MONEY AND MAGNATES

DOES MONTREAL OR TORONTO DO THE SELLING?

WHEN there is any marked liquidation in any particular stock, Montreal brokers always like to say that Toronto is selling while on the other hand Toronto brokers are just as quick in saying that it is Montreal interests who are selling. And sometimes, paradoxical though it may seem, both are likely to be correct.

Toronto brokers, oftentimes when they have big selling orders, like to execute most of them in Montreal because, as a rule, the market is a broader one, and is more likely to take quite a block of stock without forcing the price down. On the other hand Montreal brokers, by experience, state that owing to the Toronto market being less active it is often possible to get fractionally a better price.

The other day when there was quite a lot of selling of Dominion Iron common around 45, Montreal brokers stated they could show that most of the selling orders had come from Toronto and that traders there were selling stock they had taken on around 40. But then again Montreal brokers admit that Toronto has been the principal buyer of Iron common since it crossed the forty mark and that interests there are much more confident that it is on its way to 60 within a comparatively short time than are many of the Montreal brokers.

* * *

BIGGEST CONSOLIDATION EVER EFFECTED IN CANADA.

NO financial deal that has ever been arranged in Canada has attracted the attention of banking and financial interests throughout Canada in such a marked manner as has the big Cement merger, which has resulted in the formation of the Canada Cement Company, Limited, with an authorised capital of $30,000,000.

It is by far the biggest consolidation that has ever been effected in Canada and when it is considered what an extensive chain of gigantic plants have been secured the capital cannot be said to be at all larger than was warranted.

In almost every instance, it is understood that payment for the acquired properties was made very largely with the securities of the new big company. In this way nearly all the leading practical cement men in the country will be identified with the consolidation, while a number of them have been invited to go on the Board of Directors in order that the company may have the full benefit of their long experience in the manufacturing end of the industry.

The announcement made almost at the last minute, that the Lehigh Portland Cement Company of Belleville, Ont., had been secured and that the new consolidation would have a close working agreement with the big Lehigh Portland Cement Company of the United States meant that the merger had been made a very complete one by the acquisition of practically every company that is a factor in the trade in Canada. Mr. E. M. Young, of Allentown, Pa., vice-president of the Lehigh Portland Cement Company, will represent his company and associates on the directorate of the new consolidation.

One of the most striking features in connection with the new merger is the very small amount of the securities of the company available for the public offering. A few days ago it was thought that it would have been possible to offer $5,000,000 of the 7 per cent. preference shares to the public but so many of the underwriters desired to make their underwriting "firm" by taking the securities off the market themselves that it was quickly seen that there would be less than $2,000,000 of the preference shares available for the public. In addition to the amount taken by the underwriters here, it is understood that $2,200,000 of the securities had been taken up in England, this amount greatly reducing the floating market supply.

Some idea of how the cement industry has developed in Canada may be formed when it is pointed out that as late as 1905 the total output of the Canadian plants was 1,541,568 barrels, while in 1908 it had climbed to 3,495,961 barrels and in 1909 will exceed 4,500,000 barrels. The quality of the better grades of Canadian cement is so well thought of that the exports from Canada this year will exceed 500,000 barrels and according to leading officials there is sure to be a rapid increase in the exports as well as in the home consumption during the next few years.

One of the features in connection with the consolidation is that in all instances it is going concerns that have been acquired, which should result in the new company showing large earnings from the very start and it is expected that just as soon as the concentration of management is effected and all plants operating under one head that dividend payments will be made on the common stock.

Just as soon as the regular formalities can be attended to, it is intended that the securities of the company will be listed on the Toronto and Montreal Stock Exchanges.

* * *

BURT COMPANY PREFERENCE STOCK.

ATTENTION is drawn in connection with the public offering of 7 per cent. cumulative convertible preference stock of the F. N. Burt Company, by Messrs. A. E. Ames & Co., that, with the exception of a small mortgage charge on one piece of real estate amounting to $49,000, with interest at 4½ per cent., there is no security ahead of the preference shares. It is further pointed out, as included in the statement of Messrs. Clarkson & Cross, accountants, that the net assets, over and above liabilities, irrespective of good will and patent rights, exceed the amount of the preference stock.

* * *

BIG GRAIN ELEVATOR.

THE new C. P. R. grain elevator at Victoria Harbour, now under construction, will have an initial capacity of 2,000,000 bushels, and is being laid out in such a manner as to permit of its extension to 12,000,000 capacity with the same power facilities. The other day, when President Shaughnessy passed over the Sudbury division, accompanied by Superintendent Oborne of Toronto, their private car was hauled over the new section of track from Coldwater to Victoria Harbour and right up to the elevator site, and the work was inspected. Thirteen miles of the Victoria Harbour-Peterboro grain line, lying between Victoria Harbour and Coldwater, has been practically completed, but work will not be started on the other sections before next spring. Mr. Oborne announces that the double-tracking of the line between Smith's Falls and Montreal will be entirely completed by November 1st. All but forty miles of the line is now in use.

COUPON.