ 928,410.56

<i>Brought forward</i> .....		\$ 928,410.56
<b>FORT ARTHUR TO DONALD, 1,454 Miles.</b>		
Elevators at Fort William.....	\$ 48,213.71	
Divisional yard, shops, &c., at Fort William.....	693.31	
Improving water supply.....	3,228.78	
Permanent bridges.....	209,344.63	
Right of way and perfection of title.....	3,525.75	
Additional sidings.....	13,989.38	
Additional fencing.....	13,429.87	
Substitution of heavy rails and fastenings, less credit for lighter rails removed....	2,694.61	
Additional buildings, stations and yards.	28,797.20	
Widening embankments, filling trestles.	89,170.30	
Diversion and improvement of line at various points and terminal facilities..	16,559.14	
Coal pockets, Winnipeg and Rennie.....	3,406.58	
Miscellaneous.....	763.72	
		\$ 433,816.98
<b>DONALD TO PACIFIC COAST, 461 Miles.</b>		
Car shops and yards, Vancouver.....	\$ 23,125.77	
Stock yards and buildings, Vancouver...	2,185.00	
Additional stations and buildings.....	16,485.18	
Widening embankments, &c.....	22,858.29	
Right of way and perfection of title.....	8,627.93	
Additional fencing.....	3,340.82	
Additional sidings.....	1,395.38	
Expenses of arbitration with Dominion Government.....	12,602.40	
Expenditure on Government section.....	359,483.47	
Less—Amount received from Dominion Government under award of arbitration..	177,665.35	
		181,818.12
Miscellaneous items.....	683.40	
		\$ 273,122.29
Total on Main Line.....		\$1,635,349.83
<b>BRANCH LINES.</b>		
South Western Branch.....	5,452.86	
Emerson Branch.....	894.28	
Selkirk Branch.....	497.13	
Algoma Branch:—		
Right of way and perfection of title.....	\$ 449.93	
Additional fencing.....	9,800.17	
Widening cuttings, embankments, filling trestles.....	31,408.91	
Additional buildings.....	2,579.30	
Additional sidings.....	373.88	
Permanent bridges.....	8,781.89	
Substitution of heavy rails and fastenings, less credit for lighter rails removed.....	124,676.94	
		178,071.02
		\$ 184,915.29
		<u>\$1,820,265.12</u>

## SCHEDULE "C."

## DETAILS OF EXPENDITURES ON LEASED LINES.

## ONTARIO &amp; QUEBEC RAILWAY SYSTEM.

New workshops and improvements at Toronto Junction .....	\$ 12,989.71	
Substitution of heavy rails and fastenings, less credit for lighter rails removed .....	78,359.72	
Right of way and perfection of title .....	11,493.94	
Permanent bridges .....	13,442.72	
Widening cuttings, embankments, ballast- ing, etc. ....	91,710.16	
Additional fencing .....	14,154.62	
Improving water supply .....	3,360.63	
Additional sidings .....	36,154.14	
Additional stations and buildings .....	20,501.49	
Machine shop, station and improvements, London, Ont. ....	19,275.79	
Additional semaphores and signals .....	2,584.16	
Wharf and improvements at Owen Sound ..	7,155.21	
Docks at Windsor .....	4,303.44	
Terminals at Toronto .....	24,514.57	
Yard at Cote St. Antoine .....	55,525.34	
Union station at Detroit .....	75,000.00	
Miscellaneous .....	1,177.31	
		\$471,482.95

## ATLANTIC AND NORTH-WEST RAILWAY.

Widening cuttings, embankments, filling trestles, etc. ....	\$ 86,520.99	
Additional stations, buildings and yards ..	2,596.40	
Additional sidings .....	8,960.63	
Additional fencing .....	9,814.10	
Proportion of cost of connection at Itherville with Central Vermont Ry .....	6,508.19	
Right of way and perfection of title .....	14,636.20	
Improving water supply .....	310.68	
Additional semaphores, and signals .....	1,516.83	
Permanent bridges .....	23,001.92	
Substitution of heavy rails and fastenings, less credit for lighter rails, etc., removed.	18,730.96	
		173,196.90

## MANITOBA S.W. COLONIZATION RAILWAY.

Additional stations and buildings .....	\$ 836.83	
Improving water supply .....	1,105.39	
Right of way and perfection of title .....	1,019.48	
Additional sidings .....	1,169.32	
Additional fencing .....	1,347.50	
Widening cuts, embankments, filling trestles	516.58	
		5,985.10
<i>Carried forward</i> .....		\$ 650,674.95

Brought forward.....	\$650,674.95
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## COLUMBIA AND KOOTENAY RAILWAY.

