

CANADIAN PACIFIC RAILWAY.

ANNUAL REPORT FOR THE YEAR

—1893—

AND

REPORT OF PROCEEDINGS

AT THE

THIRTEENTH ANNUAL MEETING

OF SHAREHOLDERS,

HELD AT THE GENERAL OFFICES OF THE COMPANY,

MONTREAL,

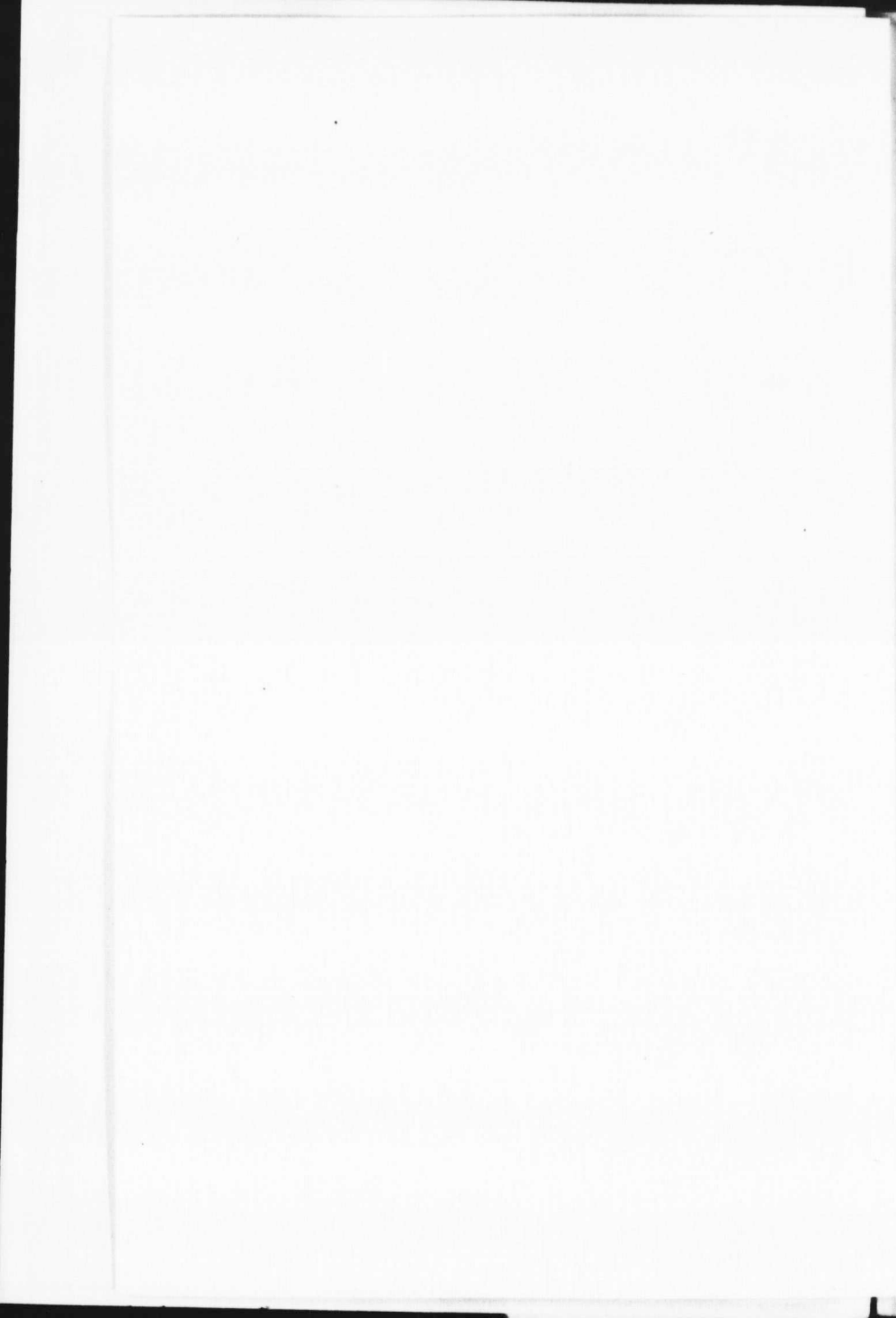
ON

WEDNESDAY, 4TH APRIL, 1894.

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GAZETTE PRINTING COMPANY, MONTREAL

Sir J. Henry Collection
Box 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 MACINNIS, Senator,	- - - - HAMILTON.
HIS HONOR Lieut.-GOVERNOR GEO. A. KIRKPATRICK,	- - - - TORONTO.
MR. THOMAS SKINNER,	- - - - LONDON.
GEN. SAMUEL THOMAS,	- - - - NEW YORK.
MR. JOHN W. MACKAY,	- - - - do.

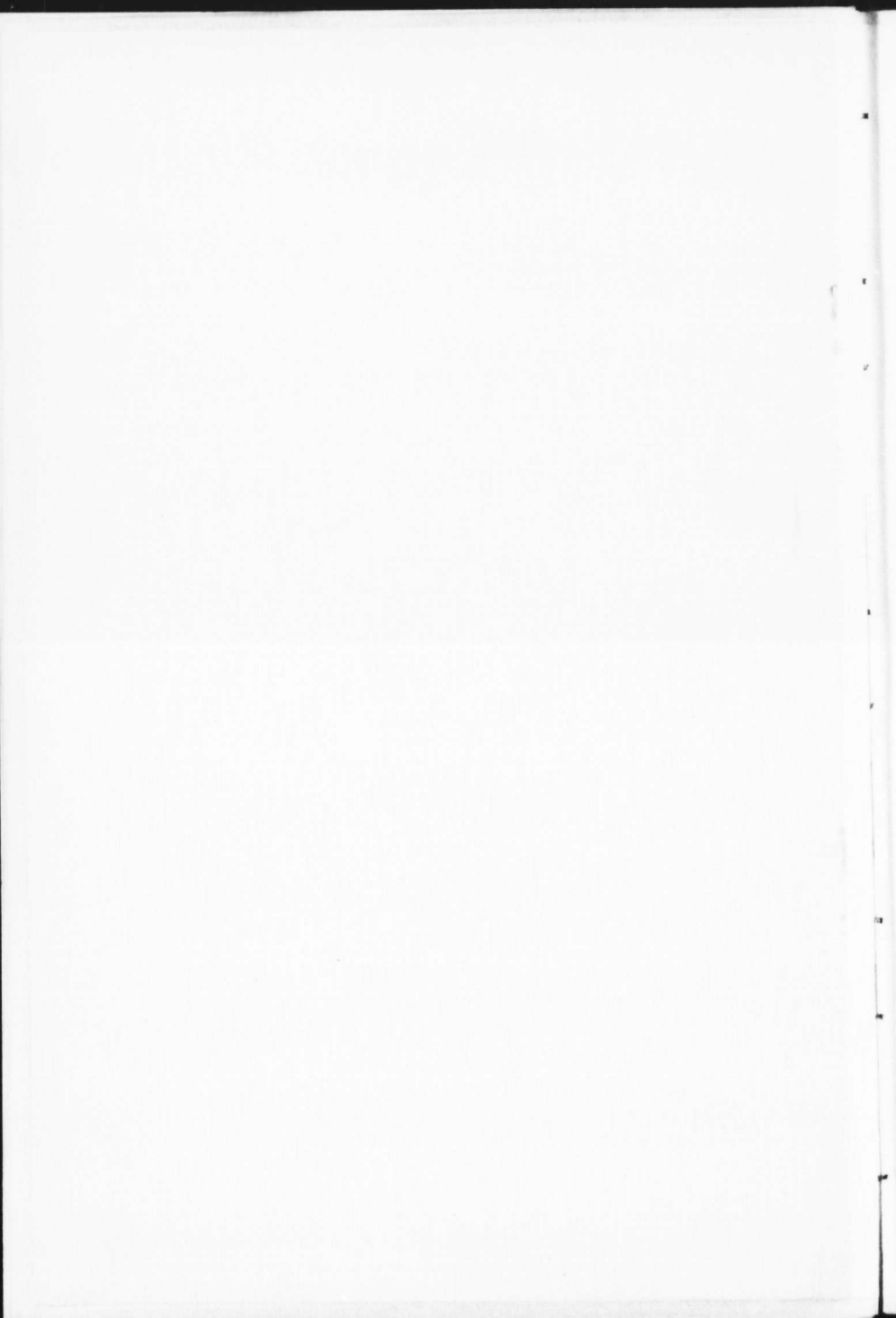
OFFICERS.

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 & 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</i> , 1 Queen Victoria St., LONDON, E.C.
" ARCHER BAKER,	{ <i>European Traffic Agent</i> , 67 and 68 { <i>King William Street</i> , - - - - do.

Agents of the Bank of Montreal, 59 Wall St., *Transfer Agents*, - 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.

THIRTEENTH ANNUAL MEETING.

REPORT OF PROCEEDINGS AT THE THIRTEENTH ANNUAL
MEETING OF THE SHAREHOLDERS, HELD ON
WEDNESDAY, THE 4TH DAY OF APRIL,
1894.

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 257,571 shares of the Common and £207,492 of the Preference Stock of the Company.

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

THE CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE TO SHAREHOLDERS.

The Thirteenth 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 4th day of April next, at the principal office of the Company, at Montreal, at 12 o'clock noon.

The Common Stock Transfer Books of the Company will close in Montreal and New York, on Saturday, March 24th, and in London, on Monday, March 12th. The Preference Stock Books will close on Friday, March 16th. All the books will be re-opened on Thursday, April 5th.

By order of the Board,

CHARLES DRINKWATER,

Secretary.

Montreal, February 21st, 1894.

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:—

CANADIAN PACIFIC RAILWAY COMPANY

THIRTEENTH ANNUAL REPORT

OF THE

DIRECTORS OF THE CANADIAN PACIFIC RAILWAY COMPANY
FOR THE YEAR ENDED DECEMBER 31ST, 1893.

To the Shareholders.

A balance sheet of the affairs of the Company at 31st December, 1893, and the usual statements relating to the business of the year are submitted.

