# The Chronicle

## Banking, Insurance & Finance.

ESTABLISHED JANUARY, 1881

R. WILSON-SMITH, Proprietor

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THE CASUALTIES OF PEACE.

A MAN does not always meet Fate at the top of a breach or at the head of a charge. As Montaigne puts it,

"He is oftenest surprised between the hedge and the ditch; he runs the hazard of his life against a henroost." More than one unscathed "veteran" of the Spanish-American war has since fallen victim to a fire-cracker in his own back yard.

One way and another, the death roll from gunpowder in piping times of peace is appallingly large. Last year, Fourth of July celebrations alone caused 163 deaths, to say nothing of 5,460 casualties. This year's orgy of smoke and gore is not yet fully reported upon. The fifty or more deaths listed up to Tuesday will probably be increased to one hundred when subsequent tetanus cases are counted in. However, as against 466 deaths in 1903, the 1909 list shows agitation for a "saner celebration of the Fourth" to have had some effect. Even though such things must be at every famous victory, carnage is scarcely essential to Independence Day's annual celebration.

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TREASON.

A GUNPOWDER B UT there is a much more and plot" threatening the welfare of our neighbours to the

South-the unrestricted sale and scarcely less restricted use of pocket firearms. Thinking men among them are alive to conditions that make it possible for more murders to be committed during one year in a single American city than in the whole of Great Britain. The editor of the Denver Post lately referred to a leading manufacturing firm as the "U. S. Murder-Promoting Arms Co." There is no stronger argument for the soundness of his contention than the idiotic retort which the company in question published in the advertising columns of a popular weekly.

"What brain-swampness to assume that pistols are bought for murder!" it airily pooh-poohs. "Pistols are bought for pleasure and for protection from foot pads, kidnappers, pickpockets, burglars and safeblowers, dear Editor. And the constitution of the U. S. gives the right to bear arms"-to say nothing of the "unwritten law," it might have added,

Nor is this all. What though the theme of Admiral Uriu and Hon. James Bryce at the Champlain Tercentenary this week were that of international peace?-"Stop the making and selling of pistols and the Japs will land on the Pacific coast, and the British on the Atlantic, and it will be exit America." So the argument runs.

"My country-is this of thee?" might the bard now sing.

HUNDREDTH

U NTIL Peace hath her celebrations no less than War, Hon. ANNIVERSARY. Mackenzie King will not rest satisfied. Himself of rebellion-of-

'37 stock-and proud of it-he is the framer of a Conciliation Act that has attracted attention the world over. In conferring the degree of Doctor of Philosophy, the other day, upon Canada's young Minister of Labour, President Lowell of Havard University referred to him as "the author of the wisest piece of legislation for securing industrial peace the world had ever seen."

But the peace to which the new Doctor of Philosophy made reference in his address of acknowledgment had not to do with industrial conditions specifically. Four years from now, he reminded his hearers, we will be celebrating the hundredth anniversary of the Treaty of Ghent, which marked the conclusion of the war of 1812-1814. From that day to this swords have never been drawn, a shot has never been fired across the three thousand and more miles of boundary which separate British from American territory.

Apparent enthusiasm greeted the speaker's suggestion that, while other nations continue to talk of war, we of the new world begin to celebrate this triumph of peace; that we choose as the place of celebration that historic ground in the vicinity of Niagara, the place of conflict a hundred years ago, and on some near approach to that scene of beauty erect an international monument symbolic of amity and brotherhood.

It is altogether desirable that the suggestion may bear fruit in joint-action by the Governments at Ottawa and Washington.

#### Mineral Distribution by Provinces.

Five years ago he would have been a bold prophet who predicted that Ontario could ever overtake British Columbia in the value of

its annual mining output. In 1904 the total for the far Western province was practically \$19,000,000, as against \$11,500,000 for Ontario. For 1908 British Columbia now reports \$23,851,000 (though on the basis of 1907 prices the total would have been about \$4,000,000 greater). The Ontario preliminary valuation for 1908 is given as \$25,220,000, (which also would have been materially greater had the preceding year's prices continued). It is to be taken into consideration, however, that something over \$3,500,-000 of Ontario's total is accounted for by pig iron manufactured from non-Canadian ore. So that, this item aside, British Columbia would still seem to lead by over \$2,000,000 for the year. In any case, the race is now a close one, and during the current year increased activity is in evidence in both provinces. Various gold properties in British Columbia which were for years rather under a cloud are now bringing greatly enhanced returns under skillful management-while the silver-lead mines of the province, under improved reduction methods, are bound to become increasingly important. During the speculative boom of the nineties, British Columbia mining became associated almost solely with the idea of gold. And the majority of Canadians are probably unaware that the province's output of copper last year (despite low prices) was of considerably greater value than its gold production-the former totalling \$6,240,000, and the latter \$5,930,000, while coal mined was valued at \$5,872,472.

The total mineral production of British Columbia, for all years up to and including 1908, is reported as aggregating almost \$325,000,000 in value.

