be provided for on 1st May, 1907. As the Dominion Government will not be able, in the next two or three years, to take care of its financial obligations without extensive permanent loans, and as it will, therefore, be a strong competition for London's available surplus, it will be interesting to estimate the amounts that have to be raised in 1907 and 1908. Owing to the present world-wide strain on capital, the appearance of a new borrower, or rather the re-appearance of an old borrower, becomes a matter of some importance to the international markets—more particularly so when the old borrower has been engaged in paying off old loans. Besides this balance on the £4,000,000 loan, due next May, there is another obligation of a peculiar nature to be met. In 1888 the Ottawa Government guaranteed $15,000,000 of Canadian Pacific Railway land grant bonds. In 1903 the railroad company began to pay the proceeds of its land sales into the Dominion Treasury to cover its contact. In 1903, $1,500,000 was paid in; in 1904, $3,000,000; in 1905, $2,500,000, and in 1906, the balance required to redeem the whole bond issue, $8,000,000, was paid in. As this money was paid, it was used by the Treasury for its own purposes. No doubt, the payments played an important part in enabling the Canadian finance minister to meet his maturing loans. But, as the Canadian Pacific Company has paid in the full amount of the bonds they become a direct obligation of the Governments. The bonds mature in 1908. Recapitulating these two items, and adding to them other loans that mature, the following total is obtained:

Due in 1908, C. P. R. Land grant bonds..	£3,000,000
" " 1907, Balance of extended loan..	1,926,000
" 1st May, 1908, I. C. R. guar. 4 p. c. loan.. ..	1,500,000
" 1st Nov., 1908, 4 p. c. loan..	4,500,000
	£10,926,000

Thus some $50,000,000 of maturing loans are to be provided for—not a formidable undertaking for a country like Canada, while the world's money markets are in normal condition and while the national revenues are steadily expanding. Besides, it is always easier to renew an old loan, which has been well placed with investors, than to place an entirely new one, for there is always a considerable number of holders who will desire to retain their investment, if it has proved satisfactory; and these will readily exchange the old bonds for new. But there will be a large amount of new money wanted, also construction work on the National Transcontinental Railroad, which is the Government end of the Grand Trunk Pacific—from Moncton, New Brunswick, to Winnipeg—will begin in earnest in the spring of 1907. In the public accounts for the 9 months ending 31st March, 1907, $10,000,000 has been provided for this purpose; and for the fiscal year ending 31st March, 1908, $28,000,000. In addition to this $38,000,000, which it must borrow itself, the Government has contracted to guarantee the bonds, up to 75 p.c. of cost of construction, issued by the Grand Trunk Pacific Co., for the construction of its end of the road, that portion from Winnipeg to the Pacific Coast. This, along with what the Grand Trunk Pacific will require to borrow on its own credit and that of the parent Grand Trunk Co., can hardly be less than fifty or sixty millions of dollars. Thus in connection with the building of the Grand Trunk Pacific, and with loans maturing, demand will have to be made on the London market in the next two years amounting to $140,000,000. That is from the Dominion Government and the Grand Trunk. It is certain that two other lusty Canadian borrowers will be, at the same time, presenting requests for permanent loans. The Canadian Pacific, since the Grand Trunk Pacific scheme assumed definite shape, has been extraordinarily active in constructing branch lines and acquiring new connections both in the West and the East. And the Canadian Northern, with its ambitious plans for a third transcontinental system, is certain to push vigorously forward the work of connecting the various systems in different parts of Canada which it now owns and operates. Both these borrowers look to London to finance them. Then, of course, there is Mr. J. J. Hill to be considered. His financial connections are chiefly in New York, but it is well known that he can call on London too for funds, if he thinks it well to do so, for whatever construction work he may do in Canada. No doubt, he will use whichever market is the cheapest.

Altogether it is pretty plain that in 1907 and 1908, London will be asked to supply a very respectable amount of funds for the Dominion's public and private purposes. These demands will fall on the market, of course, in company with demands from various other parts of the world, and they will play their part in influencing London's attitude towards other markets.

LARGE INCREASE IN CAPITAL.

TRAVELLERS TO ISSUE $9,000,000 ADDITIONAL STOCK AT PAR TO SHAREHOLDERS.

At a meeting of the Board of Directors of the Travelers Insurance Company, held at the home office, the president was authorized to apply to the Connecticut Legislature at its January session for an amendment to the company's charter allowing it to increase the present capital of $1,000,000 to $10,000,000 as required, stockholders of record to be allowed to subscribe for the new issue at the par value of stock, namely, $100.