

RAILWAY PURCHASES BREWERY.

At the time of the completion of the merger of the breweries of Montreal it was stated in these columns that the long-fought battle between the Canadian Pacific Railway and the Canadian Montreal Brewing Company would be brought to a close as a result of the new amalgamation. It is now announced that the Montreal Brewing Company has accepted a quarter of a million dollars for its property, and will move out on April 1st next and permit the C.P.R. to carry out its improvements. The property in question comprises about 15,000 square feet. The fight began in 1902, when the city, at the request of the railway, ordered the closing of several streets in order that the railway might better carry out its improvements and extensions at Place Viger Station. As the closing of the streets would, in the opinion of the Brewing Company, depreciate the value of its property, legal action was begun to prevent the order being carried out. The matter has now been settled by the railway purchasing the interests of the brewing company, and the streets will at last be closed.

A New Railway.

A new line of railway, to be known as the Quebec Eastern, is being projected to connect the cities of Quebec and Sherbrooke. The road will cut off considerable distance, reducing the length of the run to 117 miles. The promoters are the Lotbiniere and Megantic Railway Company, the officers of which are Messrs. F. N. McCrea, president; E. W. Tobin, M.P., and B. Quinn, vice-presidents; J. A. Begin, secretary; W. H. Mitchess, manager, and G. W. Robbins, superintendent. The route will be from the Quebec Bridge to Lysander Falls, Inverness, Lime Ridge, and thence to Sherbrooke. The charter has been obtained and surveys are being rapidly pushed forward. A federal subsidy for ninety miles of road has been granted and a provincial subsidy for eighty miles, while free right-of-way has been voted from the Quebec end across all municipalities, as far as Lime Ridge.

THE PORTERAGE QUESTION.

The portage question, being a proposition to place a charge of 25 cents per ton on all freight passing over the docks at Montreal and Quebec, has been exciting no small opposition among importers in Montreal recently, so that the news that the North Atlantic Westbound Freight Conference will exempt all freight under contract at a prior date from the extra charge will be received with no small satisfaction. This practically means that very little of the freight received here this year will be subject to the charge, inasmuch as the tax is not to take effect in any case until July 26th, and practically all the importers have their contracts for the entire season, or the greater portion thereof, already made. This will allow merchants an opportunity of making the necessary adjustments to their charges for cost of goods.

AMALGAMATION OF PULP COMPANIES.

(From Our Own Correspondent.)

Vancouver, July 12th.

Negotiations are in progress for the amalgamation of two large pulp and paper companies in British Columbia. These are the British Canadian Wood Pulp and Paper Company, of Vancouver, and the Western Canadian Wood Pulp and Paper Company, of Victoria. The former was organized several months ago, and now has a mill nearing completion at Port Mellon, on Howe Sound, a few miles from Vancouver, B.C. The latter is a newer concern, with the same fiscal manager, and with headquarters at Victoria secured holdings at Quatsino Sound, where there is fine pulp timber. In the event of a successful conclusion of the negotiations the British Canadian Company will absorb the assets of the other organization, forming what will probably be one of the strongest companies of the kind in the Dominion.

PUBLICATION REVIEWED.

The intending investor, the small capitalist, the banker, the broker, and, in short, every member of the community interested in finance, will do well to read "Investment Practically Considered." The author, Mr. Henry Lowenfeld, already enjoys a considerable reputation as a writer upon financial subjects, and in the present book his usual standard of excellence is well maintained. Roughly speaking, the essays which it contains (reprinted from the Financial Review of Reviews) may be divided, as to subject matter, into two classes. Certain of them, "Investment Safety," "How to Select Investments," and others, are concerned with the general principles of safe investment and explain the value of the author's theory of Geographical Distribution of Capital and the method of its practical application by every investor to meet his own needs; while the remaining articles, such as "Investment Crises," "How the British Public Investor," "Our Unjust Taxation and Its Remedy," etc., are devoted to the consideration of particular questions connected with current economics and finance. Mr. Lowenfeld's style is clear and convincing; he never sacrifices simplicity to effect. The book is a model of sound practical advice offered in a most interesting and readable form.

NEW ROUTE AND CHEAP RATES.

The Elder, Dempster & Co. announce to shippers and exporters that they are now prepared to carry shipments and quote rates on all classes of freight from Montreal to Victoria, V.I., and Vancouver, B.C., by their Mexican line of steamers sailing from Montreal every month for Puerto Mexico (the Atlantic terminus of the Tehuantepec National Railway), thence by rail to Salina Cruz (the Pacific terminus), and thence by steamers of the Canadian Mexican Pacific Line to Victoria and Vancouver. Through rates, inclusive of all charges, and full particulars may be obtained on application to the company.

PUBLIC Notice is hereby given that under the First Part of chapter 9 of the Revised Statutes of Canada, 1906, known as "The Companies Act," letters patent have been issued under the Seal of the Secretary of State of Canada, bearing date the 4th day of June, 1909, incorporating Silas R. Parsons, gentleman, William Austin Manion, gentleman, Albert Leroy D. Worth, gentleman, William J. Hohstein, gentleman, and Philip W. Binns, gentleman, all of the City of Toronto, in the Province of Ontario, for the following purposes, viz.:—(a) To purchase, acquire and take over the business, property, plant, accounts, contracts, moneys, and other assets of the British American Oil Company, Limited; (b) To extract oil from the earth petroleum oil and any and all other oils, minerals (including natural gas) and other products, and to refine, manufacture and work petroleum oil and other oils, minerals and other products; (c) To acquire, buy, sell, dispose of, trade and deal in petroleum oil and other oils, paints, paint stocks, varnishes, boiler compound and products, wares and articles wholly or partly made of or produced from oil of any kind and also natural gas; (d) To manufacture, buy, sell, let, hire, change, deal in, use and operate machines, machinery, tools, implements, tanks, tank cars, engines, boats, barges and vessels, for carrying out forms for machines, machinery and industrial designs, and to act as agents for the buying and selling of any or all the articles above mentioned; (e) To use any appliances used therewith; and to do such things as are incidental or conducive to the above-mentioned objects or any of them, to purchase, lease, take or acquire from any other company or companies, individuals, any business or businesses of the nature or partly of the nature of the above mentioned, and the assets or portions of the assets thereof, and to assume the liabilities or parts of the liabilities thereon such terms and conditions as may be agreed upon, and to issue shares of the said company now being subscribed for by them or any of them, or any other shares of the capital stock of the said company, shall be agreed upon by or on behalf of the said company to the vendor or to whom they may appoint as fully-paid up stock and shares in payment for the purchase by or transfer to the said company of any property or assets which the vendors may sell or transfer to said company; (f) To purchase or otherwise acquire patents, patent rights and privileges, improvements or secret processes for or in any way relating to all or any of the objects aforesaid and to grant licenses for the use of and sell, dispose of or otherwise deal with patents, patent rights and privileges, improvements or secret processes acquired by the said company; (g) To purchase, buy, acquire, hold and dispose of stock or shares in any company or companies, corporation or corporations carrying on a business or like business or having similar or like objects or any of them. The operations of the company to be carried on throughout the Dominion of Canada and elsewhere by the name of "The British American Oil Company" (Limited), with a capital stock of five hundred thousand dollars, of which 2,500 shares shall be preference stock and 2,500 shares shall be common stock, and the chief place of business of the said company shall be at the City of Toronto, in the Province of Ontario.

Dated at the office of the Secretary of State of Canada, this 4th day of June, 1909.

CHAS. MURPHY,
Secretary of State