

# FOR DOCUMENT MO 2034

THE STAR, ST. JOHN, N. B., THURSDAY, SEPTEMBER 9 1909

SEVEN

## Wise Investments

Are those where your principal is safe, your income assured, which can be converted into cash at any time; that are accepted by Banks as collateral, and from which you receive a reasonable return on your money.

Do you know that Government and Municipal Bonds fulfil all these requirements?

Send for our list.

J. M. ROBINSON & SONS, BANKERS,  
St. John, N. B.

## FINANCIAL AND COMMERCIAL

### GOL. CARSON ELECTED

PRES. SILVER LEAF CO.;  
W. I. GEAR, VICE-PRES.

Leading Interests in Crown Reserve Mining  
Company Secure Control of the  
Silver Leaf Property.

It has been stated that the Crown Reserve Mining Company has taken over the Silver Leaf Mining Company, but this is not correct. The control of the Silver Leaf has passed into the hands of some of the gentlemen who have been prominently associated with the Crown Reserve Company. It should be distinctly understood that the absorption of the Silver Leaf is not in any way connected with the Crown Reserve as a company. At the annual meeting of the Silver Leaf Mining Company, held yesterday, the following new board of directors were elected:

Col. John Carson, president.  
W. I. Gear, vice-president.  
Capt. James Cooper, secretary-treasurer.

The directors are J. T. R. Laurendeau, Major J. G. Ross, C. E. Potter, of Toronto.  
Lt. Col. D. M. Robertson, Messrs. C. S. Smoke and D. F. Masoure, the three last named are of Toronto and represent the old Silver Leaf board.

The six first named in the above list are the executive members of the Crown Reserve, and also directors of the Imperial Crown, so that the latest move virtually brings the three companies, the Crown Reserve, Imperial Crown and Silver Leaf under one control, though each company will be separate and distinct.

Col. Carson and J. T. R. Laurendeau have left on a tour of inspection of the Silver Leaf property. Col. Carson states that the property will be vigorously and systematically worked, and he hopes to a successful issue.

The sensational announcement today was a surprise, the parties behind the negotiations being pledged to secrecy, so that shareholders would not be unduly excited.

The executive office will be brought to Montreal in a very short time.

The report of a Toronto paper that the Carson interests would pay 25 cents a share for Silver Leaf stock is not credited here.

### CAPITAL OF THE CARRIAGE DEAL

Names of the Companies in the New  
Carriage Merger.

The \$4,000,000 carriage merger is making satisfactory progress. The amalgamation consists of the following companies:  
The Murray & McIntosh Carriage Co., Limited.  
The Tudhope Carriage Co., Ltd.  
The Canadian Carriage Co., Limited.  
The E. N. Heney Co., Limited.  
The distribution of the capital of the new company is shown by the figures given below:

Authorized, Issued, Common, 20,000,000 1,200,000 6 p. c. cum. pfd., 20,000,000 1,200,000 6 p. c. 30-year first mortgage bonds, 1,000,000 500,000

A public issue will be made towards the end of the month, in which the preferred will be offered around 85, with a 25 per cent. bonus of common stock.

### GRAND TRUNK RAILWAY TO FORM CANADIAN BOARD

Subject is Much Discussed—Listing of  
Issues on Canadian Exchanges  
Advised

The highly important announcement comes from London that, at the next annual meeting of the Grand Trunk Railway, a subject that will engage the attention of the directors will be the formation of a Canadian advisory board. The recent opposition of Sir Charles Rivers Wilson to the idea of a Canadian board appears to be much modified since the recent arrival of the president in Canada.

It has been recently impressed upon the London directors that there is no attempt to transplant the financial control of the railway from London to Canada, but the advisability of having a board, possibly in Montreal, is being strongly urged, and signs point in the

### direction of the accomplishment of this

Another item of discussion which will arise at the directors' meeting, which will, perhaps, be of equal interest to Canadians, will be the listing of the Grand Trunk issues on the Canadian exchange. This has been long desired by many supporters of the railway system in Canada, and there is no doubt that animated trading in the issues would take place from the first. The strength of the issues on the London market has been pronounced during recent months, and a similar tendency would be noted here, if one may judge from the prevailing attitude of investors.

### Commercial-Maritime.

The Maritime Coal, Railway and Power Co. have let contracts to the Canadian General Electric Co. for a new unit to be installed in their power house at Chignecto, N. S. This machine will add 150 h.p. to the capacity of the generating station. The business of the Maritime Co. has increased to such an extent during the past 18 months as to necessitate the installation of this new machine. The power house will be extended and the work will be rushed. The steam engine will be supplied by the British Engineering Co., and will be one of the latest patterns. The General Electric obtained the contract for the generator, exciter and switchboard apparatus. Several well known Montreals are closely associated with this company among them being Senators Mitchell and Mr. Alexander McLaurin. J. C. Smith, general superintendent of the Shawinigan Water and Power Co., is acting as consulting engineer for the electric equipment.

### Halifax Railway declared regular

quarterly dividend of 1-1/2 per cent. payable October 1.

### The Governor General and Sir

Edward Clouston have just paid a visit to the plant of the Western Canadian Power Co. at St. Lawrence, a few miles from Vancouver.

### This is a power proposition in which

the Bank of Montreal has taken a good deal of interest, and it incidentally displays the bank's faith in the future growth of Vancouver.

### A large amount of Montreal capital

has gone into the scheme, and the local directors are Mr. C. E. Clouston, K.C., president; Mr. T. J. Drummond and Mr. W. M. Aitken.

Mr. A. R. Doble is secretary-treasurer.

### English investors recently purchased

\$400,000 Canadian Consolidated Rubber bonds.