The gross earnings for the year were.....	\$20,762,317.44
The working expenses were.....	13,220,901.39
And the net earnings were.....	7,541,416.05
Add interest earned on deposits and loans.....	209,862.87
	<hr/>
	7,951,278.92
Deducting the fixed charges [accrued during the year. (See page 20).....	5,338,597.22
	<hr/>
The surplus was.....	2,612,681.70
From this a supplementary dividend of 1 per cent. was paid August 17th, 1893, and a full half-yearly dividend of 2½ per cent. was paid February 17th, 1894.....	2,275,000.00
	<hr/>
Leaving a surplus carried forward.....	337,681.70
Surplus of previous years.....	6,923,531.44
	<hr/>
Total surplus carried forward.....	\$ 7,261,213.14

The working expenses for the year amounted to 63.07 per cent. of the gross earnings, and the net earnings to 36.93 per cent., as compared with 60.67 and 39.33 per cent. respectively in 1892.

The earnings per passenger per mile were 1.69 cents, and per ton of freight per mile 0.87 cents, as against 1.69 and 0.84 cents respectively in 1892.

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 past six years:—

	1888.	1889.	1890.	1891.	1892.	1893.
Passengers	\$ 3,800,883 18	\$ 4,623,474 00	\$ 4,774,713 76	\$ 5,459,789 46	\$ 5,556,316 40	\$ 5,656,204 90
Freight	8,617,313 66	9,657,719 34	10,106,644 02	12,565,540 26	13,330,540 19	12,673,075 38
Mails	263,344 46	354,044 32	356,088 61	516,038 45	483,922 58	496,134 49
Express	244,247 13	247,606 70	260,268 43	288,633 25	302,259 34	333,975 39
Parlor and Sleeping Cars	187,694 13	234,103 14	268,096 76	303,545 09	331,202 73	380,470 10
Telegraph & Miscellaneous	682,052 99	847,190 93	786,767 40	1,067,469 47	1,405,110 53	1,422,457 18
Total	\$13,196,585 60	\$15,369,138 43	\$16,552,528 98	\$20,241,065 98	\$21,469,351 77	\$20,962,317 44
Expenses	9,324,760 68	9,241,302 27	10,252,828 47	12,351,436 11	12,989,604 21	13,229,991 39
Net Earnings	\$ 3,870,774 92	\$ 6,127,836 16	\$ 6,299,700 51	\$ 8,009,629 87	\$ 8,420,347 56	\$ 7,741,416 05

The past year opened unfavourably; a closely following series of severe snow storms, with unusually cold

weather, made the working of the line difficult and expensive, and at the same time impeded the traffic of the country, and both the gross and net earnings of the Company suffered in consequence. Until the year was nearly ended, your Directors hoped and believed that the losses of the first quarter would be made good, the harvests everywhere having turned out fairly well; but the extraordinary decline in the price of wheat and the depression in trade on the Pacific Coast resulted in an unexpected and heavy loss in earnings during the last two months of the year, and a decrease in earnings has, therefore, for the first time to be reported.

The causes of the depression in the United States did not prevail in Canada to any great extent, beyond the low price of wheat. The decline in the value of silver affected British Columbia somewhat, but the loss in business from this cause was not large. The extreme depression which has prevailed in our neighbourhood naturally made itself felt. Travel was much reduced, and even that resulting from the World's Fair failed to make good the general loss.

A large amount of wheat from the last crop is still in the hands of the farmers or in the local grain elevators on the line, awaiting a favourable turn in the market. It is only an improved wheat market that is required to bring a revival in business. The farmers at present are short of money, and this affects the Company's most profitable business—the inwards traffic, lumber and general merchandise. The Company's losses have been entirely west of the Great Lakes. Its eastern lines have shown increased earnings.

The Minneapolis, St. Paul & Sault Ste. Marie Railway (the so-called "Soo Line") and the Duluth, South Shore

and Atlantic Railway have both suffered severely, in common with all the American lines west of the Great Lakes, from the extraordinary depression prevailing there. Their flour, lumber and iron traffic, all of great importance, were particularly affected; but these lines are in excellent condition, well equipped and most favourably situated for commanding traffic, and a revival in trade will enable them to quickly recover; indeed they are already showing an improvement.

It would be idle to attempt to forecast the results of the present year. There is no financial trouble in Canada, nor sign of any, but so long as the abnormally low prices of grain continue, everybody engaged in trade will naturally keep on the safe side, and there will be no marked development of traffic; there are, however, indications of improvement in various directions.

Fortunately your Company has been able to make ample provision against such a state of affairs; it is in a position to withstand a long period of depression, if need be, without inconvenience.

Notwithstanding the unsatisfactory traffic results, the Company's position at the end of the year was exceedingly good, as will be seen by reference to the balance-sheet; the Station Balances, Accounts Receivable and Treasury Assets, after providing for Current Liabilities, Accrued Fixed Charges, and the dividend payable in February on the ordinary stock and in April on the preference stock, exceeding the accumulated surplus.

The China and Japan steamships of the Company have shown a healthy increase in profits each year since the line was established. The experience of the Company in this trade indicates the need of a more frequent freight service, and your authority will be asked for the building, at the discretion of the Board and at such time as the

general conditions of trade may warrant, two freight steamships to supplement the three passenger steamships now in the line.

The Company's telegraph, express, sleeping cars, grain elevators and lake steamers have all maintained or increased their profits.

No interruptions of traffic and no serious accidents occurred during the year.

While the utmost economy in working is constantly sought, your Directors have been unable to see anything in the situation and prospects to justify any temporary savings at the expense of the safety and efficiency of the railway—savings which are usually found expensive in the end—and the property has therefore been maintained in excellent condition throughout.

The expenditures for improvements and additional equipment during the year were considerably less than were approved by the shareholders at the last annual meeting.

Five hundred and thirty-seven timber bridges, aggregating 47,847 lineal feet or 9.06 miles, were replaced with permanent work, and on eighty-one more the permanent work was partly done ; 188.14 miles of the main lines were relaid with heavy steel rails, replacing lighter rails which have been utilized elsewhere—only the difference in the weight of the rails being charged to capital in such cases. The other items for which capital was expended will be found in Appendix "C."

The very heavy expenditures for improvements are nearly at an end. The timber bridges remaining after the present year will be mostly of such a character that their replacement may be spread over a number of years. For

the present year \$714,965 will be required for permanent bridge work and other improvements of permanent way ; \$137,150 for Terminal Yard and buildings at Toronto. and for Montreal Terminals ; \$115,230 for various buildings, sidings, and spurs, additional fencing and miscellaneous improvements ; \$75,000 for substitution of heavy rails for lighter, representing difference in weight ; \$195,000 for a steamer for local service on the Pacific Coast ; \$125,000 for acquiring a proportionate interest in the "Soo Line" Sleeping Cars, and \$250,000 for other rolling stock and equipment, making a total of \$1,612,345 for improvements and equipment. Estimates showing in detail the improvements and additions required and chargeable to Capital Account will be submitted for your approval.

No new lines are contemplated beyond the completion of the Revelstoke (28 miles) and Temiscamingue (50 miles) branches, the work on both of which is well advanced. The Eganville branch is completed and in operation.

Four per cent debenture stock has been issued to the amount of £1,000,000, to take up the remainder of the Consolidated Mortgage bonds of the Duluth South Shore & Atlantic Railway, which had been guaranteed by your Company. As a result of this transaction, now completed, your Company holds in its Treasury, for the security of the Debenture Shareholders, \$14,600,000, D. S. S. & A. Consolidated Mortgage bonds, (the entire amount issued) \$3,000,000, D. S. S. & A. 4% Income Certificates, (the entire amount issued) \$5,100,000 D. S. S. & A. preferred stock, and \$6,100,000 D. S. S. & A. ordinary stock ; the amount of preferred and ordinary stock held constituting a majority of each class.

At the last Annual Meeting expenditures to the extent of \$8,000,000 were authorized for improvements and

equipment according to estimates submitted, and for the completion of the Moosejaw Section of the Souris Branch, connecting with the "Soo" Line, and for the Revelstoke and Temiscamingue branches and for the acquisition of the Eganville line; but owing to the unfavourable outlook for business the expenditures were curtailed, and an issue of £1,320,000 of 4% preference stock was found sufficient for the year.

During the year the North Western extension of the Minneapolis, St. Paul & Sault Ste. Marie Railway was completed to the International boundary, and your Company's branch line connecting therewith was completed from the International boundary to the main line near Moosejaw, forming together the shortest line between St. Paul, Minneapolis and the Pacific Coast, and, by means of their several connections, the shortest line from Chicago. The new line is not only shorter than any other but it is the most favourable in point of gradients. The new line was opened in September, too late in the year to affect the year's results.

The branch line southward from Revelstoke has been completed for a distance of 10 miles to a point below the most difficult navigation of the Columbia River.

The section of the Alberta Railway between Dunmore and Lethbridge has been brought to your Company's standard and taken over by it, in accordance with the terms of the lease approved at the last annual meeting.

You will be asked to approve an agreement for a lease of a line of railway from Nakusp, on the Upper Arrow Lake (Columbia River), to the Slocan silver-mining district, about 34 miles, at a rental of 40 per cent. of its gross earnings, and on the same general terms as heretofore approved in the case of the Shuswap & Okanagan

Railway. This short line of railway will be a most important factor in the development of the Kootenay District, and it is expected to create a considerable traffic for your main line. The railway in question is promoted by the Government of British Columbia, at whose instance your Company is called upon to undertake its working.

You will be asked to authorize a lease on similar terms of the Nicola Valley Railway, in British Columbia, which is likewise promoted by the Government of that Province. It is intended to reach the coal fields in the Nicola Valley, about 50 miles from Spence's Bridge, on your main line, and your Directors look upon it as of much importance, both as affecting the cost of the Company's coal supply and as affording a valuable traffic.

You will also be asked to approve and confirm an agreement of lease by which the Atlantic & North West Railway Company leases to this Company in perpetuity, the completed portion of Section 5 of that company's line, extending from Renfrew to Eganville, a distance of 18.9 miles; the rental to be a sum equal to 4% per annum on the bonds issued in aid of the undertaking not exceeding \$16,000 per mile.

In order to protect the Company's interests in the Crow's Nest Pass your Directors found it expedient to expend \$66,256.18 on surveys, etc., during the year, and for similar reasons, to expend \$16,163.30 in surveys of other lines which expenditures you will be asked to approve.

The semi-annual dividends have hitherto been declared in December and June, and paid in February and August. The Directors recommend that after the present year (1894) the dividends be made payable on the 1st April and 1st Octo-

ber, so that the results for each year may be definitely ascertained before the dividend is declared for the last half of the year, and so that the books may be closed at one time for this dividend and for dividend on the preference stock and for the annual meeting.

The Directors have under consideration the conversion of the ordinary shares into sterling stock, in accordance with the by-law adopted by the shareholders at the last annual meeting, but some technical difficulties have yet to be overcome.

