cian's spectacles it should be clear that other influences have been at work, which will account very largely for the advance. There was prior to the appearance of the Budget, a fair amount of short selling by people who anticipated a smart fall in consols on the publication of the Chancellor's statement, and their hopes not being realized, have deemed it wise to cover. The monetary position is, of course, very favourable to a firm market in the highest class of stocks, especially when combined, as at present, with a scarcity of floating stock. The great success which has attended recent new issues of gilt-edged securities is a sufficient indication of the demand for this class of stocks by people who have got tired of the small amount of interest on deposits given under present conditions, by the banks, or of lending their funds at starvation rates in the open market.

**Stock Exchange Broker Goes "Outside."**

On the London Stock Exchange, the pre-eminence of the Budget as a topic of conversation has been challenged this week by the resignation of a prominent member, who is continuing his business "outside." He is taking this step because he does not agree with the Stock Exchange Committee that members shall not be allowed to advertise. This somewhat dramatic action has revived again with renewed vigour the old question: Should members advertise? Discussion concerning this was very vigorous a month or two ago. As 116 members have just resigned their membership of the House, it does not appear that business, even under present cheerful circumstances, is sufficiently good as to warrant no efforts being made to obtain more of it. Possibly, if a poll of the members on the subject were taken it would be found that while the younger members are in favour of advertising, the older heads would prefer to remain in their present state of traditional dignity. The innovation of this week, however, will serve a very useful purpose in determining how far there is a public, which is anxious to carry out *bona fide* stock and share transactions, but has up to the present been precluded from doing so owing to its ignorance of Stock Exchange methods and the difficulty of getting into touch with members. This public is generally averred by Stock Exchange reformers to be a large one; and from evidence which has lately accrued in conviction with the liquidation of one or two large bucket shops it would appear that such is the case. In many quarters there are anticipations that the broker who has been bold enough to make this move will have a good many imitators, and it is even suggested that sooner or later a second Stock Exchange will be formed, in which the men shall all be of repute and integrity but shall not be bound by the stringent conditions of the present Stock Exchange regarding advertising. In any event the progress of the present experiment will be watched with a good deal of interest.

**Some Market Movements.**

Disquieting news has come this week from the Argentine, where the British capitalist has 400 millions invested in railways, trams and land companies, municipal and state bonds. Argentina has been doing great things of late, but a somewhat less optimistic speech than usual from the chairman of one of the railways, who has just been out there, suggests to the market that the harvest will scarcely justify the very lavish expenditure the railways have lately been indulging in. It was not long ago, by the way, that an Argentine official in London was explaining that although Buenos Ayres was full of "labour" agitators the prosperity of the *country* was so great that they became quite contented and forgot to agitate. The news from Buenos Aires this week makes this official declaration a little ludicrous. The London market has such large interests in Latin America that news of this kind is bound to cause disquiet and Argentine railways, for once in a way, have been distinctly off colour this week.

**Grand Trunks Gaining in Favour.**

It is significant of a considerable change in sentiment that a good many operators on the short side before the recent Grand Trunk meeting have since either reduced their commitments for the fall or have got even. It was not very long ago that nothing was too bad to say of Trunks, but lately their good points have been finding favour, and the future is now being looked forward to with some confidence.

Current issues in London are mostly of a high class character. New Brunswick, which through the Bank of Montreal offered £450,000, 4 p.c. registered stock at 102 last week is a new borrower on the London market. In connection with this issue attention was drawn to the point that the yield afforded by Canadian provincial loans is considerably more than that given by the general run of Colonial Government securities. This is attributed to the fact that they are the only stocks of their class not eligible for trustee investments in this country, and it is suggested that a rectification of the anomaly would probably mean appreciation in their value. An early flotation of City of Toronto bonds for £375,000 is the next expected Canadian issue. Victoria (Australia) is now asking subscriptions for a million and a half 3½ p.c. stock at 98, and there is quite a run on the London market by foreign municipal corporations. Finland has been represented this week; next week Japan is expected.

**Increased Marine Insurance Rates.**

Shipowners are complaining very bitterly of the increased assurance which underwriters are now compelling them to pay upon their boats. In addition to the increased premiums (to quote a scandalised shipping journal) underwriters are still insisting on the most outrageously high values in many cases, these values being just about double the market value of the boat." Underwriters, too, having lost so much within the last few years are becoming very loth to insure old boats, so that owners are going either to the Insurance clubs or running their own risks. This is said to account for the present slack condition of business at Lloyds, but that is probably a pessimistic view. Foreign insurance circles are equally inactive.

METRO.

LONDON, May 11, 1909.