

AN INTERNATIONAL COAL COMPANY.

Canadians Taking a Strong Interest in Ohio and West Virginia Coal Fields—Offering of \$1,750,000 of Bonds, with Common Stock Bonus.

It is a commonplace nowadays to find Canadians doing business in both Canada and the United States, and people on the south of the line doing business not only in the United States but in Canada as well. Yet the formation of the Sterling Coal Company, Limited, under the laws of the Dominion of Canada, is a transaction of sufficient magnitude to be noteworthy.

A few months ago there was brought to the attention of some Toronto and Montreal people the opportunity of acquiring a group of four operating mines particularly well situated as to markets and freight rates, some 70 miles south-east of Cleveland, known as the "Hileman Group," in association with another important Ohio property, called the "Acadia Group," in which Maritime Province people had been interested for some years, and the "Beckwith Group," in the northern part of West Virginia. These properties were ultimately acquired, it is said, at very much lower prices than appeared possible at first, and a strong organization for the further development and equipment of the properties in operation and for the opening up of the others has been arranged. Mr. W. F. Tye, who was chief engineer of the Canadian Pacific Railway for many years (having had charge of all construction on that road from 1899 to 1906, and, in addition, all other engineering from 1904 to 1906), has consented to become president of the company, giving the organization and conduct of its affairs his close and continuing attention. Mr. A. E. Ames, of A. E. Ames & Co., Limited, bankers, Toronto, is to be vice-president, representing, particularly, investment interests. The other directors are: Messrs. N. Curry, Montreal, president of the recently formed Car Merger, viz., the Canadian Car & Foundry Co.; Rodolphe Forget, M.P., president Richelieu & Ontario Navigation Co., Montreal, and president of the Quebec Light, Heat & Power Co.; J. W. McConnell, director Pacific Pass Coal Co., Montreal; F. H. Deacon, Toronto, of F. H. Deacon & Co.; Andrew Squire, of Cleveland, Ohio, Counsellor-at-Law, and H. D. Hileman, Cleveland, Ohio, general manager of the company. Mr. Hileman has, it is understood, been in successful charge of operation of the Hileman Group of coal mines for some years.

Payments for the bonds are as follows: 20 per cent. with subscription, and 20 per cent. on each of the first days of March, June, September and December, 1910, with the privilege of paying at any time, together with accrued interest. The bonds are thirty-year, 6 p.c. first mortgage sinking fund bonds. A sinking fund of 2 per cent. commences on January 1, 1912. Mr. W. F. Tye, president, in his statement published in the advertisement, estimates, after long and careful consideration of the position and prospects of the company, that the net revenue should reach such a basis as would warrant declaration of dividends at the rate of 6 per cent. per annum upon the stock of the company during the year 1912. The firms offering the securities expect that what remains for

sale will be readily taken. Subscription books are now open, and will close not later than 4 o'clock on Tuesday afternoon, February 8, the right being reserved, however, to allot only such subscriptions and for such amounts as may be approved and to close the subscription books without notice.

**Financial and General.**

THE ROYAL COMMISSION on Trade Relations between Canada and the West Indies held its sittings at Kingston, Jamaica, this week. The examination of witnesses has made plain that the general sentiment of the island is against risking the possibility of American retaliation in the event of a preferential tariff arrangement with Canada. Practically all who gave evidence favoured a fast subsidized weekly line of steamers between Canada and Jamaica, as more feasible than a tariff preference.

We doubt very much whether the people of the United States would consent to an increase in the price of bananas, especially at a time when meat, eggs and poultry, are becoming expensive luxuries. All the West Indian colonies have had to pay dearly for British free trade and Jamaica cannot be altogether blamed for taking a very practical view of tariff questions. Our impression is that Canada should do the courting and show it and make it to the advantage of the British West Indies to enter into commercial union with the Dominion. The two countries are by nature complementary to each other; and by grace, they are one in sympathy and in loyalty to the same flag.

THE GOVERNMENT'S NAVAL BILL to provide for a Canadian navy had two amendments moved to it on the motion for second reading. The amendment moved by Hon. Mr. Borden, leader of His Majesty's Loyal Opposition, deprecates the bill's provision empowering the Government to withhold the naval forces of Canada from those of the Empire in time of war; urges the immediate contribution of two Dreadnoughts to the Admiralty; and proposes that the "permanent navy" policy be submitted to the people of Canada as a whole before being proceeded with.

Mr. F. D. Monk's amendment to the amendment would provide for a plebiscite before any policy, immediate or future, is decided upon by the Government.

THE CANADA CAR & FOUNDRY COMPANY is offering \$2,350,000 first mortgage 30-year sinking fund bonds at 102½ and interest, yielding over 5.80 p.c. Net earnings this year are estimated at seven times the bond interest. The company has net current assets of \$2,200,000 and no floating debt. These bonds are being offered simultaneously in Canada, London and the United States.

DOMINION TEXTILE'S common stock to the extent of 30,000 out of 50,000 shares is now held by English interests, their option upon a large block of stock having been recently availed of.

PENMAN'S LIMITED shows net profits of \$324,130 for 1909, as compared with \$191,383 in 1908.

ILLINOIS TRACTION'S net earnings for 1909 were \$2,002,907 as compared with \$1,802,272 in 1908.