LANDS.

The sales of the Canadian Pacific lands last year were 93,184 acres for \$295,288, an average price of \$3.17 per acre, as against 230,308 acres for \$748,618, an average price of \$3.25½ per acre in 1892.

The sales of Manitoba South-Western Railway lands for 1893 were 14,164 acres for \$57,559, an average price of \$4.06 per acre, as against 161,169 acres for \$607,000, an average price of \$3.76½ per acre in 1892.

The total sales for 1893 of Canadian Pacific and Manitoba South-Western lands were 107,348 acres for \$352,847, an average price of \$3.29 per acre, against 392,467 acres for \$1,355,618 in 1892, an average price of \$3.45 per acre.

Of the lands previously recovered by the Company from cancellation of sales 10,365 acres were resold during the year at a profit of \$3,824.

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	
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	18,206,986	
The Company has earned on account of its Souris Branch Land grants.....	1,411,200	
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	19,618,186	
Sales to Dec. 31st, 1893.....	3,847,139	
Less cancelled in 1893.....	21,341	
	<hr/>	
	3,825,798	
Quantity of land unsold.....		15,792,388

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

Total Grant.....	1,396,800
Sales to Dec. 31st, 1893.....	298,714
	<hr/>
Quantity of land unsold.....	1,098,086
Columbia and Kootenay Land Grant.....	190,000
	<hr/>
Total land owned by the Company.....	17,080,474

The amount received from Town-sites during the year, after deducting all expenses, was \$15,243.99.

The Company's lands are seldom sold to new immigrants, but generally to those who have already established themselves on free homesteads, and who from their improved conditions are able to increase their holdings by the purchase of adjoining railway lands; therefore an unfavourable season in agriculture is sure to be unfavourable as regards land sales. The established farmers

have had little money to spare for lands during the past year, and the land sales have consequently been light ; and the receipts from Town-sites have likewise suffered.

Although the year was not a good one for the farmers, in view of the very low prices of grain, there is little ground for the sensational reports which have been occasionally published concerning their situation. They are at least as prosperous as the people in agricultural districts elsewhere in the world, and more prosperous than the majority.

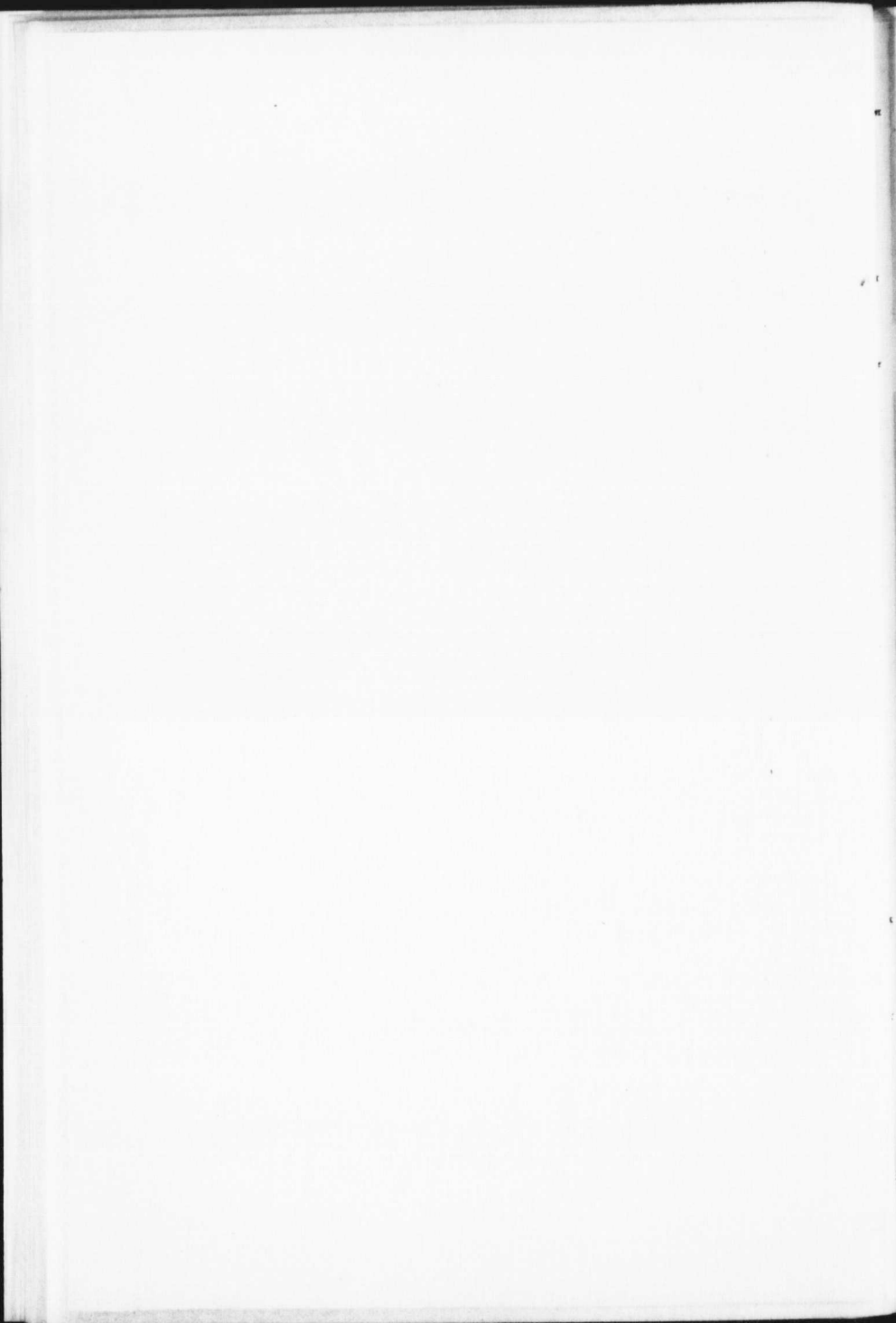
It should be remembered that although the price of wheat in the world's markets has never been so low, the western farmers have on several occasions received no more for their wheat than at the present, for the reason that the cost of transportation has been greatly reduced in late years. At the same time the purchasing power of money has largely increased, so that, generally speaking, the situation of the farmers is relatively better than it was in other bad years in the past. There is no more reason now than there ever has been to doubt the future of agriculture.

In respect of fertility of soil and cost of production and transportation the Canadian Northwest is not inferior to any of the large wheat producing regions of the world, and the quality of its wheat is superior to any other ; the successful outcome of its competition cannot therefore be doubted.

For the Directors,

WM. C. VAN HORNE,

President.



CONDENSED BALANCE SHEET—December 31st, 1893.

<u>BALANCE DUE ON TOWN-SITE SALES.</u>	
Deferred Payments	251,401 51
<u>ADVANCES.</u>	
South Eastern Railway	1,604,780 53
<u>ADVANCES ON LAKE AND FERRY</u>	
<u>STEAMERS</u>	685,140 28
<u>MATERIAL AND SUPPLIES ON HAND</u>	2,241,176 58
<u>*STATION BALANCES, ACCOUNTS RECEIV-</u>	
	<u>\$238,420,508 86</u>
I. G. OGDEN, <i>Comptroller.</i>	
* \$1,975,000 has been transferred from this account to "Acquired Securities" since the last annual report.	
	uary 1st, 1894..... 1,470,222 07 Accrued to date not due..... 314,764 20 1,784,986 27 <u>DIVIDEND ON ORDINARY STOCK, de-</u> <u>clared December and payable in 1894.....</u> 1,625,000 00 <u>DIVIDEND ON FOUR PER CENT. PRE-</u> <u>REFERENCE STOCK, 3 months declared De-</u> <u>cember and payable in 1894.....</u> 64,240 00 Net earnings for years 1888 to 1893 inclusive, after payment of all fixed charges and dividends 7,261,213 14 <u>\$238,420,508 86</u>

CONDENSED BALANCE SHEET—December 31st, 1893.

COST OF ROAD.

Main Line.....	\$137,051,933	37	
Lines acquired or hold under perpetual lease.....	20,620,634	28	
Branch Lines.....	14,324,697	70	
			\$171,997,315 35

NOTE.

In addition to the property represented by the foregoing figures, the Company owns 17,080,474 acres of land.

EQUIPMENT.

Rolling Stock.....	\$ 15,393,008	38	
Lake Steamers.....	483,452	99	
Shops and Machinery (Montreal, Hochelaga, Perth and Carleton Place).....	1,286,763	85	
			17,163,225 22

CHINA AND JAPAN STEAMSHIPS AND

APPURTENANCES.....			3,504,327 16
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ACQUIRED SECURITIES

HELD AGAINST DEBENTURE AND PREFERENCE STOCK ISSUED.			
Schedule "A" cost.....	19,596,944	96	
Advanced on Atlantic & North West Railway, Eganville Branch.....	256,782	37	
Advanced on Montreal & Ottawa Railway.....	463,395	30	
			20,257,122 63

REAL ESTATE, realizable.

Lands at and near Montreal, Hotel and other buildings at Vancouver, and Fort William and Banff Springs Hotel, held by Trustees for the Company.....	290,529	65	
	875,677	51	
			1,166,207 16

ADVANCES ON LAND.

Interest advanced on Land Grant Bonds to date.....	3,311,721	66	
Less—Surplus Receipts from Town-sites.....	\$680,055	56	
Net proceeds sales of Lands of M. S. W. Col. Railway.....	518,936	81	
	1,198,992	37	
			2,112,729 29

BALANCE DUE ON LANDS SOLD.

Deferred Payments.....	2,495,563	24	
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BALANCE DUE ON TOWN-SITE SALES.

Deferred Payments.....	251,401	51	
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ADVANCES.

South Eastern Railway.....	1,604,780	53	
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ADVANCES ON LAKE AND FERRY

STEAMERS.....	685,140	28	
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CAPITAL STOCK.....	\$ 65,000,000	00	
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FOUR PER CENT. PREFERENCE STOCK..	6,424,000	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.....	\$2,433,333		
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	
Algoma Branch, 1st Mortgage, 5 per cent.....	3,650,000	00	
North Shore Railway, 1st Mortgage, 5 per cent.....	616,119	67	
			48,088,086 33

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

			39,819,675 00
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LAND GRANT BONDS

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

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

			2,878,008 78
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INTEREST ON FUNDED DEBT AND

RENTAL OF LEASED LINES.