Right of way.....	\$ 400.00	
Grading, surfacing and ballasting.....	10,554.49	
Stations and buildings.....	618.39	
Bridges .....	1,419.68	
Telegraph lines.....	127.00	
Survey of line from Revelstoke south.....	9,641.93	
		<hr/>
		22,761.40
		<hr/>
		<u>\$673,436.35</u>

## STATEMENT OF EARNINGS FOR THE YEAR 1892.

From Passengers .....	\$ 5,556,316	40
“ Freight .....	13,330,540	19
“ Mails .....	483,922	58
“ Express .....	302,259	34
“ Parlour and Sleeping Cars .....	331,202	73
“ Telegraph and Miscellaneous .....	1,405,110	53
	<u>\$21,409,351</u>	<u>77</u>

## STATEMENT OF WORKING EXPENSES FOR THE YEAR 1892.

Conducting Transportation .....	\$3,324,757	85
Maintenance of Way and Structures .....	2,570,254	81
Motive Power .....	4,298,589	12
Maintenance of Cars .....	956,988	47
Parlour and Sleeping Car Expenses .....	69,463	04
Expenses of Lake Steamers .....	149,489	78
General Expenses .....	1,273,474	75
Commercial Telegraph .....	345,986	39
	<u>\$12,989,004</u>	<u>21</u>

## STATEMENT OF EQUIPMENT AT DECEMBER 31ST, 1892.

Locomotives .....	569
First and second class Passenger cars, Baggage cars, and Colonist sleeping cars .....	546
First class sleeping and dining cars .....	86
Parlour cars, Official and Paymasters' cars .....	28
Freight and cattle cars, (all kinds) .....	14,304
Conductors' vans .....	291
Board, Tool and Auxiliary Cars and steam shovels .....	412
Lake Steamships, "Alberta," "Athabasca," "Manitoba"	
Pacific Steamships, "Empress of China," "Empress of Japan," "Empress of India."	

## DESCRIPTION OF FREIGHT CARRIED DURING THE YEARS

DESCRIPTION.		1890.	1891.	1892.
Flour .....	Barrels.	2,216,914	2,318,999	2,480,563
Grain .....	Bushels.	20,167,888	24,894,141	29,309,887
Live Stock .....	Head.	288,853	309,639	375,292
Lumber .....	Feet	564,560,194	630,090,093	700,209,056
Firewood .....	Cords.	109,478	121,010	145,280
Manufactured Articles.	Tons.	927,787	985,090	1,055,533
All other Articles.....	Tons.	726,014	860,789	898,501

## FREIGHT TRAFFIC.

	1890.	1891.	1892.
Number of Tons carried.....	3,378,564	3,846,710	4,230,676
Number of Tons carried one mile.	1,208,014,731	1,391,705,486	1,582,554,352
Earnings per Ton per mile....	0.84 cents.	0.91 cents.	0.84 cents.

## PASSENGER TRAFFIC.

	1890.	1891.	1892.
Number of Passengers carried ...	2,792,805	3,165,507	3,258,789
Number of Passengers carried one mile .....	274,940,328	320,659,836	328,838,647
Earnings per Pass. per mile...	1.74 cents.	1.70 cents.	1.69 cents.



## TRAFFIC TRAIN MILEAGE YEAR 1892.

	Mileage.	Earnings.	Earnings per Traffic Train Mile.
Passenger.....	5,834,545	\$ 6,605,141.22	\$1.13
Freight.....	8,691,132	13,185,943.30	1.52
Total.....	14,525,677	\$19,791,084.52	\$1.36

The above earnings for traffic trains include earnings from Mails, Express and Sleeping Cars, but do not include Lake Steamers, Telegraph, Elevators, Rents, &c., the net profits from which amounted to \$1,122,791.08.

