

pany satisfactory to the New York State Insurance Department has been consummated. The Pittsburgh company will be admitted to do business in this State.

Notes, Personal and Otherwise.

Your correspondent is glad to report that the grand jury has refused to take up again the matter of the indictments of President Hegeman, of the Metropolitan Life, and that any future action in that direction will probably fail.

The well known firm of Fred. S. James & Company have been appointed United States attorneys for the Legal Insurance Company, Ltd., of London.

A desperate endeavor is being made to hold traction and electric risks with the regular companies and prevent them, if possible, from going to the London Lloyds and unauthorized concerns.

The convention season is now approaching, and we are able to mention a number which will shortly take place: On July 13, the National Association of Accident Underwriters, at Niagara Falls; early in August the Detroit Conference of Industrial Accident Companies, somewhere in the neighbourhood of Detroit; August 24, the National Insurance Convention of Insurance Commissioners at Colorado Springs; on October 7-9, the American Life Companies at Cincinnati, and at about the same time the meeting of the Western Union and also of the Fire Underwriters' Association of the Northwest, the latter of which will be held at Chicago.

QUERIST.

New York, June 29, 1909.



ABLE TO TURN AN HONEST PENNY.

In view of recent Harriman financing—actual or reported—the following from the Philadelphia Post is of interest: In 1904 the Southern Pacific owed a large floating debt—mostly to the Union Pacific which had bought control of the road some two years before. To liquidate this debt is issued forty millions of preferred stock, which was sold to its shareholders, including the Union Pacific, at par. In 1907 an additional thirty-five millions of preferred stock was sold to shareholders at par.

The road now proposes to redeem the seventy-five millions of preferred stock at a hundred and twenty dollars a share—a hundred dollars in bonds, twenty dollars in cash. Holders of the preferred stock have received regular dividends at the rate of seven per cent. a year, and are now offered a bonus of twenty per cent. On this basis the Southern Pacific will have paid the Union Pacific and its other shareholders about thirteen per cent. per annum.

Only the other day Mr. Harriman positively asserted that the Standard Oil fine—as a sort of culmination of the dreadful Roosevelt policies—caused the panic of 1907. We wish merely to point out that, in spite of terrible handicaps, it has been possible for a really bright man to get a fair run for his money in railroading.

GEORGE R. HUNTINGDON, general superintendent of the Soo Line, has been appointed general manager, effective July 1.

Our London Letter.

THE RUSH OF NEW ISSUES.

Relapse in Kaffirs—Canadian Northern Flotations—
A Fillip Given to Grand Trunks—Slump in Latin
Americans—British Investments Throughout the
Empire and Beyond—Taxation of Insurance
Companies—Special Correspondence of
THE CHRONICLE.

The recent sharp relapse in the Kaffir market appears to have been largely due to events at the Cape. An enormous bull position had been built up in Johannesburg, and some of the Cape banks, not liking the way things were developing and desiring to make their position as strong as possible in view of the near approach of half-yearly balance sheets, called in a large portion of their funds. The sales from the Cape frightened weak speculators here and on the Continent, with the result that shares were thrown upon the market in enormous quantities. The market, no doubt, is all the healthier for the clearing out of all these weak speculators, and it is characteristic of the confidence felt by people in the future of the Rand industry itself that the question is now being asked whether the fall has not been overdone. There appears to be an impression that it has.

A Rush of New Issues.

Promoters and issuing houses began the week by issuing eight prospectuses on Monday morning. The combined capital represented by these documents was well over three millions, while further issues which have since seen the light bring the week's total to well over eight millions. These issues are curiously diversified in character; home industrials, rubber companies, North and South American light and power propositions, and railway companies in such widely distant countries as Canada, Argentina, India and China, all being represented. It says something for the digestive powers of the British investor that the lists for at least two of these issues could be closed long before the time fixed. One of these was a small Chinese railway loan—£740,000 of 5 p.c. bonds at par. In spite of recent revelations by the well known Pekin correspondent of The Times regarding the mismanagement of Chinese railway construction, the success of this issue was practically a foregone conclusion, as in London these Chinese loans have a very strong financial backing that has never yet failed to make a big success of a new issue.

The other issue, of which the lists were quickly closed, was, it is satisfactory to note, that made by the Canadian Northern, which with its subsidiaries has now about 12½ millions of bonds quoted on the London Exchange. The present issue was of £1,200,000 4 p.c. debentures at 97½ followed within a few days by Canadian Northern Ontario 4 p.c. perpetual consolidated debenture stock—£800,000 at 92. As the former bear the guarantee of the Provincial Governments of Alberta and Saskatchewan, the price was undoubtedly very attractive. On the other hand, the British public will have nothing to do with the debentures issued by Mr. Selbridge, of Chicago, on his new store in London.