Ontario, of course, owes its rapid increase in mining values to the Cobalt district. But aside from the silver wealth of this and neighboring regions, there has been steady growth during recent years in various lines both metallic and non-metallic. Silver last year amounting to nearly 20,000,000 ounces brought returns of something over \$9,125,000. Had the average prices of 1907 prevailed the total would have reached about \$12,000,000. With increased output, and somewhat bettered prices, the prospects are for a much larger showing for 1809. Last year's production of nickel reached a value of \$1,866,000, that of copper being \$1,071,000.

Nova Scotia ranks third among the provinces in value of yearly mineral production. In coal, of course, it leads vastly—the output in coal and coke alone during 1008, accounting for some \$18,000,000 of the province's total mineral showing of \$20,000,-000 or \$21,000,000.

Quebec as yet has remained "little sister" in the provincial mining circle, but the experience of Ontario in discovering unexpected treasure troves keeps

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Fotential Mining Wealth.

Canada fully shares with the United States and Mexico the vast mineral wealth of the Rocky Mountain chain. That a greater

development has thus far taken place south of the 49th parallel only goes to prove how great are the possibilities for future returns in British Columbia. But the Dominion has vast ore fields not shared in by either of the other two North American countries—and, as yet, it has only begun to give attention to these. It seems only the other day that Cobalt was "discovered"—and already its brief years of development have put that district in the premier position among the world's silver camps.

Speaking a few months ago upon Canada's potential mineral wealth, Professor W. G. Miller, Provincial Geologist for Ontario, predicted remarkable future development of iron and copper mining in the district which he described "in surrounding · Hudson's rough way as a Bay from its Southern end away up to the Arctic circle, where there is evidence of coal existing in plenty." The blue book entitled "Canada's Fertile Northland," published a year or two since by the Department of the Interior, has done much to awaken interest in the possibilities of the great Mackenzie Basin region. Nearer home, the Gow Ganda district has been reported upon by the Ontario Department of Mines as giving abundant indications of a wealth of silver.

As yet, Canada's output of minerals amounts in value only to \$12.50 per head for a population of 7,oco,ooo. When it is recalled that in the United States the mineral output amounts to about \$25 per head on a population of 80,000,000, some idea is obtained of the room there is for legitimate growth in mining activity on the part of this and coming generations of Canadians. However, there are signs that the country is awaking to a realization of its potential wealth. Fiteen years ago, the value of the Dominion's entire mineral production reached scarcely \$20,-000,000. A decade ago it had increased to about \$50,000,000. In 1908 the total value, as reported by the Dominion Department of Mines, was \$87,323,-849-about \$40,000,000 being for exports. But for the sharp decline in metal values, in connection with general trade depression, the showing would have been very considerably over \$95,000,000.

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#### MONTREAL, FRIDAY, JULY 9, 1909.

#### THE INDUSTRIAL INVASION.

There is one aspect of the movement to establish branch plants of United States concerns in Canada which, though important enough, does not get a great deal of attention in the general press. When the announcement is made that some large manufacturing corporation on the other side of the boundary has begun the construction of an important branch plant in Canada we journalistically see in the circumstance only another comforting indication that the Dominion's upbuilding is rapidly progressing. The new factory increases the roster of our industrial establishments; if it is a large one employing many hands it helps to boom the population and trade of some Canadian manufacturing town or city, furnishes good traffic for the railway and steamship lines, and a good market for the agricultural products raised in the vicinity.

All this we hasten to acknowledge and usually ascribe the chief credit to our protective tariff which was largely designed for that very purpose—the building up of Canadian industries. But the tariff has other purposes—one is to bring in revenue for the Government. And, in their agitation for tariff protection, a considerable number of the members of the Manufacturers' Association undoubtedly hoped for a range of duties that would prohibit altogether the importation of such goods as they themselves produced, leaving them securely in possession of the home market.

now be asked: How question may The will the native Canadian industries fare under this extensive foreign invasion? The tariff has apparently done what was expected of it in a great many of these cases. It has effectively shut out from the Canadian market many articles manufactured abroad on which duties were placed. But it has not, therefore, delivered the native industries from foreign competition. On the contrary it has subjected some of them to a competition in this market more troublesome and costly than they would perhaps have had to undergo if the tariff wall were thrown down altogether. For these American invaders, with their factories at Montreal, Toronto, Hamilton, or some other Ontario city, are right on the ground. They work with the very latest labour and time-saving devices, they

have an amplitude of capital, and they are surpassed by none in alertness and resourcefulness.

For some of the native industrial concerns, which were not perhaps established on a very solid footing, to have to meet the competition of foreigners thus directed and located, is proving a serious matter. The only way it can be done with hopes of success is through the most careful attention to customers' wants and the maintaining of plants and methods or a thoroughly up to date basis. In the old days of the early nineties, Canada's trade was not large enough or attractive enough to induce these outside concerns to go to great trouble to get it. The tariff then sufficed to restrict the outside competition to which the native plants were subjected; in some cases it prohibited outside competition altogether. The natives then, to a much greater extent, enjoyed a monopoly of the home trade. The foreigners at that time, in other words, looked over the wall and turned away contemptuously. "Pshaw! There's nothing worth while there." Now when they look over they see a different prospect, a prospect that gets fairer every year. If the wall is too high for them to partake of our trade by remaining outside they are today quite willing to come inside and comply with all the regulations and laws to which Canadians are subject. When our trade becomes so valuable that outsiders look upon it with very hungry eyes it seems that our native industries are bound to have foreign competition to meet. The height of the tariff wall will not matter so much as it did when our trade was small. A low tariff or none at all will mean that the competitors' directing force and their plants are at a distance away; a higher tariff might simply bring a fresh horde of interlopers who would have to be fought hand-to-hand at very close quarters.