## EXPENSES PER TRAFFIC TRAIN MILE FOR YEAR 1892.

	Expenses.	Expenses per Traffic Train Mile.
Maintenance of way.....	\$2,570,254.81	.18
Motive power.....	4,298,589.12	.295
Maintenance of cars.....	956,988.47	.065
Traffic and general expenses.....	4,667,695.64	.32
	<u>\$12,493,528.04</u>	<u>\$ .86</u>

And the report having been considered it was moved by Mr. Wm. C. VanHorne, seconded by Mr. T. G. Shaughnessy and unanimously

*Resolved,*

That the Report on the affairs of the Company for the year ended 31st December, 1892, now submitted, be adopted, and that the same be published and forwarded to the shareholders and others interested in the Company.

The President submitted and explained two agreements concerning the lands to be occupied along the front of Toronto for stations, etc.

First, one known as the "Esplanade Agreement," dated the 26th of July, 1892, between the Grand Trunk Railway Company of the first part, this Company of the second part, and the City of Toronto of the third part, the same having been confirmed by an Act of the Parliament of Canada at its last session. The principal feature of this agreement is, that this Company secures in perpetuity a considerable block of land in the city for its station grounds at a specified rental, to be increased at the end of each fifty years at the rate of 25 per cent. on each previous rent, one of the terms being that this Company and the Grand Trunk Railway Company should enter into an agreement between themselves for the completion and occupation of a Union Station in Toronto.

The second agreement is the agreement with the Grand Trunk Railway Company concerning the Union Station above referred to, and it provides that the present Union Station shall be altered and extended, this Company paying for the joint use of the new station a rental equivalent to an agreed percentage of the present value of the properties which the Grand Trunk Railway Company furnish, and also a percentage of the expenditure

which will be made in order to make the Station according to the specifications and intention of the agreement.

Whereupon it was moved by Mr. George W. Hamilton, seconded by Mr. E. S. Clouston, and unanimously

*Resolved,*

That the agreement dated the twenty-sixth day of July, 1892, between the Grand Trunk Railway Company of Canada of the first part, this Company of the second part, and the Corporation of the City of Toronto of the third part, known as the "Esplanade Agreement," and lately confirmed by an Act of the Parliament of Canada, and also an agreement dated July 26th, 1892, and made between the Grand Trunk Railway Company of Canada of the first part, and this Company of the second part, concerning the erection of a new Union Station for the joint use of the two Companies, be and the same are hereby ratified and confirmed.

The President explained the terms of the lease of the Lake Maskinongé Railway alluded to in the Report, and submitted the said lease for approval; and the same having been considered, it was moved by Mr. John H. R. Molson, seconded by Mr. William Mackenzie, and unanimously

*Resolved,*

That the shareholders present and represented at this meeting do hereby approve the terms of the lease between this Company and the Montreal and Lake Maskinongé Railway Company, dated the fourteenth day of July, 1892, and executed by the last-named Company, and the Directors are hereby authorized to execute the said lease on the part of this Company by attaching thereto its corporate seal and the signatures of its President and Secretary.

The President referred to negotiations pending with the Alberta Railway and Coal Company for the lease and purchase of that Company's line, as explained in the Report, whereupon it was moved by Mr. G. F. Burnett, seconded by Mr. L. J. Forget and unanimously *Resolved*,

That the shareholders do hereby approve of the lease and purchase of that portion of the Railway of the Alberta Railway and Coal Company between Dunmore and Lethbridge inclusive on the following terms and conditions, that is to say, the said portion of the said Railway to be changed from a narrow gauge to a standard gauge according to specifications to be settled by the Directors of this Company and within such period as they may decide: when so changed, this Company to lease the said portion of Railway, paying quarterly by way of rental forty per cent. of the gross earnings until it be purchased as hereinafter mentioned. This Company agreeing to purchase and pay for the said portion of the said Railway on or before the 31st December 1897 at the rate of \$9,000 per mile, and the Directors are hereby authorized to execute any instrument or instruments embodying the said transaction with such details concerning the same as will in their judgment facilitate the carrying out of the lease and sale aforesaid.

The following by-law passed by the Board on the 13th of February last, and was submitted for approval:—

BY-LAW NO. 64.

