CANADIAN PACIFIC STOCK

Further Decline in Price—Sir Thomas Shaughnessy Says No New Issue

Canadian Pacific stock made another effort this week to get down to the 200 level predicted for it by Sir Rodolphe Forget. On Wednesday it broke over 4 points on the Toronto Exchange, while at Montreal it showed an abrupt drop of 2¼ in the initial trading on the same day, following the early weakness of the stock in London, and declined steadily with the New York market to 208¾, rallying only ½ before the close of the morning session. On the New York rally in the afternoon, the slight recovery of the late morning was resumed to 210½, and the loss, which at one time had extended to 5¼, was reduced to 3¾. The selling was heavy in London, which marketed about 10,000 shares.

No Stock Issue.

General market conditions are ascribed as the reason for the break, together with the revived rumor of a new stock issue of Canadian Pacific Railway. Sir Thomas Shaughnessy, president of the road, squelched this with the issue of the following statement:—

"The Canadian Pacific Railway is comfortably off for cash, being placed so especially by the recent $105,000,000 common stock issue. No additional issue of common stock is imminent."

The government has before it an application from the company for power to increase its authorized capital stock, which had all been issued, by $60,000,000. This application was put in by the company last August, and has not been considered by the government, as the company found at its annual meeting this year it could secure the money it needed by an issue of common stock in lieu of debenture stock. It issued $60,000,000 which brought it the $105,000,000 referred to in Sir Thomas' statement above.

Would Not Be Attractive.

Aside from this statement, the opinion is expressed in Montreal circles that a new issue of Canadian Pacific Railway stock at the present time would be very inopportune, and that Sir Thomas Shaughnessy and the directors of the Canadian Pacific are far too keen financiers to make any attempt to put out an issue under present circumstances. It will be recalled that not long since Sir Thomas stated that the company was fully financed for some time to come. Why the Canadian Pacific Railway should give money away, on the one hand, in this manner, and then appeal to its shareholders for new subscriptions under the present unfavorable money conditions, would be difficult to say.

When the last stock issue was made, the shares were selling on the open market at around 260 or 270, or possibly, even, 280, so that it was a comparatively easy matter to make an issue at 175 a share. The situation has entirely altered. The stock is now selling below 210. The premium over $175—which was the price at which the last issue was made, and, below which this, presumably, would not be made—would not be specially attractive. Even such a strong organization as the Canadian Pacific Railway would in all probability have their work cut out to prevent the offering falling flat on the world's markets.

Stock Issues and Price Record.

The capital stock position of the company is as follows:—

Total outstanding June 30th, 1911	$180,000,000
Allotted January 2nd, 1912	18,000,000
Allotted January 2nd, 1913	60,000,000
	$258,000,000

The 1912 stock was issued at 150, and this year's at 175. The following is a record of the high and low price of the stock on the Toronto Exchange since 1903:—

Year.	High.	Low.
1903	138⅜	116
1904	135⅛	110
1905	176⅜	131
1906	199¾	156
1907	193	140
1908	180	141¼
1909	188¼	166
1910	201¼	178
1911	244⅞	196¾
1912	281½	227½

Speculators and Canada.

A New York despatch says:—"Apparently Canadian Pacific has assumed the position of the leading speculative and investment stock of the whole world. At least it probably now has the widest and most active market. Immense amounts of it are held in Europe, and especially in England and Germany. The latest figures show that holdings in this country and in Canada have increased. Since American speculators burnt their fingers in Canadian Pacific when it rose from 195 because they refused to believe that the Britishers would not sell out, it has been left rather severely alone, and has been held to be exclusively a foreign specialty. But if this opinion is still adhered to the tremendous market in it in Wall Street during the past few weeks becomes a good deal of a mystery.

"Since the beginning of June over half a million shares of Canadian Pacific have been traded in, representing a turnover of $100,000,000 worth of the stock. Of this total 450,000 shares were dealt in, roughly speaking, within a range of ten points, or between 220 and 210. At the moment, therefore, it would seem as if the big active speculators on both sides of the Atlantic were centring their attention upon Canada."

PERSONAL NOTES

Mr. C. A. Kirk, of Fredericton, N.B., has been transferred to Regina as manager of the Bank of British North America at Regina, Mr. G. A. C. Weir, now at Regina, being transferred to Winnipeg.

Mr. Herbert C. Cox, president of the Imperial Life Assurance Company; Mr. J. F. Weston, managing director, and Dr. J. Davidson, chief medical examiner, and a director, are inspecting the company's agencies in Western Canada.

Mr. C. R. Burt, of Rockford, Ill., has been appointed factory manager of the Russell Motor Car Company in succession to Mr. MacDonall who recently resigned. Mr. Burt brings to the company a complete experience in machine shop practice. He was for nine years with Messrs. Brown and Sharpe, machine tool manufacturers of Providence, R.I. He was with them as foreman of their tool room; then of their gear department, and their general assembling. He visited Europe on their behalf to investigate comparative methods of manufacture in Europe and America. For the past eight years he has been general superintendent of the Barber-Coleman Company plant at Rockford, Ill., manufacturing textile machinery; automobile machinery and parts. Mr. Burt will move to Toronto to take up his new duties in August.

Mr. George B. Gerrard, first agent of the Bank of Montreal in San Francisco, has been appointed manager at Montreal in succession to the late Arthur P. Hazen. Mr. Gerrard, who was for four years in the North of Scotland Bank, entered the service of the Bank of British North America in 1882, and after a short term in the general manager's office, at Montreal, was stationed at the Quebec and St. John branches and at the New York agency. Between the years 1897 and 1910 he was manager successively at Kaslo, B.C., Winnipeg and London, Ontario. In December, 1910, he was appointed first agent of the bank in San Francisco. Mr. Gerrard will likely take up his new duties early in August, and in the meantime, the Montreal branch will continue under the charge of Mr. O. R. Rowley, chief inspector of the bank.

FIRST JULY CANADIAN ISSUE ABROAD

The British North American Tobacco Company issued fifty thousand additional five-dollar shares in London this week at twenty-one shillings.

THETFORD MINES BONDS UNSOLD.

Thetford Mines, Quebec, still has on its hands $12,000 5 per cent. market place debentures maturing in 1933. The city gave an option on this block to Messrs. Russell E. Popham and Company, Montreal, which they did not exercise. The population of the city is 7,000. The assessed value of taxable property is $2,327,000, assessed value of exempt property $9,000,000, total debenture debt $312,000, value of waterworks $229,000, and the annual revenue from same $43,000.

KOOTENAY CENTRAL LINE.

A section of the Kootenay Central line between Golden and Similkameen, one of the subsidiary lines of the C.P.R., has been completed, and a train service inaugurated, a tri-weekly schedule being operated. There remains a gap of about a hundred miles between the two completed sections of the Kootenay Central. A section from Colville, the junction point on the Crow's Nest branch, of 23 miles, has been in operation some time. When the intervening section is finished the C.P.R. will have a new north and south route between Crow's Nest to the main line.