

pectations have not been quite realized, Lombard Street having anticipated the direct 1 p.c. step to 4 p.c.

Success of Canadian Issues.

It is extremely satisfactory to notice that amid all the harum scarum developments of political affairs the two important Canadian issues of the week have gone well. The new Dominion issue of £4,000,000 3½ p.c. stock at 99, is reported as meeting a good reception. Certainly the prospectus made its appearance at an extremely unfavourable moment—markets were very disconsolate on Monday—but this makes the more striking the contrast between this issue and the recent one of the Indian Government, which, as mentioned in this column last week, was a "frost."

The new issue, as may be remembered, is redeemable at par in London, 1st July, 1950, the Canadian Government having the option to redeem at par on and after 1st July, 1930, on giving six months' notice. A sinking fund of one-half p.c. per annum is being provided. Holders of 4 p.c. 1910-35 bonds and stock receive in exchange an equivalent amount of 3½ p.c. stock and an immediate cash payment of £1.18.8 p.c., being £1 the difference between the par value of the 1910-35 bonds and the issue price of the new stock and £2 per cent. for interest due 1st July next, less £1.1.4 per cent. for interest on the instalments to that date. A full six-months' interest will be paid on the 1st July next. Following precedent, application for the cash portion of the loan could be made in multiples of £10, and the Bank of Montreal took excellent care to inform those who have previously availed themselves of these opportunities for investing their savings, of the issue of the new loan. The attention was doubtless appreciated seeing that both the issues to which last year small investors had an opportunity of subscribing now stand at a premium.

The Canada Cement issue also, I hear, went well. This was a sale by the Royal Securities Corporation of Montreal, on behalf of themselves and others of \$1,000,000 6 p.c. first mortgage 20-year Sinking Fund Gold Bonds (part of the \$5,000,000 already issued) at par. An issue in London of this company's 7 p.c. preference shares was made in October last to the amount of \$1,175,000 a bonus of one ordinary share or \$25 cash for every four preference shares purchased being offered to subscribers.

Hudson Bay Developments.

Grand Trunks have been strengthened by the unexpectedly good traffic, while, in the case of Hudson Bays, there has been a recrudescence of rumours regarding the modernization of the company's organization, but selling leaves them two points down on the week. Some time back there was an astonishing report afloat in London that the Hudson Bay fur business had been acquired by Harrod's Stores. The foundation for this appears now to be that Harrod's managing director, whose organizing abilities are very widely known on this side, has been called in to advise on the organization of a "trading department." It is said also that the question of splitting the shares into the denomination of £1 is on the tapis.

News of the sudden death of Mr. Archer Baker, European traffic manager of the C.P.R., has been

received with sincere regret since the excellent work he had done in building up the company's connections on this side was widely known. His almost romantic career, apart from his personal qualities, ensured for him a position of prominence in a circle wider even than the Canadian world in London. His successor, Mr. George McL. Brown, has been already dubbed by the "Daily Mail," the "modern Moses." The excuse for this is that his position is one that appeals to our imagination. Even the Far-Eastern and Australian connections of the P. & O. are not so delightfully romantic as the Canadian Pacific's headline "Half way round the world."

Canadian Pacific and Hudson Bay Route.

Sir Thomas Shaughnessy has been paying the usual penalty of being in London—a crowd of interviewers have been after him. He is bracingly optimistic about Canadian conditions, but has had something to say in deprecation of the proposal for utilizing the Hudson's Bay route as an audit for the grain traffic from the West. The seasons, in his opinion, are too capricious to make the project feasible—"you never know when the passage out of Hudson's Bay is going to be blocked by ice."

In view of the enormous amount of publicity work which is being put in on behalf of the Dominion on this side it should not be much longer possible for anyone truthfully to say that he knows nothing about Canada. The Grand Trunk has just started a new exhibition which should do an enormous amount of good work in this direction. It consists of an extensive collection of cinematograph views made last summer and representative of practically every phase of Canadian scenery, life and industry. The films are to be distributed among educational authorities and others throughout the country and should do a good deal in the way of effective propaganda.

Insurance Items.

From the return made by the various fire companies of insurances effected within the administrative county of London, for the purpose of apportioning their contributions towards the upkeep of the fire brigade, it appears that the total amount of fire insurance effected within the area is £1,072,640,212. The Alliance is first among the tariff offices with a total of £181,532,005 and contributes £6,353 towards the Fire Brigade. The Sun has a total of £114,219,673 and several other well-known offices are getting on towards a hundred millions. The companies contribute in all £37,542 to the fire brigade.

We are getting some queer side-lines of insurance in these days. Some suggest laughter—for instance, insurance against the risk of a tenant in a house you own "shooting the moon." This risk will be undertaken for you by several British companies, whose charges run something like this: £1.17.11 for a guarantee of the full rent of a £50 house if the tenant in Stock Exchange parlance "defaults" and two-thirds of the net rateable value when the house is empty for a period up to six months. One knows some neighbourhoods (and people) where these policies must come in handy.

METRO.

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