By-law No. 61 is hereby repealed, and in lieu of the regulation which was embodied therein, the Canadian Pacific Railway Company hereby enacts as follows, that is to say:—

Whenever and as often as the duly authorized conductor for the time being of any train requests any passenger to

produce his or her ticket, such passenger shall comply with the request, or in default thereof shall be liable to pay, and shall on demand pay, the regular fare from the place whence such passenger took the train to the end of his or her journey; and if, on any such demand, a passenger fail to pay such fare, then the conductor of the train, either alone or with assistance, may put such passenger out of the train at any usual stopping place or near any dwelling house as the conductor elects, the train being first stopped and no unnecessary force being used.

Dated this 13th day of February, 1893.

And it was moved by Mr. John Morrison, seconded by Mr. Sandford Fleming, and unanimously

*Resolved,*

That By-law No. 64, now submitted, be, and the same is hereby approved.

By-law No. 65, respecting the number of Directors passed by the Board on the 9th inst. was submitted for approval as follows:

#### BY-LAW NO. 65.

The Canadian Pacific Railway Company doth hereby enact that:

Until the number of Directors shall be reduced to nine, vacancies occurring in the Board may remain unfilled at the discretion of the Board.

Dated this ninth day of May, 1893.

And it was moved by Mr. Wilmot D. Matthews, seconded by Mr. J. Alex. Strathy and unanimously

*Resolved,*

That by-law No. 65 now submitted be and the same is hereby approved.

By-law No. 66 respecting the Annual General Meeting of shareholders, passed by the Board on the 9th inst. was submitted for approval as follows:—

## BY-LAW No. 66.

The Canadian Pacific Railway Company doth hereby enact that the Annual General Meeting of the shareholders of the Company shall, after the present year, be held at its principal office in Montreal on the first Wednesday in the month of April in each year.

Dated this ninth day of May, 1893.

And it was moved by Mr. R. J. Cross, seconded by Mr. Geo. W. Hamilton, and unanimously

*Resolved,*

That By-law No. 66, now submitted be and the same is hereby approved.

By-law No. 67, respecting the issue of ordinary stock in amounts of sterling money, passed by the Board on the 9th inst, was submitted for approval as follows :

## BY-LAW No. 67.

The Canadian Pacific Railway Company doth hereby enact as follows :—

Any outstanding shares of ordinary stock of one hundred dollars each may, at any time, at the holder's request, be converted into registered ordinary stock in amounts of sterling money, the amount in each case to be one pound or a multiple thereof, one pound sterling being taken as the equivalent of four dollars eighty-six cents and two-thirds of a cent ; the Company issuing for the fraction of the pound (if there be any on such conversion) a receipt, which shall not carry dividend, and on presentation of any such receipts amounting in the aggregate to one pound or more the holder will be entitled to stock for the amount of them up to one pound or any multiple thereof, and to a similar receipt in respect of any fraction which may remain.

Dated this ninth day of May, 1893.

And it was moved by the Honorable George A. Kirkpatrick, seconded by Mr. R. B. Angus, and unanimously *Resolved*,

That by-law No. 67, now submitted, be and the same is hereby approved.

The President submitted and explained estimates, approved by the Directors, of proposed Capital expenditure to be incurred for the purposes hereinafter mentioned, and the same having been laid on the table and considered it was moved by Mr. Wm. C. Van Horne, seconded by Mr. L. J. Forget, and unanimously *Resolved*,

That in accordance with the recommendation of the Directors, the shareholders do hereby authorize the expenditure of Capital for the following purposes, not exceeding in the aggregate \$8,000,000, that is to say :

1. Permanent bridges and improvements on the Company's Railway not chargeable to operating expenses, according to estimates submitted .....	\$1,900,000
2. For grain elevators and additional terminal facilities, according to estimates submitted .....	750,000
3. Additional rolling stock, according to estimates submitted ...	1,250,000
4. For satisfying or acquiring bonds of the Montreal & Ottawa Railway Company, the interest on which the Company has undertaken to pay by way of rental under existing lease ...	400,000
5. For the construction of the extension of the Souris branch from the International boundary to Pasqua, 162 miles ; and of the Temiscamingue Railway 50 miles ; and of the Revelstoke branch line 28 miles ; and of a section of the Eganville branch line .....	3,700,000
Total .....	<u>\$8,000,000</u>

The meeting then proceeded to the election of Directors for the ensuing year, and it was moved by Mr. R. J. Cross, seconded by the Hon. Donald MacInnes and unanimously

*Resolved*,

That a ballot be now taken for the election of Directors for the ensuing year, and that Mr. J. Alex. Strathy and

Mr. Geo. W. Hamilton be appointed scrutineers to take such ballot.

