

# PLAIN TALKS ON INVESTMENTS

By Mark Harris

Not long ago a man wrote me as follows: "You say the oil industry is the most profitable of all industries, and yet there are as many failures in oil as in mining."

Now, while I have no late statistics to back me up, still I am of the opinion that there are nearly twice as many failures in mining as in oil, but for the sake of the argument let us assume that my friend was right, and even this is not evidence that the oil industry is not the most profitable.

If the public made a deep study of oil and oil investments, I am sure they would soon learn that it was an easy matter to differentiate between the good, bad and mediocre, but the truth is that nine investors out of ten purchase stocks without any real knowledge of conditions with respect to the company whose shares they are purchasing.

If I went up into the Northern wilderness tomorrow and located some leases, drilled several wells, and then came home and formed a company, there would be little chance of success even if the wells were producing a large amount of oil.

While this is rather an exaggerated case still it explains clearly why many new oil companies fail, and investors should keep these facts in mind when purchasing stock in oil companies.

Oil is not valuable unless it can be shipped to market. Therefore, if the reader had a big gusher oil well fifty miles from a railroad, he would have a white elephant on his hands unless he had the necessary capital to build a pipe line.

Several years ago there was a big boom in oil down in Kentucky, and I dare say that fully five hundred or more companies went broke after striking oil, simply because there was no way of selling the oil at a profit.

In most of the producing oil districts there are either railroads or pipe lines, and when this is the case a company can sell oil as soon as it is produced.

The wise and experienced oil operator always looks up the transportation question before he puts his money in a new district, and the same thing applies to progressive oil companies that are developing new districts.

I am offering a limited amount of stock in a Canadian Oil Company that has 14 producing wells at Mosa, Ontario, and as the company has its own loading stations where the oil can be run into pipe lines or shipped in tank cars, it goes without saying that there is no trouble when it comes to selling the product.

The Company is also drilling in several new districts, but before starting any new wells the question of transportation and selling was carefully considered, and that is one reason why I say this is an unusual investment with almost unlimited future possibilities.

The Company is already earning and paying a handsome dividend of 4 1/2 per cent. every three months (the next dividend being due February 10 to all stockholders of record January 31), and as these dividends are paid from the earnings received from only one district, it is only logical to look for larger dividends or a stock bonus when the big development program is completed.

When investors learn to put their money in legitimate oil companies that have already demonstrated their real value by making good, rather than in some new company that hopes to make good, they will find that oil is without doubt the most profitable of all industries.

Write, call or phone my office for information regarding such a company, and when you have all the facts you will appreciate that it is all you anticipate—and more.

Faithfully yours,

*Mark Harris*

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## OIL AND GAS WELLS IN MOSA DISTRICT

Valuable Finds Discovered and More Expected to Follow.

The Castle Oil and Gas Company, Limited, through its two wells at Mosa, Ont., last week, these being technically described as No. 1 McAlpine and No. 2 Quick, and word is expected hourly of the completion of another, the No. 3 McAlpine, which was started early last week and would have been brought in several days ago had it not been that drilling was held up by the loss of a tool at depth.

The company now has some sixteen producers in the Mosa district, and it is learned officially that the production is being maintained at very satisfactory figures. Two other wells will be started either today or tomorrow, and as soon as these are finished others will be commenced, the development program calls for the sinking of a series of holes during the next two months, and three rigs will be kept continuously in operation carrying out the plans of the management.

Mosa oil sells at \$3.30 1-2 a barrel, including the government bounty, and the production of even a medium-sized well means substantial profits to its owners.

Much interest also attaches to the operations of the Castle Oil Company in the Sutherland field in Lambton County, where the first big well is down considerably below the 500-foot level. The contractor who is in charge of the work is making from 50 to 100 feet of progress daily, and on this basis the well should be completed to a depth of 2000 feet early in January. The area has been very favorably reported on by the government geologists, and developments in connection with the Castle well are, therefore, being followed with considerable interest by oil operators in other parts of the province.

Castle Oil has a substantial production, and from present indications this will be multiplied several times over during the course of the next few months, for in addition to its operations in Mosa and Sutherland, the company is putting down big wells at Pine Island (Lambton) and St. Mary's Domes (Wyoming), and definite results are promised in both of these for early in the year.