When these outsiders come in they frequently make entry through buying up an existing Canadian concern. They also have no difficulty in allying themselves with Canadian financial and other interests which sometimes take an important stake in their enterprises. In spite of the invaders' aggressiveness and the efficiency of his forces and methods the home manufacturer has certain advantages which should enable him to hold his ground well if he has not abused his monopoly in the past. He knows his field thoroughly; he is in possession, and probably enjoys the goodwill of the majority of his customers, who will stand by him if he can equal the offers made by his competitors.

Though the coming of the United States plants has been a source of great uneasiness and disturbance to many of the purely domestic industrials, and though some of them have been hard put to it to maintain their trade and customers, there is scarcely a doubt but that it has been a good thing for Canadian industry as a whole. Our own manufacturers have had to bestir themselves, adopt improvements, build extensions. Those industries which, are sound and firmly rooted will not be easily conquered. In many instances it will turn out that the coming of the foreigners and the competition they brought with them imparted the hardness, keenness, and progressiveness necessary for evolution into greatness and wealth.

## THE DOMINION COAL STRIKE.

A large number of the workmen employed by the Dominion Coal Company have struck for higher wages, shorter hours, better conditions generally and the recognition of the United Mine Workers of America. This, notwithstanding the fact that the Company has an agreement with its employes, through the Provincial Workmen's Association, to continue the present rates and conditions until December 31, 1909. At a very early stage in the game, the strikers have made the fatal mistake of resorting to violence, one of the most characteristic symptoms of conscious failure. A strike is a perfectly legitimate endurance contest between wage-carner and wage-payer. When the strikers resort to the methods of thugs, the economic crisis is over, and in nine cases out of ten they are beaten. The management is uncompromising in its determination not to recognize the United Mine Workers of America. In this, the management is absolutely right. From its point of view, there are serious objections to the recognition even of local or national unions; but the multiplication of such organizations demanding the recognition and especially the intervention of foreign organizations is not to be tolerated. Under Canadian law, the only recognition to which foreign labour agitators stirring up trouble in Canada are entitled is the recognition of the Canadian police and the hospitality of Canadian prisons. It is becoming almost impossible to draw up an agreement between employers and employed by which the latter will feel themselves in the slightest degree bound. There can be no reasonable objection to trades unions properly and fairly operated; but unfortunately they show a marked tendency to become dictatorial to a degree; and when the dictation is exercised by foreigners, it becomes an intolerable offence.

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#### A HALF-YEAR'S ACCESSIONS OF CAPITAL.

This week, London has had before it three offerings representative of as many classes of Canadian securities—the Dominion Government's £6,500,000 3 1-2 p. c. inscribed stock, the City of Vancouver's £286,400, 4 per cent. debentures, and the Dominion Iron and Steel Company's £1,200,000, 5 per cent. consolidated mortgage bonds. The Government borrowing, of course, is largely for refunding purposes. A loan of £6,443,000 matures in London at the close of the year, of which—after deducting the sinking fund—some £4,240,000 remains to be paid off or reborrowed. Other important municipal and corpora-

tion flotations are scheduled for the near future, and the prospects are that 1909 will about repeat the story of 1908, when approximately £40,000,000 of new Canadian securities were absorbed by London.

During the half-year just closed, some £16,300,000 of British capital responded to Canadian requirements—or within £2,000,000 of the corresponding six months' record for 1908. Of this amount rather less than half is accounted for by Dominion and Provincial Government loans, between six and seven millions sterling by corporation securities and the balance by municipal offerings. By no other country—not even the United Kingdom itself—was so much new British capital attracted during the half-year. The Argentine obtained about £13,300,000, the United Kingdom under £12,200,000, while India and Ceylon received something below £12,000,000. The relative largeness of Canada's share is evident from the following summary:

	1908. 28,457,200 41,419,800 39,796,000	1909. £ 12 194,800 52,357,500 56,521,200
Total for the half-year fl	09.673.000	£121,073,500

Total for the half-year..  $\pounds 109,673,000$   $\pounds 121,073,500$ Of the total amount raised, less than  $\pounds 3,000,000$ seems to have been for countries that can be considered as Britan's trade rivals. Which circumstance bears out The Economist's expressed view that the money sent abroad goes to commercial allies not commercial enemies—to develop the countries from which are drawn raw material and to provide for British industries new and enlarged markets.

#### کر کر The June Fire Loss.

The fire loss of the United States and Canada for the month of June, as compiled by the New York Journal of Commerce, shows a total of \$14,435,950.