The ballot having been taken, the President read the report of the scrutineers which declared that the under-mentioned gentlemen had been elected by the unanimous vote of the meeting, viz :

SIR DONALD A. SMITH, K. C. M. G., M. P.,	MONTREAL.
MR. WILLIAM C. VAN HORNE,	do
MR. RICHARD B. ANGUS,	do
MR. THOMAS G. SHAUGHNESSY,	do
MR. EDMUND B. OSLER,	TORONTO.
MR. SANDFORD FLEMING, C. E., C. M. G.,	OTTAWA.
HIS HON. LT.-GOV. GEO. A. KIRKPATRICK,	TORONTO.
GEN. SAMUEL THOMAS,	NEW YORK.
MR. GEORGE R. HARRIS (of Messrs. Blake Bros. & Co.),	BOSTON.
MR. RICHARD J. CROSS (of Messrs. Morton Bliss & Co.),	NEW YORK.
MR. WILMOT D. MATTHEWS,	TORONTO.
HON. DONALD MACINNES, SENATOR,	HAMILTON.
MR. THOMAS SKINNER,	LONDON.
MR. JOHN W. MACKAY,	NEW YORK.

And the proceedings of the annual meeting terminated.

The meeting was thereupon made special for the purpose mentioned in the notice, and the President offered the following resolution :—

Whereas, by an Act 56 Victoria, chapter 41, and subject to the provisions therein mentioned, the Parliament of Canada restored to the Company the powers in respect of preferred stock conferred by clause 37 of its charter. Therefore, it is

*Resolved,*

That in addition to the Capital Stock heretofore issued, and now outstanding, the Company may, for any purpose involving the raising of new Capital, the expenditure of which shall have been previously authorized by the share-



holders at an annual or special general meeting, from time to time create and issue preferred stock to an amount not exceeding, in the aggregate, either the limit prescribed by clause 37 of the Company's charter or by clause 2 of the said act, such preferred stock to be issued on the following conditions, that is to say :

1. The said preferred stock shall be designated " preference stock," and as to dividends shall take priority over ordinary stock up to, but not exceeding four per centum per annum, and shall not receive at any time a dividend at a higher rate than four per centum per annum.
2. And if for any period or periods the dividends on such preference stock be less than four per centum per annum, the deficiency or any part of it shall not be made good afterwards.
3. The said preference stock may be issued in sterling money of Great Britain in amounts of one pound or multiples thereof—every twenty pounds of it giving the same rights as to voting as are given by a share of one hundred dollars of ordinary stock.
4. The Directors may issue the said preference stock for any purpose for which the expenditure of capital shall have been so authorized as aforesaid, in such portions, at such times, and at such prices respectively as they may from time to time by resolution determine.
5. The method of evidencing the ownership of the said preference stock, and of making transfers of it shall be such as the Company may from time to time by By-law prescribe.

And on motion of Mr. G. F. Burnett, seconded by Mr. George R. Harris the resolution was unanimously adopted.

And the proceedings terminated.