Coupons not presented, including amounts due January 1st, 1894.....	1,470,222	07	
Accrued to date not due....	314,764	20	
			1,784,986 27

DIVIDEND ON ORDINARY STOCK, declared December and payable in 1894.....

			1,625,000 00
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DIVIDEND ON FOUR PER CENT. PREFERENCE STOCK, 3 months declared December 31st, 1893.....

ADVANCES ON LAND.

Interest advanced on Land Grant Bonds to date.....	3,311,721 66	
Less—Surplus Receipts from Town-sites.....	\$680,055 56	
Net proceeds sales of Lands of M. S. W. Col. Railway. 518,936 81	1,198,992 37	
		2,112,729 29

BALANCE DUE ON LANDS SOLD.

Deferred Payments.....	2,495,563 24
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BALANCE DUE ON TOWN-SITE SALES.

Deferred Payments.....	251,401 51
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ADVANCES.

South Eastern Railway.....	1,604,780 53
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ADVANCES ON LAKE AND FERRY

<u>STEAMERS.....</u>	685,140 28
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MATERIAL AND SUPPLIES ON HAND....

	2,241,176 58
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*STATION BALANCES, ACCOUNTS RECEIV-

<u>ABLE, MISCELLANEOUS SECURITIES AND ADVANCES.....</u>	4,396,458 08
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DOMINION GOVERNMENT, amount due for

mail transportation and adjustment old accounts, (since paid).....	250,463 02
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TREASURY ASSETS.

Temporary Loans on Security. \$2,092,144 48	
Cash in hands of Treasurer and Paymasters.....	435,627 84
Cash in Bank.....	7,766,826 49
	<u>10,294,598 81</u>

\$238,420,508 86

I. G. OGDEN,
Comptroller.

* \$1,975,000 has been transferred from this account to "Acquired Securities" since the last annual report.

Land Bonds 3½ per cent. interest guaranteed by Dominion Government.....	3,426,000 00	15,000,000 00	18,426,000 00
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CURRENT LIABILITIES, (including Vouchers and Pay Rolls).....

	2,878,008 78
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INTEREST ON FUNDED DEBT AND

RENTAL OF LEASED LINES.

Coupons not presented, including amounts due January 1st, 1894.....	1,470,222 07
Accrued to date not due.....	314,764 20
	<u>1,784,986 27</u>

DIVIDEND ON ORDINARY STOCK, declared December and payable in 1894.....

	1,625,000 00
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DIVIDEND ON FOUR PER CENT. PREFERENCE STOCK, 3 months declared December and payable in 1894.....

	64,240 00
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CASH SUBSIDY FROM DOM-

INION GOVERNMENT.....

	25,000,000 00
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BONUSES FROM PROVIN-

CES AND MUNICIPALITIES.

	646,060 30
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	<u>25,646,060 30</u>
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LAND GRANT.

3,825,798 acres sold, amounting to.....	12,300,303 70
6,793,014 acres taken by Dominion Government....	10,189,521 00
	<u>22,489,824 70</u>
Less—Expenses, cultivation rebate, and 10 per cent. on Land Grant Bonds taken in payment.....	2,495,839 55
	<u>19,993,985 15</u>

TOWN SITES.

Amount received from sale of Town Sites, not covered by Land Grant Mortgage....	2,676,308 68
Less—Expenditure improvements, grading, clearing, etc.	586,999 23
	<u>2,089,309 45</u>
Surplus receipts 1889 to 1893 applied against Advances on Land Bond interest.....	680,055 56
	<u>1,409,253 89</u>

SURPLUS EARNINGS.

Net earnings for years 1888 to 1893 inclusive, after payment of all fixed charges and dividends.....	7,261,213 14
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\$238,420,508 86



SCHEDULE "A"

SECURITIES ACQUIRED AND HELD AGAINST DEBENTURE
STOCK ISSUED.

Atlantic & North-West Railway, 5 per cent. Guaranteed Stock	\$ 3,240,000 00
Columbia & Kootenay Railway 4 per cent. First Mort- gage Bonds,	693,500 00
Manitoba South Western Colonization Railway, 5 per cent. First Mortgage Bonds	72,000 00
North Shore Railway 5 per cent. First Mortgage Bonds.	131,400 00
Duluth South Shore & Atlantic Railway 4 per cent. Consolidated Mortgage, guaranteed.	14,600,000 00
“ Income certificates	3,000,000 00
“ Preferred Stock. (constituting a majority.) ..	5,100,000 00
“ Ordinary Stock. (constituting a majority.) ..	6,100,000 00
Minneapolis, St. Paul & Sault Ste. Marie Railway. Preferred Stock (constituting a majority.)	3,533,400 00
“ Ordinary Stock (constituting a majority.)	7,066,600 00
Souris Branch, First Mortgage Bonds, £400,000.	1,946,166 67
Pacific Steamship First Mortgage Bonds, £720,000.	3,504,000 00.

FIXED CHARGES 1893.

£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 Jet.....	1,400.00
	Rental Mattawankeag to Vanceboro...	23,800.00
	Rental New Brunswick Railway system.	356,199.66

4% DEBENTURE STOCK.

Issues for general purposes.....	£ 3,458,125	
Issue for China & Japan Steamers.....	720,000	
Issue for Souris Branch.....	1,004,000	
	<hr/>	
	£ 5,182,125	\$1,008,787.00
Issue for acquiring Mortgage Bonds		
of Roads of which principal or interest		
is guaranteed by C. P. R.:		
One year on.....	£ 2,945,000	\$ 573,293.33
Six months on.....	55,000	5,353.33
	<hr/>	<hr/>
	£ 8,182,125	\$1,587,433.66

Against which has been collected interest on		
guaranteed securities.....	584,000.00	
	<hr/>	\$1,003,433.66
		<hr/>
		\$5,338,597.22
		<hr/> <hr/>

RECEIPTS AND EXPENDITURES 1893.

RECEIPTS.

Cash and Treasury assets on hand December 31st, 1892.....		\$8,624,555.12
Surplus revenue (as per statement).....	\$2,612,681.70	
<i>Land Department.</i>		
Proceeds of land sales.....	\$239,191.15	
Less expenditure.....	83,992.76	
	<u>\$155,198.39</u>	
Deduct amount remaining in deferred payments.....	90,133.51	65,064.88
<i>Ontario and Quebec Railway System.</i>		
Net proceeds sale of real estate at Montreal and Toronto.....	\$50,701.97	
Amount received from City of Toronto on account of filling, etc., on lake front.....	88,500.00	139,201.97
<i>Bonuses.</i>		
Provincial Government subsidy on Souris Branch.....	\$85,102.50	
City of St. John, N. B.....	38,600.00	123,702.50
Amount refunded by Dominion Government on account of amount retained in connection with construction of main line.....	92,472.79	
<i>Consolidated Debenture Stock, 4 per cent.</i>		
Amount issued for acquiring guaranteed securities.....	4,866,666.72	
<i>Preference Stock, 4 per cent.</i>		
Issued on account of amount authorized at last meeting, £1,320,000 realizing.....	5,763,460.00	
<i>Balances on Town Site Sales.</i>		
Amounts collected from deferred payments.....	47,720.54	
		<u>13,710,971.10</u>
		\$22,335,526.22
Add increase in current liabilities.....		83,709.15
<i>Station Balances, Accounts Receivable and Miscellaneous securities.</i>		
Balance at December 31st, 1892.....	\$5,908,887.03	
* Balance at December 31st, 1893.....	\$4,396,458.08	
Balance due from Dominion Government.....	250,463.02	
	<u>4,646,921.10</u>	
Add difference.....		1,261,965.93
		<u>\$23,681,201.30</u>

* This amount is reduced \$1,975,000 by the transfer of securities from this account to "acquired securities."

EXPENDITURES

Interest on funded debt and rentals of leased lines due January 1st, 1893, and accrued to that date	\$1,788,213.35
Construction branch lines (Schedule "B").	2,465,560.44
Additions and improvements main line and branches (Schedule "C").....	1,854,601.96
Additions and improvements leased lines (Schedule "D").....	385,011.79
Rolling stock, shops and machinery.....	278,449.33
Telegraphs, extensions and additions	35,165.69
Hotel and other buildings at Vancouver and other points, held in trust	152,973.96
China and Japan steamships and appurtenances, expenditure during year in completion	18,158.52
Supplementary dividend made Dec., 1892, and paid February, 1893	\$650,000.00
Supplementary dividend made June, 1893, and paid August, 1893	650,000.00
	<hr/> 1,300,000.00

ADVANCES.

Land Department.

Interest advanced on Land Grant Bonds ...	\$652,414.09		
Deduct surplus receipts from town sites—Total proceeds of sales	\$89,458.34		
Deduct expenditure for clearing, improvements, &c.....	74,214.35		
	<hr/> \$15,243.99		
Net proceeds Man. S.W. Col. R. lands.	\$61,905.88		
Deduct amount reserved for payment of advances from Province of Manitoba	20,564.36		
	<hr/> 41,341.52	<hr/> 56,585.51	595,828.58

Lake Steamers and Car-Ferry Boats.

Amount advanced on construction of	30,370.73
Carried forward	<hr/> \$8,904,334.35

<i>Brought forward</i>	\$8,904,334.35
<i>Acquired Securities.</i>	
Balance on \$14,600,000 Duluth, South Shore & Atlantic Ry. Bonds	
And for \$3,000,000 Duluth, South Shore & Atlantic Ry. Income Certificates.	
\$5,100,000 Duluth, South Shore & Atlantic Ry. Preferred Stock.	
\$6,100,000 Duluth, South Shore & Atlantic Ry. Ordinary Stock.	
	————— \$5,238,066.66
For \$3,533,400 M., St. P. & S. Ste. M. Preferred Stock.	
For \$7,066,600 M., St. P. & S. Ste. M. Ordinary Stock.	
	————— 487,978.30
For Atlantic & North West Railway, 1st Mortgage Bonds, on Eganville Branch...	256,782.37
For Montreal & Ottawa Railway, 1st Mort- gage Bonds.....	403,395.30
	————— 6,586,222.65
	\$15,990,556.98
Deduct material on hand, decrease.....	54,728.22
	————— \$15,235,828.76
Add Treasury assets December 31st, 1893. \$10,294,598.81	
Less amount for accrued fixed charges....	1,849,226.27
	————— 8,445,372.54
	————— \$23,681,201.30

SCHEDULE "B."

CONSTRUCTION BRANCH LINES

Crow's Nest Pass Branch	\$ 66,256.28	
Revelstoke Branch	140,446.16	
Souris Branch	1,937,688.76	
Lake Temiscamingue Col. Ry.	311,005.94	
Preliminary surveys of projected lines	16,163.30	
	<u> </u>	\$2,465,560.44

SCHEDULE "C."

