Notre Dame de Grace and the Park & Island Railway.

The real estate proprietors of Notre Dame de Grace, have been voting upon the question of granting a franchise to the Montreal Park & Island Railway for fifty years, and the by-law has been adopted by a vote of 1144 representing property valued at over $500,000, against 22 representing property valued at $68,000. An immediate advantage that the people of Notre Dame de Grace will obtain from the ratification of the by-law, will be that they will get both in and out of Montreal for a five cent fare, instead of having to pay double fare as at present on the outward trip. The vote is a wise one. It used to be said that the royal road for a Scotchman was the road that led to England. The royal road for a dweller in Notre Dame de Grace, or any other of our suburban municipalities, is the road that leads to Montreal, and they do well to make the trip a cheap one.

The Bishop of London.

A great man, the Bishop of London, is to be here early in September. He is one of the greatest generals in the Church of England, and is doing an immense amount of good in his great diocese. In all parts of the diocese of London and especially in the slums he is accomplishing results that are simply marvellous. The people of Montreal should take advantage of any possible opportunity to hear His Lordship, and it would be an excellent idea to give as many as possible a chance to hear the bishop, and if practicable in some place where he would not be subject to the necessary limitations of the pulpit.

Steel and Coal Suit.

The Halifax Chronicle in an editorial article upon this subject takes the same ground that we have taken, namely, that this matter should be settled out of court. We believe it will be difficult to arrive at any legal solution, and that whatever the judgment may be, it is not likely to help matters. It is one of those questions of such a purely business character that it should be settled by business men.

A NUMBER OF THE MONTREAL OPERATORS of the Great Northwestern Telegraph Company have gone on strike. They have no grievances of their own to cherish, the strike is purely a sympathetic one because the union operators in New York are on strike. We wonder if the New York operators would abandon their employment, because the Montreal operators had trouble with their employers?

THERE WILL BE GENERAL REGRET IN CANADA at the lamentable fate of the Rev. H. de B. Gibbins formerly Principal of Bishops' College, Lennoxville. He was killed in a railway tunnel at Apperley Bridge near Bradford, England, and it is to be feared that the mystery surrounding his death will never be cleared up. There is, however, every indication that the fatality was purely accidental. During his short stay in Canada Dr. Gibbins made an excellent impression.

Personal Notes.

MR. G. J. LOVELL, managing director of the Annuity Company of Canada, spent a few days in the city this week for the purpose of establishing a branch office under the management of Mr. J. G. Taylor, who will have associated with him Mr. H. H. Rodgers, for some years private secretary to Mr. J. H. Plummer, president of the Dominion Iron & Steel Company. The offices of the company are located in the Ottawa building, and are being fitted up in an up to date manner.

MR. JOHN PEARSON, for many years agent of the Employers' Liability Assurance Corporation at Toronto, was in Montreal this week. As it is nearly fourteen years since his previous visit to the Metropolis, he was greatly impressed with its growth, and the magnificent buildings erected in the business centre. Mr. Pearson is one of the largest business producers of the Corporation in Canada.

MR. T. H. P. CARPENTER, Hamilton, has been in the city for a few days this week, visiting the Head Office for Canada, of the London & Lancashire Life, which company he has represented for many years.

MR. J. GARDNER THOMPSON, resident manager at Montreal for the Liverpool & London & Globe Insurance Company, is visiting the agencies of his company in the Lower Provinces.

Stock Exchange Notes

Wednesday P. M., August 14, 1907.

The weakness of the New York market and the severe readjustment of prices in that centre forced general declines here, and throughout the list losses on quotation are recorded. In the Canadian list Dominion Iron securities and Dominion Coal were notably affected, and Nova Scotia Steel Common also shows a sharp decline. A number of the leading dividend payers as a result of the break are selling at most attractive prices and, despite the scarcity of money, a noticeable amount of purely investment buying is in evidence. The fact that at the present time the American markets seem to be in complete control of the bears, makes the outlook for the near future uncertain, but buyers at present figures who are prepared to protect their purchases can make no mistake. Dominion Iron Common, Montreal Power and Detroit Railway were the active stocks.

C. P. R. closed with 163 bid, a loss of 8 points on sales of 338 shares. The earnings for the first week of August show an increase of $166,000. Soo Common is off a half point with 95 bid at the close, but only 2 shares changed hands. Montreal Street, after selling at 195, closed with 196 bid, a decline of 4 1-2 points and 988 shares were dealt in. Toronto Railway shows a loss of 3 points, closing with 97 bid, on transactions of 930 shares. Twin City sales totalled 530 shares, and the closing bid of 85 3-4 shows a decline of 3 3-4 points. Detroit Railway was the most active of the tractions and 1,943 shares figured in the trading. The closing bid of 63 shows a loss of 1 1-2 points. Toledo Railway was traded in for 75 shares and closed at a decline of 1-2 point with 24 bid. Illinois Preferred was also weaker, closing with 80 bid as compared with 83 bid on sales of 315 shares. There was no bid for Halifax Tram at the close, and only 2 shares were dealt in.

R. & O. closed with 61 1-2 bid on sales of 175 shares, being a decline of 1 1-2 points. Mackay Common was traded in for 294 shares, and closed 3 1-2 points down with 62 bid. The Preferred shows a loss of 4 points closing with 62 bid and 455 shares were dealt in. Montreal Power was the second stock in point of activity and 2,397 shares figure in the trading. The closing bid was 89 5-8, a decline of 1 3-8 points.

Dominion Iron Common was the most active security and the transactions involved 2,503 shares. The closing bid of