WM. C. VANHORNE,

C. DRINKWATER,

*President.*

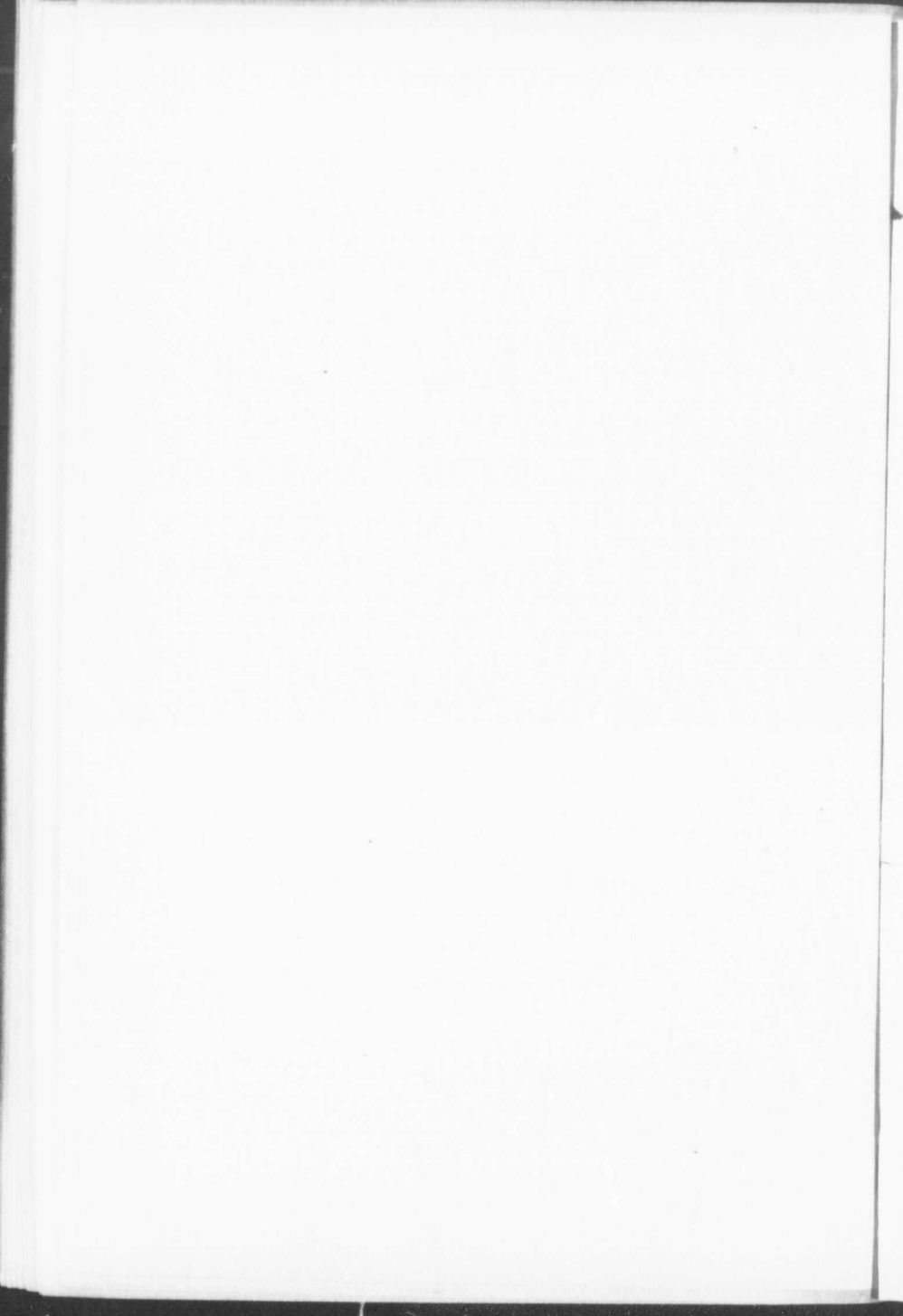
*Secretary.*

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NOTE.—At a meeting of the Board subsequently held Mr. Wm. C. Van Horne was re-elected President, and Mr. Thos. G. Shaughnessy the Vice-President of the Company, and the following were appointed the

Executive Committee :

Mr. Wm. C. Van Horne,	Hon. Sir Donald A. Smith, K.C.M.G., M.P.,
Mr. Thos. G. Shaughnessy,	Mr. Richard B. Angus.



