

NEW ISSUES

Our statistical department will furnish without charge complete information and unbiased advice concerning any of the new issues of bonds or stocks. Correspondence solicited.

ÆMILIUS JARVIS & CO.

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JARVIS BUILDING. - TORONTO, Ont.

HIGH GRADE INVESTMENTS

ONE HUNDRED YEARS AGO

The First Steamboat Entered the St. Lawrence—Montreal Port Will Do Big Things.

Last year marked the completion of one hundred years since the first boat driven by steam churned the waters of the St. Lawrence. The old "Accommodation," with a 75 foot keel and drawing 6 feet started on her first trip from Montreal to Quebec on November 3rd, 1809, making the passage in 36 hours actual sailing time. The same trip was made last year by the S. S. "Laurentic," 15,000 tons, of the White Star-Dominion Line, in less than 10 hours, drawing 29 feet 6 inches of water.

The season of 1909 witnessed the inauguration of the following new steamship lines. The details are recorded in the report for 1909 of the Montreal Harbor Commissioners.

The White Star Line service between this port and the port of Liverpool, placing on the St. Lawrence route their two new steamships, the "Laurentic" and "Megantic," each having a gross tonnage of 15,000 tons.

The Canada Line, passenger and freight service, between Montreal and Rotterdam and Hamburg, with the following steamships: "Willehad," "Prinz Adalbert," "Nassovia," "Prinz Oskar," "Maartensdyk," "Zyldyk," "Kaandyk."

The Thomson Line early last year ordered two steamships, the "Tortona" and "Saturnia," the former arrived in port in October, and on the 19th November sailed for Naples, Italy, thus establishing a new and direct service between the port of Montreal and the Mediterranean.

Two large tugs, the "Sin-Mac" and "J. O. Gravel," built to the order of the Sincennes McNaughton Line, in Scotland, arrived in the harbor in June, having crossed the Atlantic Ocean under their own steam.

Safety of the St. Lawrence Ship Channel.

The safety of the St. Lawrence Ship Channel to Montreal has been emphasised this year more than ever. Passenger and cargo vessels of 15,000 tons, such as the "Laurentic" and "Megantic" have used it throughout the entire season, with no untoward incident marking their first year's run to this port. To-day, captains of ships declare the St. Lawrence to be the best lighted and buoyed channel in the world, and it is due to their recommendation that the Mersey Docks and Harbour Board of Liverpool have, during the past season, adopted the type of gas buoy used on the St. Lawrence River.

There has been in the St. Lawrence Ship Channel for the first half of our season of navigation a low water depth of 36 feet, which would permit of the "Mauretania" navigating the channel to Montreal.

Elevator Was Busy.

The past season has been the best in the history of the elevator, as may be seen from the following statement of grain handled during the past three years, which figures need no comment,—

Year.	Bushels.
1907	1,078,289
1908	8,661,350
1909	11,554,262

Notwithstanding the fact, that although from the beginning of the season day and night shifts were employed, the elevator on several occasions was not able to handle the trade offering.

To its splendid situation,—being accessible to all railways over the harbor terminals, and to all cartage companies—

is due its increased popularity during the past season for the storage of local delivery grain. Owing to this, export trade had to be turned away through lack of space. To cope with the increased demand for storage space for export grain, the commissioners in the early part of the season found it necessary to regulate taking grain for local delivery, which temporarily met the situation.

Cannot Handle This Year's Grain.

While the facilities for handling grain at this port this year will be better than ever before, through the addition of the extra marine tower and the extension of the conveyer system to the Jacques-Cartier Pier, the Port of Montreal will in no sense be properly equipped to take care of the large quantity of grain expected in the fall of 1910 from Victoria Harbor and other Georgian Bay Ports over the Canadian Pacific and Grand Trunk Railways.

Hitherto the harbor elevator has been entirely fed with waterborne grain by way of the canals. Large storage capacity erected by the railways at Georgian Bay points will necessitate similar storage capacity at the ocean terminals. This rail handled grain business will be new business for the harbor and provision must be made to take care of it. Large storage capacity means a constant supply of cargo for the ships which is most desirable.

There is still no equipment in the port for the repair of ships, although the commissioners have spent much time in an endeavor to secure this long needed addition to the port. Two definite proposals were received from responsible firms, both of which were laid before the Government.

Will Do More Than Retain Trade.

On October 30th, 1909, the Board presented a unanimous report, recommending a scheme to be carried out in sections, year by year, the principal features of which are that it will:

1. Double the capacity of the port.
2. Lessen St. Mary's Current, so that water portage from one end of the harbor to the other may be possible; thus making the river frontage in the east end of the city as valuable as the centre now is, and reducing the cartage charges over the whole area.
3. Give an all-the-year-round railway service from Point St. Charles to Bout de l'Isle, open on equal terms to every railway doing business in Montreal.
4. Reduce the handling charges on every ton of freight coming to the port.

The rapid growth of the country, the immense increase in her transportation needs, make it obligatory to proceed with the utmost despatch, in establishing terminal facilities at Montreal which will not only retain Canadian trade for Canadian seaports, but which will offer a competitive trade route available for a large portion of exports and imports of the Western States.

A settlement has been arranged in the affairs of the Alexander Gibson Railway and Manufacturing Company, of Marysville. The Bank of Montreal, the Liverpool firm of Farnworth & Jardine, and the Canadian Colored Cotton Mills Company had large claims against the Gibson Company, and the matter was in litigation. In the new agreement, Alexander Gibson, so long known as the lumber king of New Brunswick, and the man who founded the town of Marysville, and built up the great industries there, will receive \$5,000 per year and the use of his house and grounds for life. The other parties to the dispute arranged for a satisfactory settlement of their claims.