DETAILS OF EXPENDITURE ON ADDITIONS AND
IMPROVEMENTS DURING 1893.

MAIN LINE.

QUEBEC TO CALLANDER (593.7 MILES.)

Permanent Bridges	\$ 8,381.36	
Additional sidings	3,711.92	
Additional buildings, stations and yards.	28,630.24	
Additional fencing	5,259.77	
Yard, engine house, etc., Outremont.	4,565.96	
Substitution of heavy rails and fastenings, less credit for lighter rails removed.	73,795.65	
Widening cuttings, embankments, filling trestles	17,506.03	
Hochelaga Yard.—Alterations and im- provements	1,468.08	
Elevator at Quebec	44,988.38	
Coal chutes (Ottawa, Carleton, Chalk River)	5,931.04	
Improvements, Louise Embankment, Quebec	3,150.00	
	<u> </u>	\$ 197,388.43

CALLANDER TO FORT WILLIAM (653.4 MILES.)

Additional sidings	\$ 6,100.78	
Substitution of heavy rails and fastenings, less credit for lighter rails removed.	20,051.15	
Additional stations and buildings	2,462.00	
Additional fencing	2,589.36	
Right of way and perfection of title	1,968.17	
Widening cuttings, embankments, filling trestles	210,753.76	
Permanent bridges	45,489.16	
Coal chutes (North Bay and Chapleau) ..	4,579.90	
Settlement of disputed claims, original construction	374.15	
	<u> </u>	\$ 294,368.43
<i>Carried forward</i>		\$ 491,756.86

<i>Brought forward</i>		\$ 491,756.86
FORT WILLIAM TO DONALD (1449.5 miles.)		
Elevators at Fort William.....	\$ 27,781.57	
Improving water supply.....	6,555.14	
Permanent bridges.....	32,406.19	
Right of way and perfection of title.....	1,885.82	
Additional sidings.....	12,372.87	
Additional fencing.....	26,701.51	
Substitution of heavy rails and fastenings, less credit for lighter rails removed.....	216,401.68	
Additional buildings, stations and yards.....	108,117.54	
Widening embankments, filling trestles.....	336,342.94	
Coal pockets (Winnipeg, Canmore and Ignace).....	773.40	
Extending Fort William coal dock.....	1,199.22	
Elevator at Winnipeg.....	262.56	
Miscellaneous.....	1,832.09	
	<hr/>	\$ 772,632.53
DONALD TO PACIFIC COAST (458 miles.)		
Car shops, yard and wharf, Vancouver... ..	\$ 17,922.03	
Additional stations and buildings.....	3,724.71	
Widening embankments.....	14,421.62	
Right of way and perfection of title.....	4,714.21	
Additional fencing.....	1,868.81	
Additional sidings.....	3,265.79	
Permanent bridges.....	102,580.62	
Water supply.....	263.34	
Miscellaneous.....	1,497.80	
Expenditure on Government section.....	430,664.68	
Less—Amount received from Dominion Government under award of arbitration... ..	120,493.80	
	<hr/>	310,170.88
	<hr/>	\$460,438.21
Total on Main Line.....		\$1,724,827.60
BRANCH LINES.		
South Western Branch (100.1 miles).....	\$ 1,969.66	
Emerson Branch (64.5 miles).....	5,707.07	
Selkirk Branch (22.5 miles).....	220.93	
Stonewall Branch (18.0 miles).....	54.65	
Stobie Branch (5.0 miles).....	118.57	
Mission Branch (10.1 miles).....	1,833.64	
Algoma Branch:—		
Right of way and perfection of title.....	\$ 1,756.88	
Additional fencing.....	4,300.35	
Widening cuttings, embank- ments, filling trestles.....	81,308.57	
Additional buildings.....	5,334.91	
Additional sidings.....	239.04	
Permanent bridges.....	3,226.82	
Substitution of heavy rails and fastenings, less credit for lighter rails removed.....	24,003.27	
	<hr/>	\$120,169.84
	<hr/>	\$ 129,774.36
	<hr/>	\$1,854,601.96

SCHEDULE "D."

DETAILS OF EXPENDITURES ON LEASED LINES.

ONTARIO & QUEBEC RAILWAY SYSTEM.

New workshops and improvements at Toronto Junction	\$ 2,090.75	
Substitution of heavy rails and fastenings, less credit for lighter rails removed	28,326.10	
Right of way and perfection of title	14,290.57	
Permanent bridges	554.23	
Widening cuttings, embankments, ballasting, etc.	72,820.71	
Additional fencing	1,970.86	
Improving water supply	2,410.94	
Additional sidings	33,296.33	
Additional stations and buildings	23,530.23	
Station and yard and improvements at London, Ont.	14,330.87	
Docks at Windsor	3,037.89	
Yard at Cote St. Antoine	19,255.26	
Coal chutes (Havelock and Smith's Falls) ..	759.73	
Company's proportion of cost of overhead bridge, Dundas street, Toronto	9,000.00	
Miscellaneous	3,593.44	
Terminals at Toronto:		
Toronto real estate	\$ 3,083.25	
Account alternative site	44,210.71	
	<u> </u>	\$47,293.96
		<u> </u>
		\$270,561.87

ATLANTIC AND NORTH-WEST RAILWAY.

Widening cuttings, embankments, filling trestles, etc.	\$ 56,870.32	
Additional stations, buildings and yards ..	13,384.27	
Additional sidings	4,501.56	
Additional fencing	2,464.16	
Right of way and perfection of title	8,075.79	
Improving water supply	1,344.35	
Permanent bridges	9,641.72	
Substitution of heavy rails and fastenings, less credit for lighter rails, removed	7,957.17	
	<u> </u>	\$104,239.34

MANITOBA S.W. COLONIZATION RAILWAY.

Additional stations and buildings	\$ 313.42	
Right of way and perfection of title	90.00	
Additional sidings	160.34	
Additional fencing	7,191.69	
Widening cuts, embankments, filling trestles ..	4,496.04	
	<u> </u>	\$ 12,251.49
<i>Carried forward</i>		\$393,052.70

<i>Brought forward</i>		\$393,052.70
COLUMBIA AND KOOTENAY RAILWAY.		
Bridges	\$	340.95
Grading		647.28
Right of way and perfection of title.....		16.30
Survey of Kootenay Lake to St. Mary's River		596.49
	\$	1,601.02
Deduct amount charged in 1892 on survey.		9,641.93
Deduct.....		8,040.91
		<u>\$385,011.79</u>

STATEMENT OF EARNINGS FOR THE YEAR 1893.

From Passengers	\$ 5,656,204 90
“ Freight	12,673,075 38
“ Mails.....	496,134 49
“ Express.....	333,975 39
“ Parlour and Sleeping Cars	380,470 10
“ Telegraph and Miscellaneous.....	1,422,457 18
	<hr/>
	\$20,962,317 44
	<hr/> <hr/>

STATEMENT OF WORKING EXPENSES FOR THE YEAR 1893.

Conducting Transportation.....	\$3,927,511 72
Maintenance of Way and Structures.....	2,808,677 34
Motive Power.....	4,316,489 02
Maintenance of Cars.....	831,195 50
Parlour and Sleeping Car Expenses.....	85,138 10
Expenses of Lake Steamers.....	134,549 63
General Expenses.....	1,281,603 28
Commercial Telegraph.....	335,736 80
	<hr/>
	\$13,220,901 39
	<hr/> <hr/>

STATEMENT OF EQUIPMENT AT DECEMBER 31ST, 1893.

Locomotives	578
First and second class Passenger cars, Baggage cars, and Colonist sleeping cars.....	575
First class sleeping and dining cars.....	86
Parlour cars, Official and Paymasters' cars.....	30
Freight and cattle cars, (all kinds).....	14,505
Conductors' vans	297
Board, Tool and Auxiliary Cars and steam shovels.....	522
Lake Steamships, "Alberta," "Athabasca," "Manitoba"	
Pacific Steamships, "Empress of China," "Empress of Japan," "Empress of Indig."	

DESCRIPTION OF FREIGHT CARRIED DURING THE YEARS

DESCRIPTION.		1891.	1892.	1893.
Flour	Barrels.	2,318,999	2,480,563	2,514,163
Grain	Bushels.	24,894,141	29,309,887	23,636,715
Live Stock	Head.	309,639	375,292	332,589
Lumber	Feet	630,690,093	700,209,056	668,176,926
Firewood	Cords.	121,010	145,280	170,294
Manufactured Articles.	Tons.	985,090	1,055,533	1,114,195
All other Articles.....	Tons.	860,789	898,501	978,193

FREIGHT TRAFFIC.

	1891.	1892.	1893.
Number of Tons carried.....	3,846,710	4,230,676	4,226,959
Number of Tons carried one mile.	1,391,705,486	1,582,554,352	1,453,367,263
Earnings per Ton per mile....	0.91 cents.	0.84 cents.	0.87 cents.

PASSENGER TRAFFIC.

	1891.	1892.	1893.
Number of Passengers carried ...	3,165,507	3,258,789	3,311,247
Number of Passengers carried one mile	320,659,836	328,838,647	334,307,590
Earnings per Pass. per mile ...	1.70 cents.	1.69 cents.	1.69 cents.

TRAFFIC TRAIN MILEAGE YEAR 1893.

	Mileage.	Earnings.	Earnings per Traffic Train Mile.
Passenger.....	6,136,732	\$ 6,828,777.50	\$1.11
Freight.....	8,385,880	12,499,034.23	1.49
Total.....	14,522,612	\$19,327,811.73	\$1.33

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 \$1,164,219.28.

EXPENSES PER TRAFFIC TRAIN MILE FOR YEAR 1893.

	Expenses.	Expenses per Traffic Train Mile.
Maintenance of way.....	\$2,808,677.34	0.193
Motive power.....	4,316,489.02	0.297
Maintenance of cars.....	831,195.50	0.057
Traffic and general expenses.....	4,794,253.10	0.33
	<u>\$12,750,614.96</u>	<u>\$0.877</u>

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

Resolved,

That the Report on the affairs of the Company for the year ended 31st December, 1893, now submitted be adopted.