Vaudreuil to Point Fortune.....	23.6
<i>Guelph Jct. Ry. (leased line):</i>	
Guelph Jct. to Guelph.....	15.0
<i>Atlantic &amp; North-West Ry. (leased line):</i>	
Lachine Bridge (south end) to Megantic.....	167.1
* <i>South Eastern Ry. (worked for account of owners) ....</i>	230.1
Total mileage of Ontario and Quebec Division.....	<u>1297.8</u>
<i>Carried forward.....</i>	<u>2952.7</u>

Main Line—Donald to Vancouver .....	458.0
New Westminster Branch.....	8.2
Vancouver to Coal Harbour .....	1.2
Mission Branch.....	10.1
	<u>477.5</u>
<i>Columbia &amp; Kootenay Ry. (leased line):</i>	
Nelson to Robson .....	27.7
<i>Shuswap &amp; Okanagan Ry. (leased line):</i>	
Siamous Jct. to Okanagan Landing.....	51.0
Total mileage of Pacific Division.....	<u>556.2</u>
Total mileage worked and under construction.....	<u>7008.9</u>

#### SUMMARY.

	MILES.
Mileage of the Duluth, South Shore & Atlantic Railway.....	584.0
Mileage of the Minneapolis, St. Paul & Sault St. Marie Railway ....	
Completed 991 miles.....	
Under construction 287 " .....	1278.0
	<u>1862.0</u>

	MILES.
Mileage included in the C. P. R. Traffic Returns.....	6015.5
Mileage of other lines worked .....	776.2
Mileage under construction.....	217.2
	<u>7008.9</u>

\* NOTE.—The receipts and expenses of the South-Eastern, Qu'Appelle Long Lake & Saskatchewan and Calgary & Edmonton Railways, are not included in the accounts of the Canadian Pacific, nor is the Company subject to any rent charge in respect of them.

# CANADIAN PACIFIC RAILWAY COMPANY

## MILEAGE OF ALL THE COMPANY'S LINES.

Length of Main Line Montreal to Vancouver—2904 <sup>8</sup>/<sub>10</sub> miles.

### EASTERN DIVISION :

Main Line—Montreal to Fort William.....	997.3
Quebec Section—Quebec to St. Martin's Jet.....	159.8
Piles Branch—Piles Jet. to Grand Piles.....	26.9
Joliette Branch—Joliette Junction to St. Felix.....	16.8
Berthier do—Berthier Jet. to Berthier.....	2.0
Aylmer do—Hull to Aylmer.....	7.5
St. Jerome do—St. Therese Jet. to St. Jerome.....	13.6
St. Lin do—St. Lin Jet. to St. Lin.....	15.0
St. Eustache do—St. Therese Jet. to St. Eustache.....	6.0
Brockville do—Carleton Jet. to Brockville.....	45.9
Algoma do—Sudbury to Sault St. Marie.....	182.5
Buckingham do—Buckingham Station to Village.....	4.2
Copper Mines Branches—Sudbury.....	5.0
Lake Temiscamingue Ry. (under construction).....	51.0
	<hr/> 1532.6
<i>St. Lawrence &amp; Ottawa Ry. (leased line) :</i>	
Ottawa to Prescott.....	51.8
Chaudiere Jet. to Sussex Street, Ottawa.....	6.6
	<hr/> 58.4
<i>Lake Muskinnongue Ry. (under agreement for lease) :</i>	
St. Felix to St. Gabriel.....	11.0
<i>Montreal &amp; Western Ry. (under agreement for lease) :</i>	
St. Jerome to Ste. Agathe.....	30.4
<i>Atlantic &amp; North-West Ry. (leased line) :</i>	
Renfrew to Eggonville.....	22.5
Total mileage of Eastern Division.....	<hr/> 1654.9

### ONTARIO AND QUEBEC DIVISION :

<i>Ontario &amp; Quebec Ry. (leased line) :</i>	
Mile End Jet. to South End Lachine Bridge.....	9.1
Montreal (Windsor Street) to Toronto Jet.....	333.0
Toronto Jet. to Strachan Avenue.....	3.2
Toronto Jet. to St. Thomas.....	116.1
Toronto Jet. to Owen Sound.....	116.9
Don Jet. to Union Station (completed but not in operation).....	5.2
Woodstock to London.....	21.6
London to Windsor.....	112.5
Orangeville Branch—Streetsville Jet. to Melville Jet.....	31.7
Elora do—Cataract to Elora.....	27.3
Teeswater do—Orangeville Jet. to Teeswater.....	63.4
Wingham do—Glenannan to Wingham.....	5.0
	<hr/> 862.0
<i>Montreal &amp; Ottawa Ry. (leased line) :</i>	
Vaudreuil to Point Fortune.....	25.6
<i>Guelph Jet. Ry. (leased line) :</i>	
Guelph Jet. to Guelph.....	15.0
<i>Atlantic &amp; North-West Ry. (leased line) :</i>	
Lachine Bridge (south end) to Megantic.....	167.1
*South Eastern Ry. (worked for account of owners)....	230.1
Total mileage of Ontario and Quebec Division.....	<hr/> 1297.8
Carried forward.....	2032.7