## DR. SOLF'S SUCCESSOR EXPRESSES HIS AIMS

Copenhagen, Dec. 25.—Count von Brockdorff Rantzau, the German minister to Denmark, who had just been appointed foreign secretary in succession to Dr. Solf, interviewed today by the Berlin correspondent of the Politiken, said he cherished no illusions as to the difficulty of the task confronting him, but declared he had confidence the German people had now taken their own fate into their hands, and that his earnest aim would be to achieve a peace based on President Wilson's fourteen points and thereby secure a league of nations.

## SIXTEEN MILLION IN U. S. RED CROSS

Washington, Dec. 25.—Reports received at American Red Cross headquarters today from all parts of the country show an enrollment of approximately 16,000 in the "Christmas roll call," with forty per cent. of the chapters, including a number of large cities, yet to report. Final returns, which are not expected for a week or ten days, in the opinion of Red Cross officials, will bring the 1918 membership well beyond the 16,000,000 total.

## FORTY-SEVEN-HOUR WEEK.

London, Dec. 25.—Labor unions throughout the United Kingdom are agitating for a forty-seven-hour week. This would mean a reduction of one and one-half days of the week, and four hours on Saturday.

The National Transport Workers' Federation has presented a petition to municipal and privately-owned tramways a demand for a working week of forty-four hours at the present weekly wages.

Representatives of the Federation of Engineering and Shipbuilding Trades and representatives of the employers recently held a meeting at which it was decided that a forty-seven-hour week without any reduction in existing wages constituted a reasonable attempt to meet working conditions.

The compromise of a forty-seven-hour week has been passed upon by the engineering and shipbuilding union, and a count of the ballots show it was accepted by 286,545 to 146,526.

## CATTLE IMPORTS PERMITTED.

Ottawa, Dec. 25.—No further outbreaks of foot and mouth disease having been reported in Great Britain since Oct. 9, and assurances having been received by the board of agriculture and fisheries that no reasons on the ground of health conditions exist which would prevent the importation of animals from Great Britain to Canada should not be allowed, the issue of permits on and after Jan. 1 next for the importation of cattle, sheep, other ruminants and swine from Great Britain will be resumed.

## INTERVENTION NEEDED.

Paris, Dec. 25.—Allied intervention in Russia is essential, declares Y. N. Kokoyev, formerly Russian premier, in a statement to the newspapers. "A military dictatorship," he said, "must be established. However repugnant such a solution may appear to French minds, a military dictatorship alone can put an end to the present anarchic regime."

## GERMAN ADMIRALS DISMISSED.

Copenhagen, Dec. 25.—Vice-Admiral Hipper, commander-in-chief of the German high seas fleet, Vice Admiral Bachmann, commander of the Baltic fleet, and Captain Hinkis, director of the dock yards at Kiel, has been dismissed, according to a telegram from Berlin.

## Y.M.C.A. CHARGES.

New York, Dec. 25.—Widespread complaints by home-coming soldiers of exorbitant charges for service in Y.M.C.A. canteens have been referred to the war department for investigation.

## GLORIOUS RECORD OF CANADIAN CORPS

Fought Fifty-Seven Divisions of Germans During Period of War.

### FIRST INTO MONS

Forty-Second Highlanders Entered, and British Forty-Second Last to Leave It.

Ottawa, Dec. 25.—The following despatch is forwarded from the office of Edward Camp, Canadian military attaché, minister of militia (by Fred James, official correspondent with the Canadian overseas military forces): Canadian troops have taken a conspicuous part in the British military history. The first troops to enter Mons the day the armistice was signed were those of the 42nd Royal Highlanders of Canada, which battalion, thru the parent regiment, the 8th Canadian Infantry, was affiliated with the famous Black Watch. On Aug. 23, 1914, the last British battalion to leave Mons was the 42nd Highlanders, the Scottish Black Watch.

From Aug. 3 to Nov. 11, the date the armistice was declared, the Canadian corps captured 14,000 prisoners, 750 artillery guns of all calibres, 3500 machine guns, hundreds of trench mortars, and huge quantities of all kinds of material.

