

RICHELIEU NAVIGATION MERGER

Twelve Companies are Included in Consolidation with Capital of Twenty-five Millions

Monetary Times Office,

Montreal, June 11, 1913.

The Richelieu and Ontario organization has been extended and by the plans of reorganization the following companies will be included in the new concern: Richelieu and Ontario Navigation Company, Inland Lines, Limited, Northern Navigation Company, Limited, Niagara Navigation Company, Limited, St. Lawrence River Steamboat Company, Limited, Richelieu and Ontario Navigation Company, Limited, of United States of America, Quebec Steamship Company, Limited, Canada Interlake Line, Limited, Ontario and Quebec Navigation Company, Limited, Merchants' Montreal Line, SS. Haddington, and Thousand Island Steamboat Company, Limited.

These companies, combined, own over one hundred boats and the amalgamation will control the baggage, freight and passenger business of the St. Lawrence and Upper Lakes, in addition to which there is talk to the effect that a service to the West Indies may be controlled.

No decision seems yet to have been reached concerning the name of the new company, but so far as can be learned the name will be, "Canada Lakes, River and Ocean Corporation, Limited." A committee has been appointed to take up this question, as well as the question of the terms upon which the different companies will be included. This committee consists of the following:—Messrs. J. Carruthers, J. R. Binning, E. Bristol, C. A. Barnard, W. Grant Morden, J. Playfair and Sir Montagu Allan.

Shareholders and Capitalization.

It is proposed to offer the shareholders of the Richelieu and Navigation Company \$120 par value of 7 per cent. preference stock and \$40 of common stock for each \$100 share of Richelieu. This would mean a preference yield of 8.40 per cent. on the exchange of shares, in addition to which would be the chances for a dividend on the common stock.

The new company to be formed will have a capitalization of \$25,000,000, half of which will be 7 per cent. cumulative preference stock and the remainder common stock. The company will also issue \$7,500,000 of 5 per cent. thirty year first mortgage debenture stock. The assets and liabilities of the companies entering the consolidation as shown by the Canadian Appraisal Company, are as follows:—

Assets.	
Vessels	\$16,875,034.00
Real Estate, Buildings & Dock Properties ..	5,450,267.99
Lease and Contracts, Goodwill, etc.	8,791,935.67
Bond Investments	130,232.37
Stores and Supplies on Hand	161,623.62
Cash in Banks and on Hand	130,873.28
Notes and Accounts Receivable	845,545.74
Unexpired Insurance	98,802.66
Deferred Charges to Operations	31,294.59
Cash Paid on Account of New Steamer	60,078.95
	<u>\$32,584,688.87</u>
Liabilities.	
5% 30-Year Debentures	\$ 7,500,000.00
125,000 7% Preference Shares of \$100 each ..	12,500,000.00
120,000 Ordinary Shares of \$100 each	12,000,000.00
Current Accounts Payable	584,688.87
	<u>\$32,584,688.87</u>

Issue to be Made in London.

Messrs. Brown, Shipley and Company and their associates have undertaken to issue all of the preference shares in London at par, so all the shareholders who prefer to dispose of their holdings at 120 will have the option of putting their shares in this issue: or, of keeping their preference shares with the bonus of \$40 in ordinary shares. Arrangements have been made for at least \$2,500,000 of the preference shares to be purchased at par in London, which will ensure a large English holding in any case, and all the securities of the company will be listed on the London Stock Exchange as well as the Canadian Exchanges.

As the securities of the new company will have the backing in London of Messrs. Vickers, Limited, Furness, Withy and Company, Brown Shipley and Company, Linton, Clarke and Company, and I. and A. Sorimgeour, and others of the highest financial influence in England, a strong market for all securities would seem to be assured.

The number of directors of the Sterling Trust Company, Limited, Montreal, has been increased from seven to eight.

BRITISH COLUMBIA

Resources of Comox District—Canada's Trade with Australasia—Shipping and Docks

(Staff correspondence.)

Vancouver, June 9th.

It is only after one has had the opportunity of personally inspecting a district that the resources of it are understood. British Columbians are prone to boast of the great resources of their province, but when these are seen at first hand it is little wonder enthusiasm becomes greater. After a personal visit to the Comox district, one realizes that this section of the province, though at present remote comparatively, possesses all those resources for which British Columbia is noted, namely, mining, lumbering, farming, hunting and fishing. Comox is seventy-five miles north of Nanaimo, and is reached now by steamer or by wagon road. Soon, however, railway transportation will be provided, for the Canadian Pacific Railway line to the north of Vancouver Island has been graded beyond Courtenay, and the Canadian Northern Railway rails are laid to Comox Lake. As a farming district, Comox has few superiors. The mountains are back from the sea a considerable distance, and the bench land and the valleys are very fertile.

Work in Progress.

Some of the finest agricultural scenes in the province are to be seen in the close vicinity of Courtenay and Comox. Eight sawmills operate in the district, and immense logging operations are carried on there by the Canadian Western Lumber Company. They employ 700 men, operate fifty miles of standard gauge railway and have a large output every month. Cumberland, also in this district, is the centre of the extensive coal mining operations of the Canadian Collieries. The miners there went out on strike last September, and though the dispute is still on it has ceased to have effect on the company. Normal output of 2,000 tons per month has again been reached. The hunting and fishing in Comox district is all that can be desired, both large and small game being found in abundance. Denman and Hornby Islands, which lie close to the entrance of Comox Bay, are also well adapted for agriculture, and many settlers are at present resident thereon.

Australia-Canada Trade.

Since the Dominion government has offered to subsidize a drydock, one or two parties have been considering the construction of one on Burrard Inlet, but as yet nothing definite has developed. The fact has to be taken into consideration that only the business of this coast could be secured. Steamers that ply to the Orient would, whenever possible, have repairs made in Hongkong, where the work can be done much cheaper owing to Chinese labor being employed. It is thought that a commercial drydock here would be a profitable undertaking, but it should not have a less lifting capacity than 15,000 tons.

Mr. John Cooke, head of Messrs. J. Cooke and Company, the largest exporters of frozen meat from Australasia, who is on the coast this week, anticipates expansion in the frozen meat trade between Australia and this country. Dealing with the matter of the meat supplies of Great Britain, he said it was to be deplored that the situation was controlled by a foreign country. He stated that 64 per cent. of Britain's meat was last year imported from the Argentine, with 14 per cent. from Australia and 18 per cent. from New Zealand. Foreign operators, principally Americans, had already obtained a large part of the Argentine trade to England, and agents were similarly engaged in Australia, their object being to obtain complete control of the market.

Although several "Princess" boats are on the runs in local waters, the principal route being that to Seattle and Victoria, two more are to be constructed. These will be 5,000-ton boats, capable of carrying double the number of passengers that the boats now here carry. They are expected to be ready by 1915, in time to care for the Panama Pacific Exposition tourist traffic.

TORONTO LIFE UNDERWRITERS MEET

A well-attended meeting of the Life Underwriters' Association of Toronto was held yesterday. Dr. Lowry, of the Imperial Life Insurance Company spoke on "A big writer of life insurance," and Mr. W. A. Pease, city manager of the same company, on "The peace that passeth underwriting." Mr. J. M. Langstaff, who is contributing a series of interesting articles to *The Monetary Times*, also addressed the meeting.