

age credited to forest fires. The first half of 1909 fortunately shows considerable reduction from the amounts chargeable against the same period in 1907 and 1908.

**RECENT SECURITY ISSUES IN THE UNITED STATES.**

Taking advantage of monetary plenty, railroad and industrial corporations in the United States have issued during the first-half of 1909 new bonds, notes and stock to the aggregate of \$861,749,980, which compares with \$836,124,876 in 1908, showing an increase of only \$25,670,104, but the larger increase over 1907 of \$62,172,880. According to the New York Journal of Commerce the railroads reduced their borrowing by \$175,764,296, but industrial companies were able to float bonds on attractive terms and their total financing increased \$201,434,400 during the six months. Of the grand total the railroads contributed \$516,736,080 and the industrial companies \$345,058,900.

It is to be noted, however, in connection with the foregoing that almost one-half of this year's financing in the United States has represented the refunding of bonds and notes that mature either in 1909 or in 1910. Not more than \$500,000,000 absolutely new capital has been provided. In 1910, too, there will be demands for refundings still greater than those of this year. Some \$325,000,000 of short term notes, issued in months of tight money or panic, mature next year.

The past half-year's authorizations of railroad and industrial securities totalled over \$1,400,000,000—of which the \$862,000,000 reported as actually issued is but little over 60 per cent. In this connection it is to be noted that very often a company does not publish the fact that it has sold bonds, whereas formal sanction must be obtained when additional securities are authorized. Another reason for authorizations being so much greater than the issued amount is that the former are artificially expanded by the necessity for providing for available stock whenever convertible bonds are sold—a practice increasing in vogue of late.

And part of the unissued authorizations will doubtless be sold later. These, with new flotations in the offing, make it appear that the second half of 1909 will be a period of continued demands upon available capital.

Government and municipal borrowings are not included in the foregoing, and the latter alone have already totalled some \$293,000,000 this year. And in the near future, the Federal Government will make considerable demands upon the market—probably through an issue of 3 per cent. certificates. It is not likely that 2 per cent. bonds would be in much demand. Owing to withdrawal of Treasury deposits, and present over-inflation of note currency, the banks would not be eager to bid for another offering of Panama bonds.

**THE SUN INSURANCE OFFICE.**

Three months ago the Sun Fire Office, of London, entered upon its 200th year. Originally housed in one small room at Paul's Coffee House, the company has in a measure marked its steady growth by successive movings into larger and larger offices. The first change was to two rooms; after a half-century or so the company found itself in fairly commodious quarters in Bank Street, Cornhill, where it remained until after the demolition of the building in 1838. After that the sites of St. Bartholomew's Church and several houses in Threadneedle Street were purchased and the present handsome offices erected.

During two centuries the strength of the company has increased steadily with its growth. To many a practical test has it been put—none more conclusive than the San Francisco disaster, three years ago. That the paying out of \$1,750,000 for claims in that year brought no eclipse to the Sun is evident from the following summary of underwriting results and total funds during the past three years and the preceding decade.

|           | Net Fire<br>Premiums | Losses.<br>p.c. | Expense.<br>p.c. | Total<br>Funds. |
|-----------|----------------------|-----------------|------------------|-----------------|
| 1895..... | \$4,896,000          | 55.8            | 33.0             | \$ 9,666,000    |
| 1900..... | 5,352,000            | 58.9            | 34.8             | 11,031,000      |
| 1905..... | 6,546,000            | 45.9            | 35.3             | 13,343,000      |
| 1906..... | 7,358,000            | 71.8            | 35.6             | 12,126,000      |
| 1907..... | 7,388,000            | 48.9            | 35.9             | 13,221,000      |
| 1908..... | 7,253,000            | 54.98           | 36.96            | 13,817,000      |

Such growth within three years of the world's greatest conflagration is a noteworthy achievement.

Like leading British fire offices in general, the Sun found underwriting conditions in 1908 less favourable than in 1907, owing largely to commercial and manufacturing recession. In the matter of total funds, however, the year brought a substantial increase in the company's notably strong showing. Combined with the profit and loss balance these funds totalled \$13,817,585 at the close of 1908 made up as follows:

|   |                     |
|---|---------------------|
| Capital paid up.....  | \$ 600,000          |
| Fire Fund.....  | 10,401,505          |
| Employers' Liability Fund.....  | 483,095             |
| Accident and General Fund.....  | 71,470              |
| Dividend Reserve.....   | 600,000             |
| Investment Reserve.....   | 176,575             |
| Pension Fund.....   | 257,780             |
| Balance at credit of Profit and Loss after<br>payment of dividends..... | 1,227,160           |
| <b>Total Funds.....</b>   | <b>\$13,817,585</b> |

Under the capable management of Mr. H. M. Blackburn, of Toronto, the Sun transacts a most important business in Canada, where it has a net amount of fire insurance in force of about \$40,000,000. In Montreal the company is represented by Messrs. Evans & Johnson.

"FAKE" ACCIDENT CLAIMS against public service corporations are no uncommon occurrence. This week three Russian Poles, charged with having swindled the Canadian Pacific Railway Company out of \$150 through a claim in connection with the crashing of the runaway engine through Windsor Station a few months ago, were arrested in Montreal