The following table gives the figures for the first six months of 1909 in comparison with the same months of 1907 and 1908 and shows the losses for the balance of those two years:

ine name	1907.	1908.	1909.
January		\$29,582,000	\$22,735,000
February	19,876,600	18,489,700	16,131,000
March		16,723,300	13,795,400
April	A1 305 000	26,009,000	19,345,300
May	10 000 000	15,181,150	17,360,400
June		19,512,000	14,435,950
Total six months	117.477,500	\$125,497,150	\$103,803,050
July		15,323,750	
August	00 010 000	23,123,000	
September		21,431,400	
October		22,722,850	
November		15,834,350	
December		14,629,750	

Total for year .. \$215,662,250 \$238,562,250 ....

During June there were thirteen fires which caused an estimated loss of \$200,000 or over in each instance.

The heavy loss in June, a year ago, shown in the comparative table included the conflagration at Three Rivers, Quebec, and a number of expensive forest fires. The record for June this year shows many serious losses in lumber plants and considerable damage 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 \$345,058,000.

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 slock 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	Losses.	Expense.	Total
Prems.	pc.	p.c. 33.0	Funds. \$ 9,666,000
1895\$4,896,000	55.8	33.0	11 031,000
1900 5,352.000	58.9 45 9	35.3	13,343,000
1905 6,546,000 1906 7,358,000	71.8	35.6	12,126,000
1906 7,358,000 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         71,470           Accident and General Fund         600,000	
Fire Fund	
Accident and General Fund	
Accident and General Fund 600.000	
Dividend Reserve 176,575	
Investment Reserve	
Balance at credit of Pront and Loss and 1.227,160	
A12 017 59	



"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 1014

At this distance beyond the jurisdiction of the New Jersey Court of Errors and Appeals, it is perhaps safe to whisper that the first part of its title seems strikingly apt at times. Recently the court ruled that the Newark Fire Insurance Exchange was, in legal phrase, "a Combination in Restraint of Trade" which being interpreted into yellow journalese is spelled "insurance octupus," a term that is occasionally rolled under the tongue even in Canada. With some glimmering suspicion that it sometimes makes errors as well as remedies them, the court did not undertake to enjoin the exchange immediately, a motion for re-argument being a matter of record. And in due course the exchange through its attorney. Richard V. Lindabury, has filed with the aforesaid Court of Errors and Appeals at Trenton an appeal from its own recent decision. Apart from purely technical grounds, which are of somewhat local bearing, the exchange is able to make out a strong case for the general right of fire companies to joint organization along lines similar to those followed, for instance, by the Canadian Fire Underwriters' Association. The New Jersey solons seem to have overlooked the evidence as to the beneficial working of similar exchanges in all the larger cities of the United States during a period of over twenty-five years. It was proved and not successfully contradicted that these exchanges had everywhere tended to improve the risk, reduce the fire waste and, correspondingly, the rates of insurance. Similar effects were shown by the same witnesses with regard to the operation and effect of the Newark Exchange.

In holding that the evidence showed an injury to the public in the suppression of competition and the increase of rates, the court seemed altogether to misconceive the effect of the evidence. The declaration that the fixing of uniform rates inevitably reduces competition to the minimum, if it does not absolutely eliminate it, is commented upon by Mr. Lindabury in his petition as contrary to the well-known results of the establishment of uniform railroad rates by the Interstate Commerce Commission between competitive points in the United States. Certainly it is contrary to all sworn testimony in the case.

It is stoutly maintained by the exchange that there not only was no proof of injury to the public, but not a syllable of proof was introduced in support of the allegation that rates had been unreasonably raised or fixed since the Newark Fire Insurance Exchange was established. On the contrary, the evidence on the part of the defendants was that rates were reduced, and this evidence remained altogether uncontradicted.

On behalf of such exchanges it may be certainly advanced that they are practically necessary, if for nothing else, for the purpose of procuring adequate surveys of fire risks and their frequent inspection. any Such work is too costly for one company to undertake with throughness. The primary object of such exchanges is to secure the benefit of co-operation in the ascertainment and classification of risks and in the reduction of fire waste. The counsel for the Newark Exchange argued that no restraint of trade was shown in the case at issue, even assuming that an agreement to fix rates would restrain trade, for the reason that the companies were not bound by contract, but were free to charge such rates as they choose. Assuming that there was res-traint, he argued that it was only incidental to a lawful purpose, and was limited and reasonable.

A distinguished underwriter quoted by The Insurance Press thus puts the whole matter in a nut shell.

There is no certain standard by which the value e hazard by fire can be accurately measured.

he only way in which it can be approximately ... ved at is by and through the experience, extending over a long period of time, of the companies generally conducting that class of business. It is for this reason that insurance companies, in all nations of the world, are now accustomed to unite together in utilizing their combined experience, in order that rates of premiums may be so adjusted as to yield a fair amount of profit upon the capital invested, and, at the same time, be equitable to the property-owners.'

This is not to say that underwriting associations are faultless-but abolition is one thing, improvement another. The attitude adopted by the National Association of Credit Men, at their recent convention is likely to accomplish more final good than the unreasoning opposition shown to rating bureaus by the business men of Rochester and Newark.

More efficient fire rating bureaus in the various municipalities throughout the country-not fewerwas the gist of their demand. Further, they passed a resolution pledging the "association to use its best endeavors to the end that the reports of the engineers of the National Board of Fire Underwriters upon cities in which the association has local branches shall be given a respectful hearing by the proper authorities and that the recommendations so made shall, as far as possible, be carried into practical effect.'