The President submitted and explained an agreement for a lease of the Nakusp and Slocan Railway alluded to in the Report, and the same having been considered it was moved by Mr. Wilmot D. Matthews, seconded by Mr. K. Boissevain, and unanimously

Resolved,

That the Shareholders present and represented at this meeting do hereby approve of and adopt and confirm the agreement for a lease executed between this Company and the Nakusp and Slocan Railway Company dated the 9th August, 1893, and the Directors are hereby authorized to cause a lease, in pursuance of the terms and conditions set out in the said agreement, to be executed on the part of this Company by attaching thereto its corporate seal and the signatures of its President and Secretary.

The President explained negotiations which had taken place with the Nicola Valley Railway Company for a lease of that Company's railway as described in the Report, and the subject having been considered it was moved by Mr. Richard J. Cross, seconded by Mr. J. Alex. L. Strathy, and unanimously

Resolved,

That the Shareholders hereby approve of and authorize a lease by this Company of the Nicola Valley Railway, extending from Spence's Bridge, B.C., into the Nicola Valley, a distance of about 50 miles, paying as rental

therefor 40 per cent. of the the gross earnings ; the lease to be for such period as the Directors may agree upon and to be on the same general terms as heretofore approved in the case of the Shuswap & Okanagon Railway, with such security for the development of the coal fields by the Nicola Valley Company as the Directors may consider advisable ; and the Directors are hereby authorized to enter into such a lease and to cause the same to be executed on the part of this Company by attaching thereto its corporate seal and the signatures of its President and Secretary.

The President submitted and explained the terms of a proposed lease of a portion of Section No. 5 of the Atlantic and North West Railway referred to in the Report, and it was moved by Mr. James Ross, seconded by Mr. E. S. Clouston, and unanimously

Resolved,

That the substance and form of the draft now submitted to this meeting of a lease to this Company of the completed portion of Section number five of the Atlantic & North West Company's Railway which extends from a point near Renfrew to Eganville, a distance of 18.9 miles, for the term of 999 years from the first day of April 1894, at an annual rent of \$640 (that being four per cent. on \$16,000), per completed mile thereof, the said rent being payable half-yearly, with the option to this Company of purchasing the said portion of the said Railway at any time during the said term at the price of \$16,000 per mile as in the said draft mentioned, be and the same are hereby approved ; and the shareholders do sanction and approve of the transaction described in the said draft ; and the Directors are hereby authorized to cause an Indenture in accordance with such draft to be executed on behalf of

the Company under its corporate seal and the signatures of its President and Secretary; and that the said draft be filed amongst the archives of the Company, this date and the signature of the Secretary being first endorsed thereon.

The following By-laws passed by the Board of Directors since the last annual meeting were submitted for approval, namely:—

BY-LAW NO. 68.

Respecting Preference Stock.

In order to provide for the convenient transfer and registration of Preference Stock to be issued under "The Canadian Pacific Railway Act, 1893," and for other matters incidental to the issue of such stock, the Canadian Pacific Railway Company hereby enacts as follows, that is to say:—

1. The Company shall keep at the Office of the Canadian Pacific Railway Company in Montreal and in London, in England, a written Register of the Preference Stock issued, and shall cause to be entered in such register the name and address of every holder of such stock, as well as the amount of stock from time to time belonging to him, and the date at which he became the holder.

2. The Company shall also keep at the London Office a transfer book, in which every transfer or transmission of Preference Stock shall be recorded; and shall provide a competent Transfer Agent, who shall take charge of such book and perform such other duties, and be subject to such orders, rules and regulations as shall be from time to time prescribed by the Board of Directors.

3. Every transfer of Preference Stock shall be made by an instrument in writing in such form as shall from time

to time be directed by the Board of Directors, signed by the Transferor, and an acceptance of it shall be signed by the Transferee; in each case the signature to be by the party himself or his Attorney appointed as hereinafter mentioned; and the said transfer and acceptance shall be delivered to the transfer agent, together with the then outstanding certificate of the stock intended to be transferred, which outstanding certificate, when so delivered, shall be treated as surrendered and shall be cancelled, and thereupon the transfer shall be recorded in the said transfer book; but no transfer shall be valid until it be recorded in the said transfer book, and it shall take effect as against the Company only at and from that time; provided, however, that upon proof to the satisfaction of the Board of Directors that any outstanding certificate of Preference Stock has been destroyed or irretrievably lost, its production and surrender may be dispensed with by an order of the Board upon such conditions as shall be prescribed in such order, in which case such order shall (if such conditions be complied with) have the same effect as the surrender and cancellation of the certificate.

4. The appointment of any attorney to transfer or accept the transfer of Preference Stock shall be by a writing under the hand of the principal, and witnessed by a subscribing witness, and it shall be deposited with the Company before the transfer is recorded, or a copy thereof duly certified to the satisfaction of the Company may be accepted.

5. If any Preference Stock, or interest in Preference Stock, be by force of law transmitted from a holder by virtue of his last will, or because of his bankruptcy, insolvency or intestacy, or by the marriage of a female stockholder, or by any other means instead of by a transfer as above mentioned, such transmission shall be evidenced by a declaration in writing, made by such person or per-

sons as the Directors shall from time to time reasonably require, distinctly stating the facts which are relied on as effecting the transmission, and the name and address of the person or persons to whom it is claimed such stock, or interest in such stock, shall have been transmitted, such declaration to be acknowledged by the party making the same before a Judge of a Court of Record, or the Mayor, Provost or Chief Magistrate of a city, town, borough or other place, or before a Public Notary or British Consul having authority in the place where the same shall be made and signed; and every declaration so made and acknowledged shall be delivered to the Transfer Agent and left with him, together with the outstanding certificate of the stock in question, and with duly certified copies of such documents, if any, as shew any of the facts relied on as effecting the transmission, or of sufficient extracts from such documents. And if the stock or interest in stock, shall have been transmitted as is claimed, the said certificate so delivered shall be cancelled, and the name of the person entitled under such transmission shall thereupon be recorded in the proper register as the holder of the stock, or interest in stock so transmitted; but until such transmission shall have been so authenticated and recorded as aforesaid, no person claiming under it shall be entitled to be treated as interested in such stock; provided always that nothing herein contained shall be held to debar the Directors, or the Transfer Agent, from requiring corroborative evidence of any fact or facts alleged in any such declaration; and provided also that upon proof to the satisfaction of the Board of Directors that any outstanding certificate of stock has been destroyed or irretrievably lost, its production and surrender may be dispensed with by an order of the Board, upon such conditions as shall be prescribed in such order; in which case such order shall (if such conditions be complied with)

have the same effect as the surrender and cancellation of the certificate.

6. Upon the issue of any Preference Stock, or upon its transfer or transmission being recorded as aforesaid, a certificate shall be issued to the person entitled to be registered as holder thereof, stating that it has been registered in his name.

7. If a holder of Preference Stock transfers a portion only of the stock covered by any one certificate, he shall, on the surrender of such certificate, be entitled to a new certificate for the residue not transferred.

8. If any stock be registered in the names of more than one person, the Company may, on proof of the death of any one or more of such persons, deal with the survivor or survivors of them as if such survivor or survivors had been the only person or persons interested in such stock, and any receipt, transfer or other instrument respecting such stock, signed or executed by such survivor or survivors, shall be as valid and effectual as if it were signed or executed by all the persons in whose names such stock stood before such death.

9. The Company shall not be bound to see to the execution of any trust whether expressed, implied or constructive, to which any Preference Stock is subject; and the receipt of the person in whose name it stands in the books of the Company, or, if it stands in the name of more than one person, the receipt of one of the persons named in the register of holders of stock in respect thereof shall, from time to time, be a sufficient discharge to the Company for any dividend or other sum of money which shall be paid in respect of such stock, notwithstanding any trust to which it is then subject, and whether or not the Company has had notice of the Trust; and the Company shall not be bound to see to the application of any money paid upon such receipt.

10. Each certificate of Preference Stock shall be in such form as the Board shall from time to time determine, and shall be valid without being under the corporate seal of the Company. It shall be signed by the President, Vice-President or Secretary of the Company, or by such other official as the Board may from time to time appoint for that purpose, and shall be countersigned by the Registrar and by the Financial Agents in London, England, of the Company, for the time being.

11. The Board of Directors may from time to time close any register or transfer book, and may refuse to register any transfer of stock for a period to be from time to time fixed by them, or by any by-law of the Company, whenever they shall deem it expedient so to do, preparatory to the payment of any instalments of interest or to any meeting of the holders of Preference Stock, or to any meeting of Shareholders at which such holders may have the right to vote.

12. This By-Law may from time to time be altered by a By-Law, adding any place or places to that above mentioned, or to any theretofore established, for the issue or registry or transfer of Preference Stock, and providing for matters incidental to the issue, registry and transfer of Preference Stock, at the place or places so added.

Dated this 23rd day of October A. D., 1893.

BY-LAW No. 69.

By-law No. 34 is repealed and the following enacted in lieu thereof, that is to say :—

For the payment of interest coupons on Land Grant Bonds, special deposits shall be made and a separate bank account kept. All such payments to be made by cheques drawn by the Treasurer without counter-signature ; and all coupons when paid to be immediately defaced or otherwise cancelled and forwarded to the Comptroller.

For the payment of dividends on the Common Stock, a special account shall be opened at the Company's Bankers to be called "Dividend Account." Cheques on this account to be signed by the Treasurer or by some person authorized by the Board to sign in his stead, and counter-signed by the Secretary or by some person authorized by the Board to sign in his stead.

Dated this Nineteenth day of January, 1894.

BY-LAW No. 70.

By-law No. 51 shall not be in force on or after the first day of May next and is hereby repealed as of that date; on and after which day the head office of the Company in the City of Vancouver, in the Province of British Columbia, is hereby appointed and fixed as the place where service of process may be made upon this Company in respect of any cause of action arising within the said Province.

Dated this Twelfth day of February, 1894.

Whereupon it was moved by Mr. John Morrison, seconded by The Honourable Senator MacInnes, and unanimously

Resolved

That By-laws Nos. 68, 69 and 70 now submitted and read be and the same are 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. John H. R. Molson, seconded by Mr. Geo. R. Harris, 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 the sum of \$1,612,345, that is to say .

Permanent bridges and improvement of roadway	\$ 714,965
Stations and other facilities for traffic and additional fencing...	115,230
Montreal and Toronto Terminals.....	137,150
Substitution of heavy rails for lighter, representing difference in weight	75,000
Steamer for local Pacific Coast service.....	195,000
For acquiring proportionate interest in eleven "Soo Line" sleeping cars.....	125,000
For other rolling stock and equipment	250,000
Total.....	<u>\$1,612,345</u>

The following resolution relating to expenditures incurred in connection with surveys, etc., of the Crow's Nest Pass line, and other surveys as explained in the Report was submitted, and it was moved by Mr. Wm. MacKenzie, seconded by Mr. Donald Macmaster, and unan-
imously

Resolved,

That expenditures on Capital Account of the sum of \$66,256.18 on surveys, etc., connected with the Crow's Nest Pass line, and of \$16,163.30 on other surveys of projected lines as reported as having already been made by the Directors, are hereby approved and adopted.