In the last three months of the war the corps advanced in depth a distance of 100 miles, and captured approximately 450 square miles. The principal towns captured by the Canadians in that time were Cambrai, Valenciennes, Arras, and Mons. Valenciennes, Nov. 2; Mons, Nov. 2. At least 150 smaller towns and villages were captured in addition to those larger centres, which released from German domination over 300,000 French and Belgian civilians.

The three outstanding battles fought by the Canadian corps since August, 1918, were: Amiens, which began Aug. 8; Arras, on Aug. 26, and Cambrai, Oct. 27. In these three battles, and in the advance from Cambrai to Mons, thru Valenciennes, the Canadian corps engaged and identified a total of German divisions, several of whom were so badly decimated as to render them useless as fighting organizations.

At Amiens we advanced in less than two weeks a depth of 17 miles. At Arras and Cambrai the depth of advance was 25 miles, and from Cambrai to Mons 55 miles. At Amiens we captured 12,000 prisoners; Arras, 10,000; Cambrai, 7,174, and from Cambrai to Mons, 2826.

German Hopes Gone. It has been definitely established that when the Canadians captured Cambrai and Le Cateau in the darkness of the morning of Oct. 9, the German divisions were completely and utterly defeated on the field, and certain defeat on the field loomed up as inevitable. He then began to retire with machine guns and light artillery.

At Mons we advanced in less than two weeks a depth of 17 miles. At Arras and Cambrai the depth of advance was 25 miles, and from Cambrai to Mons 55 miles. At Amiens we captured 12,000 prisoners; Arras, 10,000; Cambrai, 7,174, and from Cambrai to Mons, 2826.

Commercial Aerial Line Between Four U. S. Cities

Atlantic City, N. J., Dec. 25.—The A. W. Briggs, formerly of the Royal Flying Corps of Great Britain, has been retained as supervisor of transportation for the proposed lines of the Aero Transportation Company of New York, Philadelphia and Atlantic City as the main station.

Briggs arrived here yesterday to take charge of the preliminary work. The company proposes aerial routes to New York, Philadelphia, and possibly Washington, with Atlantic City as the main station.

Briggs has obtained from the Curtiss Aeroplane Company here a special option on a site at Adriatic avenue and the boardwalk for its station. It is proposed to start operating lines early in the spring.

The machines to be used are designed by J. J. Roney, who is now engaged in a similar undertaking for the government for the proposed trans-Atlantic flight.

The first commercial aerial line in the country, it is stated, will be established between this city and Philadelphia. It is expected that the route should be in operation by Easter.

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## Wind and Sleet Storm Causes Damage to Ingersoll Wires

Ingersoll, Dec. 25.—In nearly all the rural districts damage has been reported to the system of the Ingersoll Telephone Company in consequence of yesterday's wind and sleet storm. In the districts to the south the damage has been especially severe. In two places on the Tillsonburg road and on the Culloden road, near Verschoyle, the poles were down for a long stretch. In one or two places the roads were practically blocked by the fallen poles. In spots where the soil was light the poles were forced out by the weight of ice on the wires. At noon today it was announced that the greater part of the interrupted service had been temporarily restored.

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## Burial of Ambassador Page Takes Place in Carolina

Aberdeen, N.C., Dec. 24.—Walter Hines Page, the late ambassador to England, was buried yesterday in Bethesda Cemetery, near Aberdeen, after a simple funeral service at the Pag Memorial Church.

Assistant Secretary of State Phillips and a representative of the British embassy at Washington attended the funeral.

Cablegrams of sympathy have been received by Mrs. Page from King George and Queen Mary of England, and Foreign Secretary Balfour.

President Wilson sent the following message to Mrs. Page: "Our hearts go out to you in deepest sympathy for the loss of your distinguished husband, whose service to the country will long be remembered."

## Believe Paderewski to Form A New Polish Government

Copenhagen, Dec. 25.—Ignace Jan Paderewski, the famous Polish pianist, and prominent in the work of Polish rehabilitation, has arrived here on board a British cruiser.

The Berlinische Tidende expresses belief that Paderewski's mission is to found a new Polish government under entente auspices.