#### INVESTIGATIONS IN FINANCE.

In the minds of all students of finance, the name of the late Professor W. Stanley Jevons is associated with the employment of exact and statistical treatment of economic questions. A new edition of his "Investigations in Currency and Finance," revised and abridged by his son, will be welcomed by readers whose intelligent interest leads them to look below the mere surface ripples of matters monetary.

In the popular mind Professor Jevons is remembered chiefly as "the man who said sun-spots caused commercial panics." This volume contains his theories regarding commercial crises-theories very generally, if unintentionally, misrepresented. As Mr. H. S. Foxwell points out in an introduction to the book, the theory propounded by Professor Jevons did not presuppose any accurate correspondence between the particular crisis intervals and the solar or sunspot period. He only claimed that the periodic variation of tropical harvests is connected with the solar period, and that this harvest variation operates so as to stimulate and determine certain rhythmic fluctuations in European trade.

Chapters on Depreciation of Gold, Autumnal Pressure in the Money Market, and an Ideally Perfect System of Currency are particularly interesting, as also are sections of the book treating of the Silver Question and Bimetallism.

The book in binding, paper and typography is worthy of the publishers, the Macmillan Company of Canada-than which no more need be said on this point.

THE ROYAL TRUST COMPANY has called up the remainder of the subscribed capital, and the fully paidup capital is now \$1,000,000.

#### STATE SUPERVISION OF LIFE COMPANIES.

#### Actuaries, Assembled in World Congress, Discuss Divergent Views.

In view of pending and lately enacted life insurance legislation-in Great Britain, the United States, Canada-special interest attaches to a recent discussion at the Congress of Actuaries held in Vienna last month. Representative papers were submitted upon the subject of State Supervision of Insurance Companies from an Actuarial Standpoint. In the discussion of these, various and sometimes divergent views were given. As reported by The Post Magazine of London, Mr. T. G. Ackland, one of the two "referees" appointed for the consideration of the papers, not unnaturally agreed more largely with the opinions given by Mr. A. R. Barrand, the British essayist, than with the views of some of his continental confreres. For instance, he expressed himself as in entire accord with Mr. Barrand in holding that. (1) State supervision was a necessary evil and should therefore be applied with discretion and consideration; (2) that there should be no interference with contract rights; (3) that the legislation of each country must have regard to the special circumstances of such country.

#### British vs. Continental.

Mr. Ackland also entirely agreed with Mr. Barrand in his statement of the general principles on which the Life Assurance Companies was based, principles to be Act. 1870, legislation now further British followed in pending, namely:--(1) a fixed cautionary deposit; (2) perfect liberty as to principles and methods of accounts and valuation, but subject to uniform returns of accounts. This involved the exclusion of any fixed basis of valuation or standard of solvency. The regulations, which had been in force for 40 years, had been most beneficial and had resulted in a steady strengthening of offices all round. As Mr. Barrand stated, English opinion was unanimously in favour of the principles of the Act, with such modifications of detail as might be required by the changes of life assurance business.

Among the continental papers submitted, Mr. Ackland referred specially to Herr Altenburger's contribution and the question as to whether the net premium method or some method akin to Zillmer's or Sprague's were the better adapted to the circumstances on which life 25changing and securbusiness was obtained surance He admitted that while the net premium ed. method was generally adopted in England, there was a feeling that it was not altogether applicable in all cases or to all modern developments of life assur-There was, however, a feeling that departures ance. from this method were somewhat dangerous. Mr. Ackiand was also struck by the remarks as to the advisability of some movement towards uniform lines of international control and the great desirability of not encroaching unduly on the internal management. The Life Assurance Companies Act, 1870, as already mentioned, had been in operation for nearly 40 years, and a Bill was now before Parliament for extending and consolidating its provisions. This Bill, with some necessary modifications, would apply to all insurance companies. The principal changes introduced as regards life assurance companies were; (1) the separation of accounts-so far only as concerned payments to, or receipts from policyholders-into

business within the United Kingdom and business outside the United Kingdom; (2) a certificate would be required showing the methods adopted in valuing Stock Exchange securities, and that the life funds were intact; (3) a statement as to the deposits made in foreign countries under legal requirements; (4) companies making valuations under foreign laws in respect of business abroad must make detailed statements of such valuation.

As against the views of the British actuaries, Dr. Blaschke, the other "referce," criticised the English system of publicity, which he contended assumed a knowledge of management and organisation on the part of the assured which they were very unlikely to possess, whereas in those countries where state supervision existed such knowledge was only required on the part of the State officials. Were Dr. Blaschke conversant with United States conditions, he would be aware that public officials charged with overseeing minute details of the insurance business, do not always possess the "knowledge of management and organization" with which he seems to credit officialdom generally.

## THE FEDERAL BOUNTIES.

#### Figures Relating to Canadian Iron Industry Incidentally Show its Activities to have Kept Up Remarkably Well During Year of Worldwide Trade Recession.