### ATLANTIC DIVISION :

<i>Atlantic &amp; North-West Ry. (leased line) :</i>	
Megantic to Mattawamkeag.....	159.9
<i>Maine Central Ry. (working powers only) :</i>	
Mattawamkeag to Vanceboro.....	56.1
<i>New Brunswick Ry. (leased line) :</i>	
Vanceboro Section—Vanceboro to McAdam Jet.....	
St. John do—McAdam Jet. to St. John.....	83.8
Carleton do—Fairville to Carleton.....	4.0
Fredericton do—Fredericton Jet. to Fredericton.....	22.1
Southern do—McAdam to St. Stephens.....	33.9
do do—Watt Jet. to St. Andrews.....	27.5
Northern do—McAdam Jet. to Woodstock.....	51.0
Houlton do—Debec Jet. to Houlton.....	8.0
Aroostook do—Woodstock to Presque Isle.....	88.6
Gibson do—Newburg Jet. to Gibson.....	56.6
Edmundston do—Aroostook Jet. to Edmundston.....	57.2
	<hr/> 439.0
Total mileage of Atlantic Division.....	<hr/> 635.0

### WESTERN DIVISION :

Main Line—Fort William to Donald.....	1449.5
Emerson Branch—Emerson to Winnipeg Jet.....	64.5
Selkirk do—Winnipeg to West Selkirk.....	22.5
Stonewall do—Air Line Jet. to Stonewall.....	18.0
Greta do—Rosenfeld to Greta.....	13.7
Pembina Mountain Branch—Winnipeg Jet. to Manitoba	100.1
Crow's Nest Pass Branch—Langevin via Macleod to	
Crow's Nest Pass (under construction mileage	
undetermined).....	<hr/> 16.83
<i>Manitoba South Western Ry. (leased line) :</i>	
Manitou to Deloraine.....	101.0
Winnipeg to Glenboro.....	104.2
Elm Creek to Carman.....	12.6
	<hr/> 217.8
<i>Souris Branch and Extensions :</i>	
Kenmay to Estevan.....	156.2
Glenboro to Souris.....	45.7
Deloraine to Napinka.....	18.6
Menteith Jet. to Reston (Pipestone Extension).....	31.3
Estevan to Pasqua (under construction).....	136.0
Estevan to International Boundary (under construction).....	25.0
	<hr/> 412.8
<i>*Qu'Appelle, Long Lake &amp; Saskatchewan Ry. (worked for account of owners).....</i>	
Calgary & Edmonton Ry. (worked for account of owners).....	240.3
	<hr/> 266.8
Total mileage of Western Division.....	<hr/> 2845.0

### PACIFIC DIVISION :

Main Line—Donald to Vancouver.....	438.0
New Westminster Branch.....	8.2
Vancouver to Coal Harbour.....	1.2
Mission Branch.....	10.1
	<hr/> 457.5
<i>Columbia &amp; Kootenay Ry. (leased line) :</i>	
Nelson to Robson.....	27.7
<i>Shuswap &amp; Okanagan Ry. (leased line) :</i>	
Sicamous Jet. to Okanagan Landing.....	51.0
Total mileage of Pacific Division.....	<hr/> 556.2
Total mileage worked and under construction.....	<hr/> 7008.9

### SUMMARY.

Mileage of the Duluth, South Shore & Atlantic Railway.....	MILES.	6015.5
Mileage of the Minneapolis, St. Paul & Sault St. Marie Railway.....		776.2
Completed 991 miles.....		217.2
Under construction 287 ".....		<hr/> 7008.9
	<hr/> 1802.0	
Mileage included in the C. P. R. Traffic Returns.....		6015.5
Mileage of other lines worked.....		776.2
Mileage under construction.....		217.2
		<hr/> 7008.9

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