The President referred to the statement in the Report in relation to the China and Japan steamships, and the probability of a more frequent freight service becoming necessary, and requested the authority of the shareholders to arrange for the building of two freight steamships, should the Board deem it desirable.

Moved by Mr. Frederick L. Govett, seconded by Mr. Sandford Fleming, and unanimously

Resolved,

That the Board of Directors be and they are hereby authorized to arrange for the building of two freight steamships to supplement the three passenger steamships now in the line, at such time as in their opinion the general conditions of trade may warrant, and to incur the necessary Capital expenditure therefor.

The meeting then proceeded to the election of Directors for the ensuing year, and it was

Moved by Mr. Richard B. Angus, seconded by Mr. J. Alex. L. Strathy, and unanimously

Resolved,

That a ballot be now taken for the election of Directors for the ensuing year and that Mr. James Ross and Mr. A. F. Riddell 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 unanimous vote of the meeting, viz. :

SIR DONALD A. SMITH, K. C. M. G., M. P.,	- - -	MONTREAL.
MR. WILLIAM C. VAN HORNE,	- - - - -	do
MR. THOMAS G. SHAUGHNESSY,	- - - - -	do
MR. RICHARD B. ANGUS,	- - - - -	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.),	-	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 terminated.

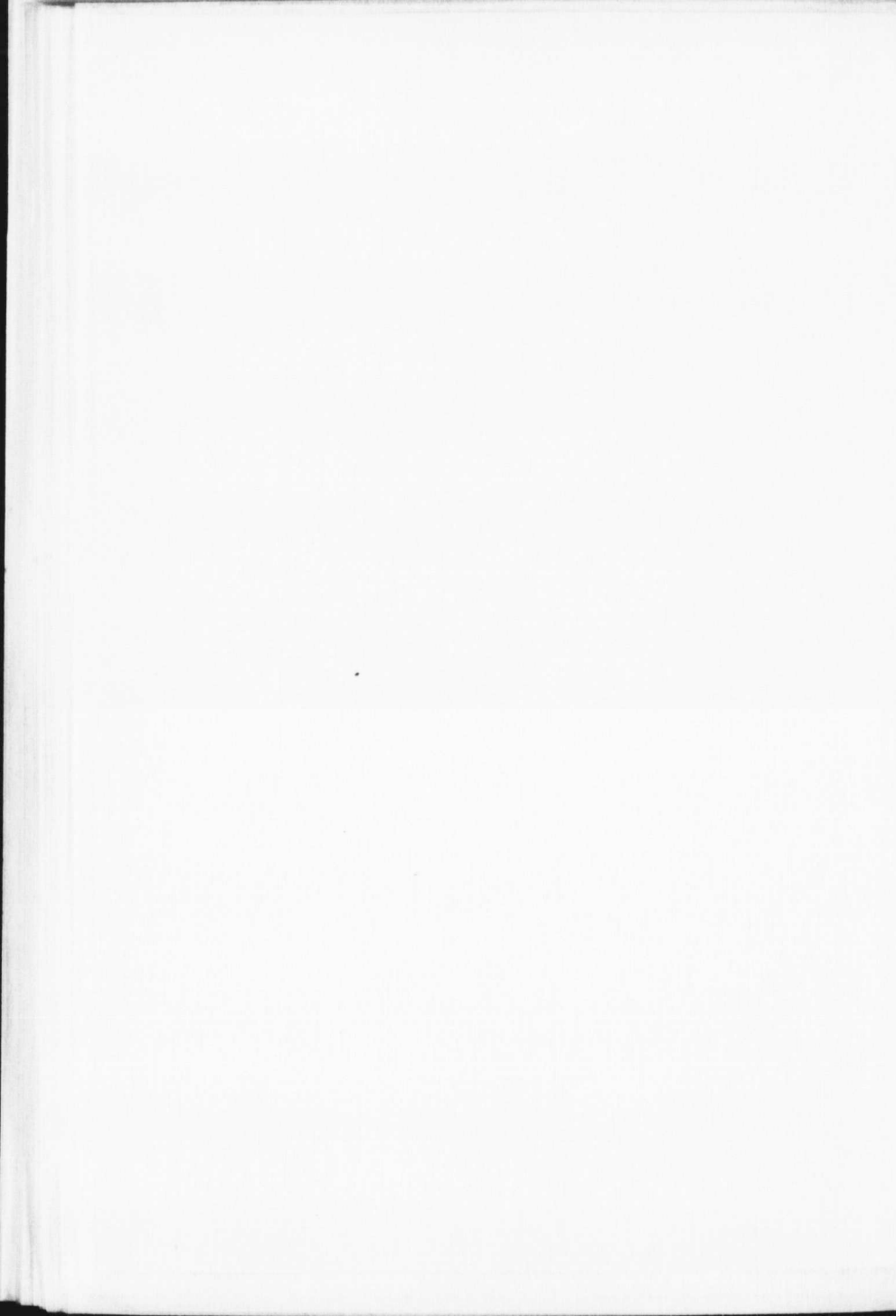
WM. C. VAN HORNE,
President.

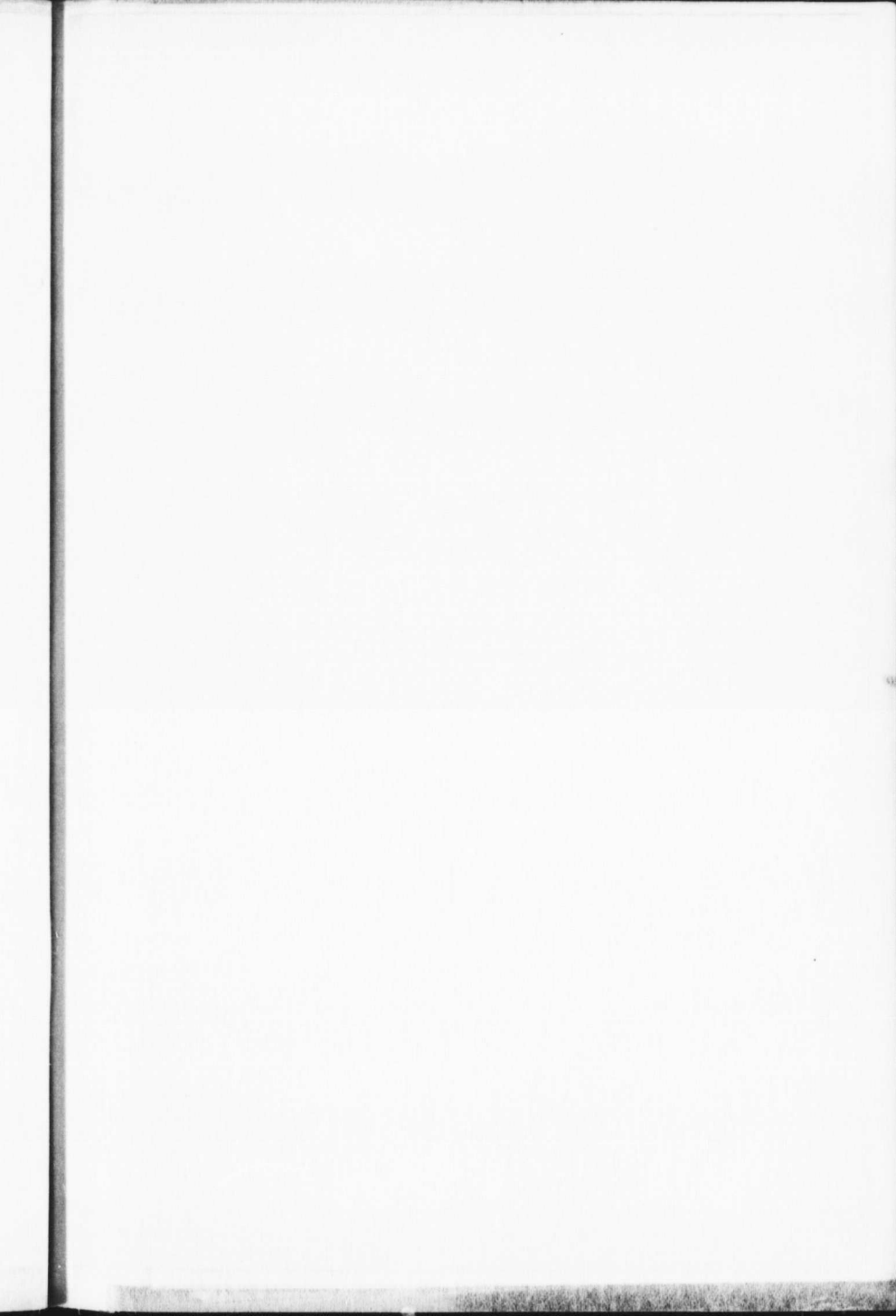
C. DRINKWATER,
Secretary.