During the fiscal year ending 31st March, 1909, the Dominion paid the sum of \$2,467,304 in bounties, as compared with \$2,787,357 in the fiscal year, 1908. Aside from bounties aggregating \$1,864,612 on iron and steel the following were paid : on lead, \$307,133, an increase of \$258,432; on manila fibre (imported for use in binder twine and cordage), \$34,561, a decrease of \$7,422; on crude petroleum, \$260,698, a decrease of \$130,519. The sole item of increase in bounties is that upon lead, due to the amendment made to the Lead Bounty Act last year.

#### Iron and Steel Bounties.

The production of pig iron, upon which bounty was paid during the fiscal year ending 31st March, 1909, was: On pig iron produced from Canadian ore, 97,826 tons, a bounty of \$194,047; on pig iron produced from foreign ore, 516,605 tons, a bounty of \$499.375, making a total upon pig iron of \$693,422, as compared with bounty payments during the previous fiscal year of \$863,816 upon 683,779 tons, representing a decrease of 73.348 tons, and decrease of bounty of \$170,394. In this connection it is to be borne in mind that at January 1st, the bounty on pig iron manufactured from Canadian ore was reduced from \$2.10 per ton to \$1.70 per ton; while on iron from foreign ore the rate was reduced from \$1.10 to 70 cents. In 1910, the bounties will be further reduced to 90 cents and 60 cents-after which year no further provision is made except in the case of electrically smelted Canadian ore.

The production of steel during the fiscal year ending 31st of March, 1909, amounted to 570,588 tons, vielding a bounty of \$838,100, as compared with 661,939 tons, earning a bounty of \$1,092,200 during the previous year. After the 1st of January the steel bounty was decreased from \$1.65 to \$1.05, and the rate next year will be 60 cents. The production of wire rods, 55,515 tons, earned a bounty of \$333,000 at \$6 per ton, as compared with a production of 57, 855 tons and a bounty of \$347,134 in 1908.

#### Extent to which Canadian Trade was Maintained.

Compared with the falling-off in the iron and steel business of the United States and Europe during 1908, Canada's showing gives considerable cause for encouragement. The world over, there was a decline of about 25 per cent. from the production of 1907 during 1908, the year's decrease in the United States alone being about 40 per cent. In Canada, on the other hand, about 620,000 tons of pig iron were manufactured in the calendar year 1908, as compared with 634,000 tons in 1907—or a decline of but little more than 2 per cent. Steel ingots totalled 556,000 tons in 1908 as compared with 666,000 tons in 1907 —the decline in this case being rather over 15 per cent.

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#### THE MINERAL OUTPUT OF CANADA.

Important Increases in Gold, Silver and Coal-Output of Asbestos and Portland Cement Grows Steadily-Dominion's \$87,000,000 Mining Production in 1908 would have Reached a Value of Over \$95,-000,000 had Metal Prices of 1907 Continued.

Fifteen years ago the annual mineral output of the Dominion was about \$20,000,000. Ten years ago it was still under \$50,000,000. Last year—in spite of metal prices greatly lowered—the aggregate reached \$87,323,819. Considering copper, silver, lead and nickel alone, had the average prices for 1907 continued during 1908, these products would have been worth over \$8,000,000 more to the producers than was actually the case.

A comparison of average monthly prices of metals in 1907 and 1908, as quoted by the Engineering and Mining Journal of New York, shows the severity of the past year's price decreases.

#### COMPARISON OF PRICES OF METALS, 1907 AND 1908.

Copper	20.004   13.208	6.796	33.97
Lead	5.325 4.200	1.125	
Nickel		2.	4.44
Silver	65.327 52.864	12 463	19.07
Spelter	5.962 4.726	1.236	20.73
Tin	38.166 29.465	8.701	22.79

Taken in conjunction with the year's increase and decrease in various minerals mined, the foregoing price-changes give the following comparison as to values in 1907 and 1908.

COMPARISON OF QUANTITIES AND	VALUES,	1907-1908.
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	Quar	itity.		v	alue	
Product. Metallic—	In- crease.	De- crease. %	In · crease. %	De- crease %	Increase.	Decrease.
Copper Gold Pig iron (from			i4.0	24.8	1,176,494	2,806,484
Canadian ore only) Lead Nickel Silver		7.6 4.2 9.7	39.7	16.0 24.4 13.7	3,318,538	318,005 621,599 1,303,869
Non-metallic						
Asbestos and Asbestic Coal Gypsum Natural Gas Petroleum Salt Portland Ce-	0.4 5.2	29.8 33.1	2.7 5.3 24.0 10.7	11.0 29.3	62,739 1,185,393 197,028 36,483	71,213
ment	9.4	1	1	1.8		68,26

It is encouraging that, in spite of the large decreases in the prices of metals, the mining industry as a whole more than held its own throughout Canada in 1908. The year's total of \$87,323,849 compares with \$86,842,765 in 1907. What little falling off there was in the total values of metallic minerals and of structural materials was considerably more than counterbalanced by the increase in other nonmetallic products, notably coal, asbestos and natural gas. With gradual recovery of metal prices, the current year's showing promises a marked increase in total values.

#### The Year's Increase in Gold and Silver.

The preliminary report of the Dominion Department of Mines comments upon the fact that for the first time in nine years the gold output of \$9,559,274 shows an increase over the previous year. The Yukon output in 1908 is estimated at about \$3,600, 000 as compared with \$3,150,000 in 1907, while a considerably increased production is also shown in the province of British Columbia.