### A conservative paper like the New

York Journal of Commerce states that the report of a plot to cut a melon in Union Pacific is well founded.

Some of the directors thought Harriman would never return from Europe alive.

"Naturally," says the paper, "the strictest reticence is observed by interested parties, and it is just possible that the whole thing may be hushed up, especially if Mr. Harriman decides to quit the Wall Street arena. For the present, however, more than 200 men in the financial district is believed to be occupying an unenviable position on the anxious seat."

"If the whole facts are ever divulged the consequences may be very far-reaching and the names involved will create astonishment."

Mr. Wm. McKenzie says that the actual physical damage to the Montserrat Light & Tramway Co., as the result of the great flood in that city, is about \$20,000.

### WALL STREET

NEW YORK, Sept. 8.—Wall Street—the stock market opened today in tone with moderate fractional declines throughout. Union Pacific and Southern Pacific started 1-1/2 lower than last night and fell an additional fraction afterwards. Missouri Pacific and St. Louis and San Francisco and pfd. lost 1 and Wheeling and Lake Erie 1-3/4. Interboro-Metropolitan pfd. advanced 3-4.

### J. M. ROBINSON & SONS, Bankers.

St. John, N. B., Sept. 9, 1909.

Wed. Thurs.

Amalgamated . . . 82 1/2 82 1/2 83 1/2  
Am Car Foundry . . . 67 1/2 67 1/2 68 1/2  
Am Locomotive . . . 58 1/2 58 1/2 59 1/2  
American Ice . . . 30 1/2 30 1/2 31 1/2  
Atchafalaya . . . 117 1/2 117 1/2 118 1/2  
B. & O. . . 18 1/2 18 1/2 19 1/2  
B. & O. P. . . 78 1/2 78 1/2 79 1/2  
B. & O. S. . . 116 1/2 116 1/2 117 1/2  
B. & O. T. . . 18 1/2 18 1/2 19 1/2  
B. & O. U. . . 134 1/2 134 1/2 135 1/2  
B. & O. V. . . 30 1/2 30 1/2 31 1/2  
B. & O. W. . . 42 1/2 42 1/2 43 1/2  
Dan and Rio Gr. . . 47 1/2 47 1/2 48 1/2

### DeLa and H.C.

190 190

Erie . . . 34 1/2 34 1/2 35 1/2

Consolidated Gas . . . 145 144 144

General Electric . . . 164 164 164

Gr. North Pfd. . . 152 152 151

Illinois Central . . . 150 150 148 1/2

Kansas and Texas . . . 41 1/2 41 1/2 42 1/2

Louis and Nash . . . 150 150 149 1/2

Missouri Pacific . . . 71 1/2 70 1/2 70 1/2

Northern Pacific . . . 154 153 153 1/2

Ont. and Western . . . 47 46 1/2

Pressed Steel Car . . . 50 49 49 1/2

Pennsylvania . . . 140 140 139 1/2

Reading . . . 109 109 108 1/2

Peo. G. L. and Co. . . 114 114 114 1/2

Rock Island . . . 38 38 37 1/2

Rock Island Pfd. . . 75 75 74 1/2

Rock Island S. . . 38 38 37 1/2

Rock Island T. . . 38 38 37 1/2

Rock Island U. . . 38 38 37 1/2

Rock Island V. . . 38 38 37 1/2

Rock Island W. . . 38 38 37 1/2

Rock Island X. . . 38 38 37 1/2

Rock Island Y. . . 38 38 37 1/2

Rock Island Z. . . 38 38 37 1/2

Rock Island AA. . . 38 38 37 1/2

Rock Island AB. . . 38 38 37 1/2

Rock Island AC. . . 38 38 37 1/2

Rock Island AD. . . 38 38 37 1/2

Rock Island AE. . . 38 38 37 1/2

Rock Island AF. . . 38 38 37 1/2

Rock Island AG. . . 38 38 37 1/2

Rock Island AH. . . 38 38 37 1/2

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Rock Island AK. . . 38 38 37 1/2

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Rock Island AN. . . 38 38 37 1/2

Rock Island AO. . . 38 38 37 1/2

Rock Island AP. . . 38 38 37 1/2

Rock Island AQ. . . 38 38 37 1/2

Rock Island AR. . . 38 38 37 1/2

Rock Island AS. . . 38 38 37 1/2

Rock Island AT. . . 38 38 37 1/2

Rock Island AU. . . 38 38 37 1/2

Rock Island AV. . . 38 38 37 1/2

Rock Island AW. . . 38 38 37 1/2

Rock Island AX. . . 38 38 37 1/2

Rock Island AY. . . 38 38 37 1/2

Rock Island AZ. . . 38 38 37 1/2

Rock Island BA. . . 38 38 37 1/2

Rock Island BB. . . 38 38 37 1/2

Rock Island BC. . . 38 38 37 1/2

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Rock Island CK. . . 38 38 37 1/2

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Rock Island CM. . . 38 38 37 1/2

Rock Island CN. . . 38 38 37 1/2

Rock Island CO. . . 38 38 37 1/2

Rock Island CP. . . 38 38 37 1/2

Rock Island CQ. . . 38 38 37 1/2

Rock Island CR. . . 38 38 37 1/2

Rock Island CS. . . 38 38 37 1/2

Rock Island CT. . . 38 38 37 1/2

Rock Island CU. . . 38 38 37 1/2

Rock Island CV. . . 38 38 37 1/2

Rock Island CW. . . 38 38 37 1/2

Rock Island CX. . . 38 38 37 1/2

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Rock Island CZ. . . 38 38 37 1/2

Rock Island DA. . . 38 38 37 1/2

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Rock Island DO. . . 38 38 37 1/2

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Rock Island FA. . . 38 38 37 1/2

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Rock Island FD. . .