

The Bank of Toronto

On Behalf of the Underwriters Offers for Public Subscription

\$300,000 MONTREAL & ST. LAMBERT TERMINAL DEVELOPMENT COMPANY

1st Mortgage Sinking Fund 6 Per Cent. Gold Coupon Bonds, due March 1st, 1939, at Par and Interest, Carrying 50 Per Cent. Bonus of Common Stock.

Bonds in the Denomination of \$100 and \$500, Interest Payable Semi-Annually March 1st and September 1st.

NATIONAL TRUST CO., MONTREAL

TRUSTEES FOR BONDHOLDERS

The Montreal & St. Lambert Terminal Development Company

Authorized Capital - \$350,000

Authorized Bond Issue - \$300,000

DIRECTORS:

E. B. GREENSHIELDS, Montreal	Pres. Greenshields, Limited, Montreal. Director of the Bank of Montreal. Director of the Grand Trunk Pacific Ry.
WILLIAM WAINWRIGHT, Montreal	4th Vice-Pres. Grand Trunk Ry. Vice-Pres. and Man. Director R. and O. Navigation Co.
M. M. REYNOLDS, Montreal	5th Vice-Pres. Grand Trunk Ry.
FRANK SCOTT, Montreal	Treasurer Grand Trunk Ry.
D. LORNE MCGIBBON, Montreal	Pres. Canadian Consolidated Rubber Co., Limited.
A.G. BROOKE CLAXTON, K.C., Montreal	Messrs. Claxton & Ker, Barristers, Montreal
GODFREY BIRD, Montreal	Mgr. Bank of Toronto, St. Lambert, Que.
Secretary-Treasurer: E. A. MUMFORD, Montreal	

The Montreal and St. Lambert Terminal Developing Co. owns some Eight Million (8,000,000) square feet of land, to be improved for residential lots in St. Lambert, which is a growing town situated on the St. Lawrence River directly opposite to and connected with the City of Montreal by the Victoria Jubilee Bridge of the Grand Trunk Railway.

The terminal yards of the Grand Trunk Railway, plans of which have been fully approved by the Board of Railway Commissioners, will occupy about 100 acres of land, which is practically surrounded by the property of this Company. This makes the property a most desirable locality for home sites for the shop and terminal workmen employed by the four railways, viz.: THE GRAND TRUNK RY., THE INTERCOLONIAL RY., THE CENTRAL VERMONT RY. and DELAWARE & HUDSON RY.

The Delaware & Hudson Ry. is also contemplating constructing at St. Lambert a large terminal yard for its Quebec extensions.

All of this means a large influx of railway employees of the better class, such as skilled mechanics and clerks holding permanent positions and requiring dwellings in St. Lambert.

The Southern Counties Electric Ry., now under construction from St. Lambert to Montreal via the Victoria Bridge, will pass through the Company's property, and will give easy and rapid access to the centre of the City of Montreal. This should make this property considerably more attractive as the estimated run from St. Lambert to the centre of the City of Montreal will be about 15 minutes, and the rates will be as low as they are to and from other suburban sections around Montreal.

Manufacturers will also locate at St. Lambert, as every facility they would require is right at their door, such as light, power, transportation, street railway service and freight rates similar to Montreal.

The eight million square feet of land owned by the Company will be divided into about two thousand three hundred (2300) lots of two thousand five hundred (2500) square feet, and should sell at from 8c to 20c per foot, or approximately \$712,500.

APPROXIMATE ESTIMATE OF EARNINGS

Judging from results of similar companies, and estimating conservatively the earnings on sales of cottage sites, etc., would bring approximately the following:—

500 lots of 2500 square feet, at 8c.....	\$100,000
500 lots of 2500 square feet, at 10c.....	125,000
500 lots of 2500 square feet, at 12c.....	187,500
500 lots of 2500 square feet, at 15c.....	150,000
300 lots of 2500 square feet, at 20c.....	150,000

Total.....\$712,500

Taking the above as the minimum value of the Company's property, these Bonds are amply secured as to principal and interest, together with a large surplus to apply towards dividends on stock.

Applications for these Bonds must be made to the Bank of Toronto, Board of Trade Branch, Montreal, Que., or the undersigned, who will furnish copies of prospectus and forms of subscription on application. No fractional shares of stock can be issued, so where an odd amount of Bonds is subscribed for, the subscriber will be entitled to the bonus of fifty per cent. of the next lower even amount.

Subscription List Opens March 1st, and Closes March 6th, 1909

All applications for Bonds must be accompanied by a deposit of Ten per cent. (10 per cent.), and the balance will be payable 15 per cent. on allotment, 25 per cent. in 30 days, 25 per cent. in 60 days and 25 per cent. in 90 days after allotment. Where a smaller number of Bonds is allotted than is applied for, the surplus paid on application will be credited in reduction of the balance due, and in cases where no allotment is made, the amount deposited on application will be returned.

J. A. MACKAY & CO. GUARDIAN BUILDING, MONTREAL

GRAIN MARKETS STRONG FOREIGN CABLES HIGHER

Higher Foreign Cables for Wheat and Excellent Cash Enquiry
Create Further Short Covering—July the Feature.

