

REASONS WHY OUR STOCKS ARE HIGHER.

G. P. R. Selling Higher than Union or Lehigh Valley.

In a comprehensive article the *Boston News Bureau* seeks to explain the reasons why Canadian Pacific Railway is selling so much higher than Lehigh Valley and Union Pacific. All three companies pay 10 per cent. on their common stock. During 1910 Canadian Pacific had 15 per cent. available for dividend surplus, Lehigh Valley 13 per cent. and Union Pacific 17 per cent. At the present time Canadian Pacific is selling around 245, Union Pacific around 190, and Lehigh Valley around 175.

The *Boston News Bureau* points out that the reasons for the difference in the selling price of these stocks is not with the Union Pacific and Lehigh Valley but with the United States. It adds:—

"Canadian Pacific has valuable lands; Union Pacific has valuable investments. It has 'Southern Pacific, with lands worth vastly more. Canadian Pacific is in a growing country. Union Pacific is in a growing country. Canadian Pacific will probably show 15 per cent. surplus for common stock this year. Union Pacific will show 17 per cent. But Canadian Pacific sells ex-inter-state commerce commission and ex-two score of state commissions. It sells ex-government suits. Union Pacific quotations sell ex-nothing that the corporate nerves may imagine. It has won its case regarding control of Southern Pacific in the country's court of last resort but one, but the Government will certainly carry the case up on appeal. Lehigh Valley has defended and lost the preliminary skirmish in the federal suit under the commodities clause and is now facing the final trial of that case. Canadian Pacific thrives on the very contrast with United States environments."

Thus, in brief, the *Boston News Bureau* concludes that it is the United States Government which is to blame for the low price at which railway stocks in the United States sell in comparison with Canadian Pacific Railway. During the past ten or a dozen years there has grown up an intensely hostile feeling against the railroads and all big corporations. A large part of this is undoubtedly due to the false desire for the spectacular and unusual. Yellow journalism has flourished on the "Muck-raking," which has grown so dear to the American people. In their desire to restrict the power of corporations they have undoubtedly carried hostile legislation to an extreme extent, and as a result have caused a certain amount of uneasiness among shareholders of railway companies and other corporations.

In Canada we are singularly free from "Muck-raking." We have big corporations to deal with, and are now commencing to feel

the growing power of the Trusts. At the same time we take a calm view of these things and are not stampeded as are our American cousins.

Our Railway Commission effectively controls the railway companies, the rates which they charge, and all other matters pertaining to transportation. Our Public Utilities Commissions stand between the people and the Trusts, and, although only recently created, are already proving very useful in preventing undue charges by the Trusts. Altogether we in Canada have a saner, safer and more satisfactory form of government than have our Southern neighbors.

MONTREAL STREET'S EARNINGS.

The earnings of the Montreal Street Railway continue to grow. The financial statement for June, and for the nine months of the fiscal year, is evidence of increasing prosperity.

Total earnings for June are \$432,026, as compared with \$384,564, while the operating expenses were \$227,217, leaving a net balance for the month of \$204,809, or an increase of \$19,093 over June, 1910.

Total charges for the month were \$63,995, while the surplus is placed at \$140,118.

Total earnings for the nine months total \$3,438.40, as against \$3,091,799, while the operating expenses were \$2,015,139, leaving a net balance of \$1,423,800, as compared with \$1,285,507 for the corresponding period last year.

Total charges were reported \$403,885, while the surplus for the nine months was \$1,019,915.

MERCHANTS' INCREASE DIVIDENDS.

The Merchants Bank is the latest of our financial institutions to increase its dividend. The directors have decided to place stock on a ten per cent. basis instead of nine as heretofore. The Merchants is one of our most conservative banks and their latest move is a very good indication that continued prosperous times are ahead of us. The increased dividend is payable September 1, to holders of record, August 15.

A COMPARISON IN EARNINGS.

The following figures showing the gross earnings and increases of the Montreal and Toronto Street Railway Companies for the first six months will prove of interest. It will be noticed that they are practically the same:

Montreal—		
	Gross.	Increase.
January.....	\$363,147	\$40,102
February.....	326,628	26,598
March.....	368,079	35,298
April.....	367,410	31,468
May.....	419,459	58,978
June.....	419,347	46,088
Total.....	\$2,264,070	\$238,532
Toronto—		
	Gross.	Increase.
January.....	\$332,380	\$31,033
February.....	335,108	27,334
March.....	372,946	29,404

April.....	367,535	37,594
May.....	406,885	46,031
June.....	401,186	36,391
Total.....	\$2,246,040	\$208,387

G. T. R. EARNINGS.

The Grand Trunk Railway traffic earnings from July 15th to 21st, 1911:—

1911.....	\$960,016
1910.....	660,452
Increase.....	\$299,564

C. P. R. EARNINGS.

The Canadian Pacific Railway earnings for the week ending July 21:—

1911.....	\$2,120,000
1910.....	1,958,000
Increase.....	\$162,000

C. N. R. EARNINGS.

The Canadian Northern gross for week ended July 21 follows:—

1911.....	\$337,000
1910.....	277,800
Increase.....	\$59,200

WEEKLY CLEARING-HOUSE RETURNS.

MONTREAL.

Week ending July 27, 1911.....	\$45,382,638
Corresponding week, 1910.....	43,677,128
Corresponding week, 1909.....	34,291,767

JOHN KNIGHT, Manager.

OTTAWA.

Week ending July 27, 1911.....	\$4,164,693
Corresponding week, 1910.....	3,411,778
Corresponding week, 1909.....	3,106,885

W. J. CHRISTIE, Manager.

QUEBEC.

Week ending July 27, 1911.....	\$2,867,659
Corresponding week, 1910.....	2,249,398

F. W. RUSSELL, Manager.

HAMILTON.

Week ending July 27, 1911.....	\$2,472,399
Corresponding week, 1910.....	1,707,044
Corresponding week, 1909.....	1,637,358

G. W. BRENT, Manager.

LONDON, ONT.

Week ending July 27, 1911.....	\$1,196,299
Corresponding week, 1910.....	1,217,775
Corresponding week, 1909.....	1,001,187

J. H. HUNGERFORD, Manager.

CALGARY.

Week ending July 20, 1911.....	\$4,204,665
Corresponding week, 1910.....	2,869,827
Corresponding week, 1909.....	2,011,577

F. G. CHERON, Manager.

BRANDON.

Week ending July 20, 1911.....	\$576,845
Corresponding week, 1910.....	459,027

VICTORIA.

Week ending July 18, 1911.....	\$2,925,282
Corresponding week, 1910.....	2,288,036
Corresponding week, 1909.....	1,524,598

F. H. LAUNDY, Manager.

VANCOUVER.

Week ending July 20, 1911.....	\$10,211,675
Corresponding week, 1910.....	9,094,975
Corresponding week, 1909.....	5,052,702

H. LOCKWOOD, Manager.

ONTARIO'S MINERAL OUTPUT.

ACCORDING to the annual report of the mines branch of the Department of Mines, Ontario produced in the twelve months \$91,831,440 worth of minerals, compared with \$85,557,100 in the preceding year, an increase of about 7.3 per cent.

Metals increased by \$2,382,473; structural materials and clay products by \$5,193,393, and other non-metallic products by \$1,001,532.