Of the total gold output in 1908, over 44 per cent. was obtained from placer and hydraulic workings and 56 per cent. from sulphuret and quartz ores.

The estimated silver production of Canada in 1908 was 22,070,212 ounces, shipped as fine bars, silver bullion, and obtained in matte, ore etc., as compared with 12,779,799 ounces produced in 1907, an increase of over 72 per cent. Owing, however, to the much lower price received in 1908, the total value of \$11,-667,197 shows an increase of only 40 per cent. Over 85 per cent. of the output was obtained from Ontario, and the increase is all to be credited to this province, since there was a slight falling off in the silver output of British Columbia. The output from Cobalt district in the province of Ontario again shows a very large increase over the previous year, nearly twice as much silver having been produced.

#### Copper, Lead and Nickel.

Statistics of copper production in 1908 show a total output of 64,361,636 lbs., valued at \$8,500,885, an increase in quantity of about 14 p er cent. over the production of 1907, but a decrease of 24,82 per cent. in value. There was an increase of over 900,000 lbs. in the copper from the Sudbury mines, while statistics of production in British Columbia show a very important increase in production in that province of 6,500,000 pounds.

All of the lead production shown in the general table, viz.: 45,725,886 pounds valued at \$1,920,487 was obtained in the province of British Columbia. The production in 1907 was 47,738,703 pounds valued at \$2,542,036, a decrease in quantity being therefore shown of about 4 per cent.

As the departmental report points out, with the exception of the nickel contained in the ores shipped from the Cobalt district, the production of nickel in Canada is derived entirely from the well-known nickel-copper deposits of the Sudbury district. Previous to 1906 the output had been increasing steadily for a number of years. During the past three years, however, the production has not varied very greatly. In 1908 its value was \$8,231,538.

#### Coal and Coke.

With the exception of British Columbia, each of the coal producing provinces increased its output in 1908. Total sales and shipments of coal, including colliery consumption and coal used in making coke, were 10,904,466 short tons—an increase of about 5

## A Decade of Mineral Production in Canada.

Calendar Years 1899 to 1908 inclusive.

