

MARKET REPORTS

STOCKS, BONDS AND PRODUCE

MONTREAL SALES

(Furnished by McDougall & Cowans.)

Montreal, Feb. 25, 1920.

Morning Sales

Steamships Common—50 @ 73; 82

Steamships Pfd—15 @ 81½; 305 @ 81.

Brazilian—302 @ 40.

Dom Textile—55 @ 121.

Cement Pfd—5 @ 81½; 2 @ 81.

Cement Common—5 @ 65½; 10 @ 65½.

Steel Canada Com—50 @ 77; 70 @ 76½; 6 @ 76½.

Dom Iron Com—45 @ 69; 60 @ 68½.

390 @ 68½.

Price Bros—25 @ 274.

1937 War Loan—3000 @ 99½; 2000 @ 99½.

1931 War Loan—9000 @ 94½; 1000 @ 94½.

Montreal Power—91 @ 85½.

Can Car Common—50 @ 56.

Detroit United—75 @ 105.

Ogilvie—30 @ 236½.

Abitibi—25 @ 255; 60 @ 254.

Que Electric—50 @ 104½; 100 @ 104.

104.

Laur Pulp—420 @ 85; 75 @ 84½.

Ridgway—60 @ 173; 30 @ 172.

McDonalds—90 @ 35.

Wayagmuck—50 @ 73½; 120 @ 73.

73.

B. C. Fish—20 @ 60.

Quebec Railway—175 @ 23; 25 @ 23½; 15 @ 27½; 48 @ 27½; 50 @ 27.

27.

Atlantic Sugar Com—50 @ 90½; 50 @ 90; 10 @ 89½; 125 @ 89½; 1000 @ 90; 75 @ 89½; 45 @ 88½; 25 @ 88½; 25 @ 90½; 25 @ 90½; 100 @ 89½; 25 @ 90½.

Breweries Common—800 @ 51½; 25 @ 51½; 450 @ 49½; 145 @ 50; 75 @ 49½; 25 @ 51½; 25 @ 78½; 5 @ 78½; 3 @ 78½.

Span River Com—230 @ 80; 130 @ 79½; 35 @ 78½; 75 @ 78½; 5 @ 78½.

100 @ 74½.

Ames Holden Common—4 @ 124½.

Can Cotton—25 @ 88.

Glass Common—100 @ 60.

Pennman's Ltd—20 @ 117.

Afternoon Sales

Dom Canners—50 @ 57.

Steamships Common—15 @ 73.

Steamships Pfd—35 @ 81½.

Brazilian—302 @ 42.

Steel Canada Com—5 @ 76½.

Dom Iron Pfd—40 @ 77½.

Dom Iron Common—50 @ 68½; 50 @ 68½.

85½; 10 @ 85½.

Can Car Com—50 @ 58.

Can Car Pfd—30 @ 98½; 25 @ 99½.

Abitibi—20 @ 254.

Detroit United—150 @ 104; 200 @ 100½.

Smelting—25 @ 28.

Ridgway—250 @ 173; 110 @ 172½.

McDonalds—100 @ 35.

Wayagmuck—25 @ 73.

Quebec Railway—200 @ 27½; 110 @ 27½; 25 @ 27½.

Atlantic Sugar Com—1815 @ 90½; 50 @ 90½; 25 @ 90½.

Breweries—125 @ 49½; 500 @ 49½; 225 @ 50.

Span River Com—75 @ 79½; 75 @ 79½; 25 @ 78½.

Dom Bridge—25 @ 102½.

Brompton—140 @ 74; 25 @ 74½.

Ames Holden Pfd—25 @ 109½.

Glass Common—40 @ 60.

Can Cotton—25 @ 88; 10 @ 89½.

(Furnished by McDougall & Cowans.)

Bid Ask

Ames Common—1134

Ames Pfd—109½

Abitibi—260

Brazilian LH and P—41½

Brompton—73½

Canada Car—53½

Canada Car Pfd—91

Canada Cement—65

Canada Cement Pfd—91

Canada Cotton—100½

Detroit United—102½

Dom Bridge—57

Dom Canners—68

Dom Text Com—129½

Laurentide Paper Co—84

MacDonalds—35

Mt L H and Power—85½

Ogilvie—236½

Quebec Railway—274

Ridgway—172½

Shaw W and P Co—110

Spanish River Com—73½

Spanish River Pfd—76½

Steel Co Can Com—43

Toronto Rails—72

Wayagmuck—72

N. Y. QUOTATIONS

(McDougall & Cowans.)