World Office.
Wednesday Evening, Feb. 24.
Liverpool wheat futures to-day closed 1 1/2 higher than yesterday, and corn closed unchanged.
Chicago May wheat closed 1/2 higher than yesterday, corn closed 1/2 higher, and oats closed 1/2 lower.
Winnipeg car lots of wheat to-day were 1 1/2, against 1 1/2 the day last year.
Chicago car lots of wheat to-day were 1 1/2, against 1 1/2 the day last year, and oats 1 1/2, against 1 1/2 the day last year.
Northwest cars 1 1/2, against 1 1/2 the day last year.
Primary: Wheat 44,000 bushels; shipments, 218,000 bushels. Corn, 1,294,000 bushels; shipments, 302,000 bushels. Oats, 1,101,000 bushels; shipments, 40,000 bushels.
Bradstreet's: Wheat, 1,068,000 bushels increase; corn, 58,000 bushels increase; oats, 42,000 bushels decrease.

ST. LAWRENCE MARKET.
On account of the rain there were only 2 or 3 loads of hay, which sold at unchanged quotations.
Market Notes.
Charles Clark & Co., wholesale dealers, Front-street, quote prices as follows: Hay, car lots on track, Toronto, \$10.75 to \$11; straw, \$7 to \$7.50; bran, \$2.50 in sacks, car lots, Toronto; shorts, \$25.50 to \$28 in sacks, car lots, Toronto; flueed meal, \$2 to \$2.25 per cwt.
Mr. Caldwell also sells a first-class Manitoba meal, for all kinds of live stock, which is composed largely of flueed stock, at \$28 per ton.

Grains.
Wheat, fall, bush.....\$1.02 to \$1.03
Wheat, red, bush.....1.02
Wheat, goose, bush.....0.80
Rye, bush.....0.80
Barley, bush.....0.57 to 0.58
Peas, bush.....0.55 to 0.60
Oats, bush.....0.49
Seeds.
Alfalfa, fancy quality.....\$7.25 to \$7.50
Alfalfa, No. 1 quality.....6.50
Alfalfa, No. 2 quality.....6.00
Red clover, bush.....4.00 to 5.00
Timothy seed, bush.....1.30 to 1.50
Hay and Straw.
Hay, No. 1 Timothy.....\$12.00 to \$14.00
Hay, No. 2, mixed.....7.00
Straw, loose, ton.....10.00
Straw, bundled, ton.....13.00
Fruits and Vegetables.
Apples, per bush.....\$3.00 to \$4.75
Onions, per bag.....0.70 to 0.80
Potatoes, bag.....0.09 to 0.20
Turnips, bag.....0.25 to 0.35
Parsnips, bag.....0.25 to 0.35
Carrots, bag.....0.25 to 0.35
Lentils, per bag.....0.55 to 0.60
Evaporated apples, lb.....0.07
Poultry.
Turkeys, dressed, lb.....\$0.22 to \$0.25
Geese, per lb.....0.14 to 0.15
Spring chickens, lb.....0.09 to 0.10
Spring ducks, lb.....0.16 to 0.18
Pheasant, lb.....0.12 to 0.13
Dairy Produce.
Butter, creamery, lb.....\$0.27 to \$0.28
Butter, farmers' dairy.....0.20 to 0.25
Eggs, strictly new-laid.....0.20 to 0.30
Fresh Meats.
Beef, forequarters, cwt.....\$5.00 to \$5.50

Flour—Ontario, 90 per cent. patent, \$4.00 bid, for export; Manitoba patent, special brands, \$5.00; second patents, \$5; strong brands, \$4.50.

Winnipeg Wheat Market.
Wheat, No. 1, 1908, bid, March, \$1.08 1/2; bid, July, \$1.13 1/2; bid, May, \$1.10 1/2; bid, Oats—February 4 1/2c bid, May 4 1/2c bid.

New York Sugar Market.
Sugar—Raw firm; refined, 2 1/2c; centrifugal, 2 1/2c; molasses sugar, 2 1/2c; refined firm, No. 6, 4 1/2c; No. 7, 4 1/2c; No. 8, 4 1/2c; No. 9, 4 1/2c; No. 10, 4 1/2c; No. 11, 4 1/2c; No. 12, 4 1/2c; No. 13, 4 1/2c; No. 14, 4 1/2c; No. 15, 4 1/2c; No. 16, 4 1/2c; No. 17, 4 1/2c; No. 18, 4 1/2c; No. 19, 4 1/2c; No. 20, 4 1/2c; No. 21, 4 1/2c; No. 22, 4 1/2c; No. 23, 4 1/2c; No. 24, 4 1/2c; No. 25, 4 1/2c; No. 26, 4 1/2c; No. 27, 4 1/2c; No. 28, 4 1/2c; No. 29, 4 1/2c; No. 30, 4 1/2c; No. 31, 4 1/2c; No. 32, 4 1/2c; No. 33, 4 1/2c; No. 34, 4 1/2c; No. 35, 4 1/2c; No. 36, 4 1/2c; No. 37, 4 1/2c; No. 38, 4 1/2c; No. 39, 4 1/2c; No. 40, 4 1/2c; No. 41, 4 1/2c; No. 42, 4 1/2c; No. 43, 4 1/2c; No. 44, 4 1/2c; No. 45, 4 1/2c; No. 46, 4 1/2c; No. 47, 4 1/2c; No. 48, 4 1/2c; No. 49, 4 1/2c; No. 50, 4 1/2c; No. 51, 4 1/2c; No. 52, 4 1/2c; No. 53, 4 1/2c; No. 54, 4 1/2c; No. 55, 4 1/2c; No. 56, 4 1/2c; No. 57, 4 1/2c; No. 58, 4 1/2c; No. 59, 4 1/2c; No. 60, 4 1/2c; No. 61, 4 1/2c; No. 62, 4 1/2c; 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