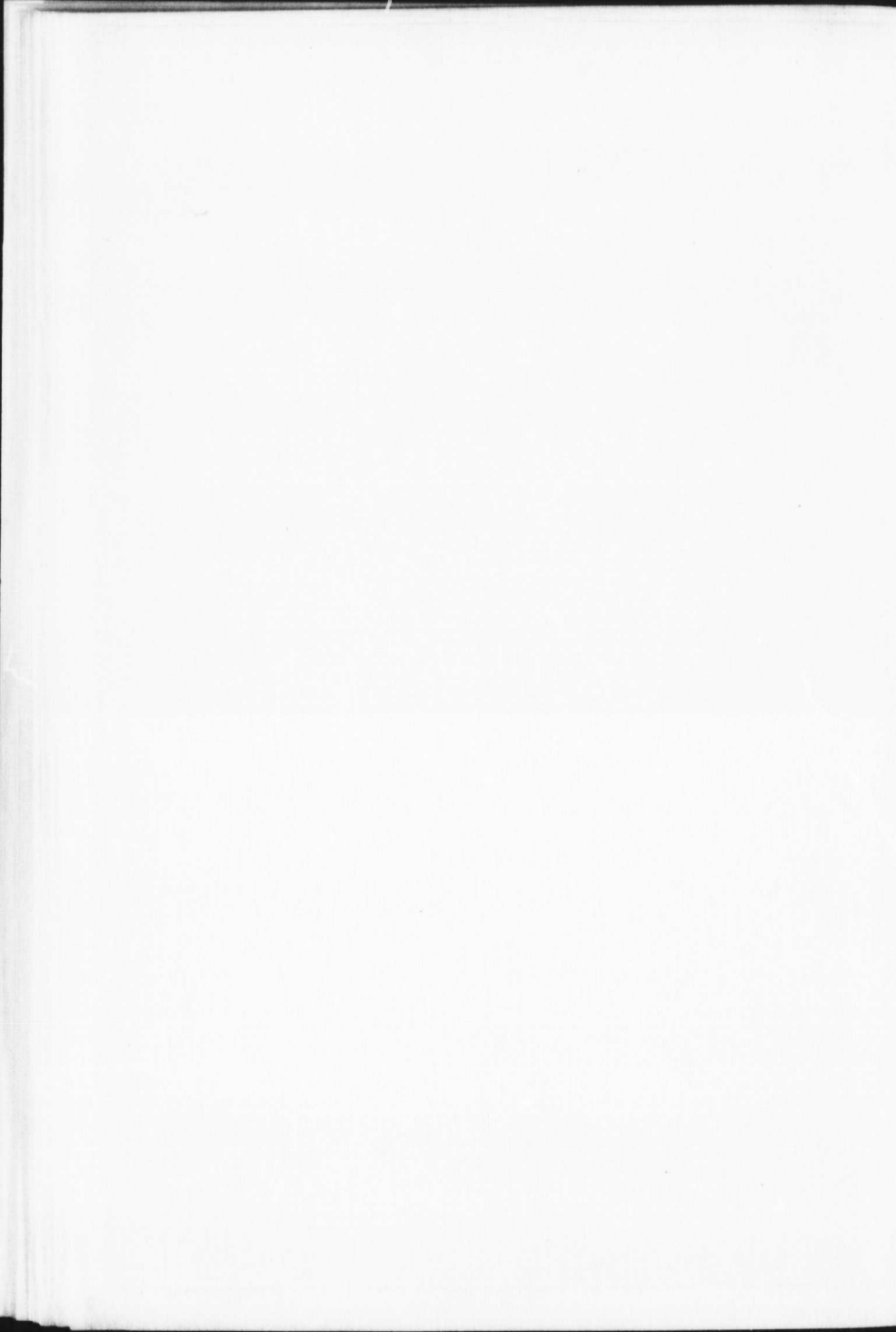
NOTE.--At a meeting of the Board subsequently held Mr. Wm. C. Van Horne was re-elected President, and Mr. Thos. G. Shaughnessy the Vice-President of the Company, and the following were appointed the

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.







Wingham do —Glenannan to Wingham.....	5.0	
		802.0
<i>Montreal & Ottawa Ry. (leased line):</i>		
Vaudreuil to Point Fortune.....		23.6
<i>Guelph Jct. Ry. (leased line):</i>		
Guelph Jct. to Guelph.....		15.0
<i>Atlantic & 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.....		1297.8
<i>Carried forward.....</i>		2089.2

PACIFIC DIVISION :

Main Line—Donald to Vancouver	458.0
New Westminster Branch.....	8.2
Vancouver to Coal Harbour	1.2
Mission Branch	10.1
Revelstoke Branch (under construction).....	27.2
	504.7
<i>Columbia & Kootenay Ry. (leased line):</i>	
Nelson to Robson	27.7
<i>Shuswap & Okanagan Ry. (leased line):</i>	
Sicamous Jct. to Okanagan Landing.....	51.0
<i>Nakusp & Slocan Ry. (under construction, to be leased to C.P.R.):</i>	
Nakusp to Forks of Carpenter's Creek.....	37.0
Total mileage of Pacific Division	620.4
Total mileage worked and under construction.....	7218.4

SUMMARY.

	MILES.
Mileage of the Duluth, South Shore & Atlantic Railway.....	584.0
Mileage of the Minneapolis, St. Paul & Sault St. Marie Railway	
Completed 1167.7 miles.....	
Under construction 106.5 "	1274.2
	1858.2

	MILES.
Mileage included in the C. P. R. Traffic Returns.....	6327.0
Mileage of other lines worked	776.2
Mileage under construction, exclusive of Crow's Nest Pass line and including Nakusp & Slocan Ry.....	115.2
	7218.4

* 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 ⁷/₁₀ miles.

EASTERN DIVISION:

Main Line—Montreal to Fort William.....	997.3
Quebec Section—Quebec to St. Martin's Jet.....	159.8
Piles Jet, to Grand Piles.....	28.9
Joliette Branch—Joliette Junction to St. Felix.....	16.8
Berthier do—Berthier Jet, to Berthier.....	2.9
Aylmer do—Hull to Aylmer.....	7.5
St. Jerome do—St. Therese Jet, to St. Jerome.....	13.4
St. Lin do—St. Lin Jet, to St. Lin.....	15.0
St. Eustache do—St. Therese Jet, to St. Eustache.....	6.9
Brockville do—Carleton Jet, to Brockville.....	15.9
Algoma do—Sudbury to Sault St. Marie.....	132.5
Buckingham do—Buckingham Station to Village.....	4.2
Copper Mines Branches—Sudbury.....	5.9
Lake Temiscanogue Ry. under construction.....	51.0
	<hr/> 1332.0
<i>St. Lawrence & Ottawa Ry. leased lines:</i>	
Ottawa to Prescott.....	54.8
Chaudiere Jet, to Sussex Street, Ottawa.....	6.6
	<hr/> 58.4
<i>Lake Muskoka Ry. under agreement for lease:</i>	
St. Felix to St. Gabriel.....	11.0
<i>Montreal & Western Ry. under agreement for lease:</i>	
St. Jerome to Labelle.....	66.9
<i>Atlantic & North West Ry. leased lines:</i>	
Renfrew to Eganville.....	22.5
	<hr/> 1091.4

ONTARIO AND QUEBEC DIVISION:

<i>Ontario & Quebec Ry. leased lines:</i>	
Mile End Jet, to South End Lachine Bridge.....	9.1
Montreal (Windsor Streets) to Toronto Jet.....	339.0
Toronto Jet, to Strachan Avenue.....	3.2
Toronto Jet, to St. Thomas.....	116.1
Toronto Jet, to Owen Sound.....	116.9
Leaside Jet, to Union Station.....	5.2
Woodstock to London.....	36.6
London to Windsor.....	112.5
Orangeville Branch—Streetsville Jet, to Melville Jet.....	31.7
Elora do—Cataract to Elora.....	27.3
Treswater do—Orangeville Jet, to Treswater.....	94.1
Wingham do—Stennaman to Wingham.....	5.0
	<hr/> 892.0
<i>Montreal & Ottawa Ry. leased lines:</i>	
Vaudreuil to Point Fortime.....	23.6
<i>Guelph Jet, Ry. leased lines:</i>	
Guelph Jet, to Guelph.....	15.0
<i>Atlantic & North West Ry. leased lines:</i>	
Lachine Bridge (south end) to Megantic.....	107.1
*South Eastern Ry. worked for account of owners.....	230.1
	<hr/> 1297.8
	<hr/> Carried forward.....2880.2

ATLANTIC DIVISION:

<i>Atlantic & North West Ry. leased lines:</i>	
Megantic to Mattawamkung.....	158.9
<i>Maine Central Ry. working powers only:</i>	
Mattawamkung to Vanboro.....	56.1
<i>New Brunswick Ry. leased lines:</i>	
Vanboro Section—Vanboro to McAdam Jet.....	6.3
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. Stephen.....	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.....	8.9
Aroostook do—Woodstock to Presque Isle.....	88.6
Gibson do—Newburg Jet, to Gibson.....	26.6
Edmundston do—Aroostook Jet, to Edmundston.....	37.2
	<hr/> 439.0
	<hr/> Total mileage of Atlantic Division.....653.0

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
Gretna do—Roseford to Gretna.....	13.7
Embina Mountain Branch—Winnipeg Jet, to Manitowish.....	100.1
Crow's Nest Pass Branch—Langevin via Macleod to Crow's Nest Pass (under construction mileage undetermined.).....	1668.3
<i>Manitoba South Western Ry. leased lines:</i>	
Manitowish to Deloraine.....	101.0
Winnipeg to Glenboro.....	104.2
Elm Creek to Carman.....	12.6
	<hr/> 217.8
<i>Alberta Railway & Coal Co. (Railway under agreement for lease and purchase):</i>	
Danmore to Lethbridge.....	169.5
<i>Souris Branch and Extensions:</i>	
Kenney to Estevan.....	156.2
Glenboro to Souris.....	43.7
Deloraine to Napinka.....	18.6
Monteith Jet, to Boston (Pipestone Extension).....	31.3
North Portal to Pasqua.....	100.3
	<hr/> 412.1
<i>Qu'Appelle, Long Lake & Saskatchewan Ry. worked for account of owners.....</i>	249.3
<i>Calgary & Edmonton Ry. worked for account of owners.....</i>	286.8
	<hr/> Total mileage of Western Division.....2938.8

PACIFIC DIVISION:

Main Line—Donald to Vancouver.....	158.0
New Westminster Branch.....	8.2
Vancouver to Coal Harbour.....	1.2
Mission Branch.....	10.1
Revelstoke Branch (under construction).....	27.2
	<hr/> 204.7
<i>Colubian & Kootenay Ry. leased lines:</i>	
Nelson to Robson.....	27.7
<i>Shuswap & Okanagan Ry. leased lines:</i>	
Skeena Jet, to Okanagan Landing.....	51.0
<i>Nakusp & Slovan Ry. under construction, to be leased to C.P.R.:</i>	
Nakusp to Forks of Carpenter's Creek.....	37.0
	<hr/> Total mileage of Pacific Division.....620.4
	<hr/> Total mileage worked and under construction.....7218.4

SUMMARY:

	MILES.		MILES.
Mileage of the Duluth, South Shore & Atlantic Railway.....	584.0	Mileage included in the C. P. R. Traffic Returns.....	6327.0
Mileage of the Minneapolis, St. Paul & Sault St. Marie Railway.....		Mileage of other lines worked.....	776.2
Completed.....	1167.7	Mileage under construction, exclusive of Crow's Nest Pass line and including Nakusp & Slovan Ry.....	115.2
Under construction.....	1274.2		<hr/> 7218.4
	<hr/> 1858.2		

* 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.