New York, Feb. 25, 1920.

Open, High, Low, Close

Am Beet Su. 80 80 79½ 79½

Am Car Pfd 129½ 129½ 129½ 129½

Am Loco 81½ 81½ 81 81

Am Smelting 61½ 62½ 60½ 60½

Anaconda 56½ 56½ 55½ 55½

Am Tele 97½ 97½ 96½ 96½

Atchafalpa 82½ 82½ 81½ 81½

American C. 42½ 42½ 42½ 42½

Beth Steel 85 85½ 83 83

Balt and O 36½ 36½ 35 35

Bald Loco 108 108½ 104½ 104½

B. R. T. 133½ 133½ 133½ 133½

Cheese and O 54½ 54½ 54 54

Crucible Stl 194 195½ 189½ 189½

C. P. R. 120½ 121½ 119½ 119½

Cent Lath 80½ 80½ 77½ 77½

Erie Com 14½ 14½ 13½ 13½

Gen Motors 235½ 235½ 229 229

Gr North Pfd 77½ 77½ 75½ 75½

Goodrich Ru 68 68 64½ 64½

Inter Paper 74½ 74½ 73½ 73½

Mex Petro 170 170 166 166

Max Motors 27½ 27½ 27½ 27½

NY, NH and H 32½ 32½ 32½ 32½

NY Central 70½ 70½ 70 70

North Pa 77½ 77½ 75½ 75½

Pennsylvania 42½ 42½ 42½ 42½

Pr Steel Car 92 92 91½ 91½

Reading Co 74½ 74½ 73½ 73½

Rep Steel 92 94½ 87½ 87½

St. Paul 38½ 38½ 38 38

South 96½ 96½ 93½ 93½

Studebaker 84 84½ 81½ 81½

Strumbers 58 58 55½ 55½

U P Com 117½ 118½ 116½ 116½

U S Steel C. 96½ 96½ 93½ 93½

U S Rubber C 96½ 96½ 93½ 93½

Willys Ov'd 22½ 22½ 21½ 21½

West Elec 50½ 50½ 50 50

HEAVY LIQUIDATION CONTINUED ON STOCK EXCHANGE

Shares of All Descriptions, and Several of the Bond Issues, Floated by Gov't During the War, Added to Their Recent Drop.

New York, Feb. 25.—Cumulative sales that the deflation of credits is assuming wider dimensions, and that industrial conditions are being readjusted to meet this situation provoked another outbreak of liquidation on the stock exchange.

Shares of all descriptions and several of the bond issues, floated by the government during the war, added to their recent depreciation. Amongst stocks losses extended from two to ten points, the decline being substantially assisted by bearish aggressions.

The brunt of the movement was again borne by steel, equipment, motor, oil and shipping divisions, but dormant or obscure issues also suffered severe shrinkage.

Dealings presented a greater diversity of offerings than usual, suggesting forced selling on various cent bull operations in rails, but cent bull operations in rails, but that group offered more resistance than any other issues. Final quotations were slightly above levels, but the tone at the close was weak. Sales amounted to 1,200,000 shares.

The total money market reflected in its incipient stage, the change in the monetary situation. Call loans opened at seven per cent, rising steadily to fifteen per cent, just before the close. This compares with the six per cent, quotation which ruled during the past fortnight.

Directors of the local reserve bank announced an advance in the rate of loans and discounts on treasury certificates from 4 3/4 to 5 per cent. Such action had been fore-shadowed by the central bank in Philadelphia. Other rates were not altered, contrary to expectations.

In the bond market, which was heavy throughout the feature was Liberty 2 1/2's which fell to 94.30, a new low record, and an extreme decline of 1 1/2 per cent, from yesterday's minimum. Total sales, par value, were \$14,250,000.

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EASTERN TRUST COMPANY HAD PROSPEROUS YEAR

Annual Report Reveals Net Profits of \$131,766—Assets Have Increased \$23,271, 226 and Reserve Increased \$30,000.

The annual report of the Eastern Trust Company shows that the Maritime fiduciary institution has had a satisfactory year. Net profits in 1919 were \$131,766, out of which dividends were paid at the increased rate of nine per cent. Assets have increased to \$23,271,221, and the reserve increased during the year by \$30,000 and now stands at \$330,000.

This company has had a steady growth for 27 years, and is one of the most successful institutions having its headquarters in Halifax.

At the annual meeting the president, Hector McInnes, mentioned the interesting fact that all loans on properties destroyed by the Halifax explosion have been paid off, which is an indication of the prosperity of the sister city. The company has not increased its charges in recent years.

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CANADA STEAMSHIP LINES REPORTS RECORD EXPANSION

Total Revenue Crossed \$15,000,000 Mark—In First Year Under Peace Conditions Company Exceeds All War Records—Directors Announce 7 Per Cent. Dividend on Common Stock for Year 1920.

Montreal, Feb. 25.—(Special)—Canada Steamship Lines, Limited, in its first year under peace conditions far exceeded all records made in any period during the war.

This will come as an agreeable surprise to the shareholders as it was always felt that to a considerable extent the prosperity of Canada Steamship Lines was due to war conditions. The company has now completed its first full year under peace conditions, and on this account it is able to give shareholders some idea of just what the prospects are for the future.

The operating account shows a total revenue for the year of 1919 of \$15,240,414, as compared with \$14,094,393 in the previous year, a gain of approximately \$1,146,021. Of this amount, revenue from vessels amounted to \$14,495,567, as compared with \$13,481,238 in 1918. Docks and wharves, \$238,426, against \$222,210, and miscellaneous \$505,421 against \$174,747. Other revenue this year amounted to \$201,137, against \$216,163.

Total expenses reflected the higher costs of operation, due to increased wages and insurance, and totalled \$10,660,141, up from \$9,566,313, leaving net earnings for the year of \$4,630,272, as compared with \$4,538,079 in 1918, and \$1,732,057 in 1915. Out of the net earnings the amount required for bond interest, depreciation and reserve for Government taxes, etc., totalled \$2,242,595, leaving a net profit for the year of \$2,387,677, which compares with \$2,334,098 a year ago.

The surplus account also indicates how the company has been able to strengthen its position in the past few years. At the end of 1918 the total surplus stood at \$5,009,630 and added to it, as per operating account of the year 1919, was the total of \$2,387,677 and net profits on sales of fixed assets, etc., amounting to \$773,601—a total of \$8,170,908—making a

total amount available for distribution of \$8,170,908. Of this amount preference stock dividend at the rate of 7 per cent, required \$875,000 and common stock dividend, at the rate of 4 per cent, called for \$480,000, a total of \$1,355,000, leaving a balance to be carried forward into the new year of \$6,815,908. This amount is close to the total funded debt of the company.

Features of Statement.

The general statement of assets and liabilities shows total assets of \$44,557,175, up from \$38,919,677 at the end of the previous year. Among the fixed assets are vessels as at December 31st, 1918, \$20,079,575; net additions for year (excess of additions to fleet over vessels lost and sold), \$5,619,247, making the total value of the company's vessels \$25,698,822. Real estate holdings, docks, wharves, etc., now stand at \$8,351,017, compared with \$6,054,144, while total value of fixed assets, after allowing for depreciation reserve of \$4,564,291, now stands at \$29,495,638, against \$23,661,178 the previous year.

Current and working assets have gained to \$5,866,875, up from \$5,438,976, while current and accrued liabilities amount to \$4,937,574.

J. W. Norcross, the President, in his report to shareholders, on behalf of the directors, mentions particularly that both freight and passenger earnings of the system have been eminently satisfactory and that, considering that this is the first year that the company has operated its enlarged system under peace conditions, these results must be regarded as gratifying and on this account there is every justification for looking to the future with confidence.

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Every Holder of Securities

The Very first step new investors should take after receiving their certificates should be to make a complete detailed record of all the important points in connection with their securities. For this purpose we have prepared a convenient "Security Record" form which is almost indispensable as a ready reference.

A Copy of the "Security Record" form gladly sent on request.

A. E. AMES & CO.

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