PRODUCTS.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908. Subject to revision).
METALLIC.	\$		8	\$	\$	\$	\$	\$	8	\$
	•								70,108 .	
opper	2,655,319	3,065,922	6,096,581			5,306,635	7,497,660		1,307,369 8,382,780	8,500,885 9,559,274
fold	21,261,584	27,908,153 2	4,128,503				14,159,195	11,502,120 1,856,516	1,982,307	1,664,302
10101 11			1,212,113	1,043,007	707,838 384,927	1,007,864 174,000	175,500	149,177	45,907	
non ore	240,542	126,642	392,582	695,847 934,095	768,562	1,617,221	2,676,632	3,089,187	2,542,036	1,920,487
lead	977,250	2,760,521	2,249,387 4,594,523	5,025,903		4,219,153	7,550 526	8,948,838	9,535,407	8,231,538
Nickel	2,067,840 825	3,327,707	4,004,023	46,502	33,345	10,872	500		••••••••	
Platinum Palladium	020			86 014	61,952	18,564 .				11,667,197
Silver.	2,032,658	2,740,362	3,265,354	2,238,351		2,047,095	3,614,883	5,659,455 23,300	8,348,659 121,233	112,253
Zinc, Cobalt & Misc	46,805	9,342 .		6,882	48,600	60,976	239,200			
Total value, Metallic	29,282,823	40,521,807 4	41,939,500	35,924,651	33,210,147 3	0,924,897	36,946,212	41,949,563	42,335,856	41,655,936
NON-METALLIC.										
	4,872	22,725	41,676	48,000	15,420	903	2,693	14,048	41,303	38,054
Arsenic	485,898	748,431	1,259,759	1,148,319	929,757	1,213,502	1,486,359	2,036,428	2,484,768 20,275	2,547,507 25,829
Asbestos	400,000					12.850	16,900	23,715	72,901	82,008
Chromite	21,842	27,000	16,744	13,000	51,129	67,146	93,301 17,520,263	91,859 19,732,019	24,381,842	25,567,235
Coal	10,283,497			15,210,877	15,942,833 1	109,545	149,153	204,973	177,922	100,389
Corundum		300	53,115	84,465	80,180 18,966	22,166	23,400	40,390	29,819	21,099
Feldspar	6,000	1,112	$10,700 \\ 5,920$	15,152 4,283	3,523	8,592	13,917	18,522		
Fire-clay	1,295	4,130	38,780	28.300	23,745	11,760	16,735	18,300	16,000	5,565
Graphite	24,179	31,640 53,450	45,690	49,118	48,302	42,782	62,375	59,814	60,376	45,128
Grindstones	43,265 257,329	259,009	340,148	359,277	388,459	373,474	586,168	643,394	646,914	575,701 289,705
Gypsum for flux	44,286	39,332	183,162	219,295	249,251	177,595	235,108	248,776	298,097 22	840
Limestone for flux Manganese ore	20,004	1,800	4,820	4,062	2,775	2,740	1,720	925 303,913	312,599	191,602
Mica	163,000	166,000	160,000	135,904	177,857	160,777	178,235	303,915	012,000	,
Mineral Pigments -			0.040	0.057	3,931	3,702	7,500	12,000	4,500	18,265
Baryta	4,402	7,605	3,842	3,957 30,495	32,760	24,995	34,675	36,125	35,570	30,440
Ochres	20,000	15,398	16,735 100,000	100,000	100,000	100,000	100,000	100,000	110,524	109,391
Mineral Waters	100,000	75,000 12,316	29,410	27,651	7,256	6,790				
Moulding sand	27,430 387,271	417,094	339,476	195,992	202,210	328,376	379,561	583,523	815,032	1,012,060
Natural gas Peat		1,200	660	1,663	3,300	2,400	260	1,422	200 1,057,088	747,102
Petroleum	1,202,020	1,151,007	1,008,275	951 190	1,048,974	935,895	856,028	761,760 6,375	6,018	14,794
Phosphate (Apatite)	18,000		6,280	4,953	8,214	4,590	8,425 125,486		212,491	224,824
Pyrites	110,748	155,164	130,544	138,936	127,713	134,035	120,400	65,765	124,148	32,277
Quartz	1,260			292,581	297,517	321,778	320,858		342,315	378,798
Salt	254,390	279,458	262,328	202,001						
Structural materials, &c		2,275,000	2,400,000	2,593,000	2,882,000	2,983 200			4,758,394 }	*8,500,000
Bricks, &c Building stone			1,650,000		1,975,000	1,930,000			1,830,000 4,043	815
Cement, natural	110 000		94,415	98,932	74,655	50,247	10,274			
" Portland	E10 000	562,916	565,615		1,150,592	1,287,992	1,913,740			
Flagstones	7,600		4,575	7,760	6,688 200,000	6,720 150,000			194,712	+
Granite	90,542					780,000			1,035,795	1
Lime						140,000			253,809	
Pottery						129,803	152,803		119,853	161,387
Sands, etc. (exports)						440,894				
Sewer pipe					22,040	23,247	21,56	8 24,446	20,050	·····
Terra-cotta	000 00							290,000	288,01	8
Tiles				250,000		260,000				2 3,048
Talc						1,874			22	
Tripolite	15,00	0 1,950		16,470	10,100			-		
Total Structural mate	6,168,28	3 6,372,901	6,803,83	6 7,896,836	8,443,747	8,182,103	9,608,26	7 11,530,52	8 12,956,18	5 12,892,150
All other non-metallic		9 17,225,975	16,761,27	5 19,090,14	19,786,619	20,666,89	7 22,224,52	0 25,506,60	6 31,250,72	4 132,475.763
Total value, nor								97 697 19	11 200 00	9 45 367 91
metallic	. 19,651,18	2 23,598,876					0 31,832,78	7 37,037,13 2 41,949,56	3 42 225 94	6 41,655,93
Total value, metallio	00 000 00	3 40,521,80			1 33,210,147	30,924,89	36,946,21	2 41,949,56	42,000,00	11,000,00
Estimate of produc unspecified	ts			0 300,00	0 300,000	300,00	0 300,00	300,00	0 300,00	0 30 <b>0,</b> 00
unspectited.		64,420,98		1 63,211,63	61 740 51	60 073 89	69.078.9	99 79,286,69	7 86,842,76	5 87,323,84

\* Estimated, includes also other structural materials and clay products, † Included in foregoing general estimate. ‡ Including Calcium Carbide, \$417,150, not specified in comparative table.

per cent., as compared with 1907. Of the total, Nova Scotia contributed over 59 per cent., Saskatchewan and Alberta over 19 per cent. and British Columbia 21 per cent. The increased output of Portland cement during a year of lessened building activity evidences the steady growth of its use for structural purposes. There were 3.495.961 barrels manufactured in 1908, as compared with 2,491,513 barrels in 1907. Sales were 2,436,093 barrels in 1907, and 2,665,289 barrels in 1908, the total price received being \$3,-777.320 in 1907 and \$3.709.963 in 1908. The average price per barrel at the works in 1907 was \$1.55; in 1908, \$1.39. Including 457.408 barrels imported, Canada last year used 3.122,697 barrels of Portland coment-a quantity practically double that used in 1004, five years ago.

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### **General Financial Situation.**

THE PASSING OF THE HALF-YEARLY STRAIN.

Monetary Centres Apparently Settling Down to a Dull Time-Heavy Borrowings Abroad-New York Bank Surplus Remained at over \$27,000,000 after Mid-Year Financing-Increased Banking Activity in Canada-Issue of Dominion Steel Bonds.

The Bank of England is now regularly securing the weekly arrivals of gold from the Transvaal. Last week it got over \$5,000,000; and on Monday this week \$2,000,000. Last week's extensive fall in the Bank's proportion of reserve is said to have been due to the usual variety of circumstances cropping up at the end of every calendar half year—dividends and interest payments and window dressing by the London banks. Yesterday's statement showed reserve ratio to have increased to 48.82 per cent. from 4140 a week ago. The official discount rate is unchanged.

In London, call money is quoted at 1-2 to 3-4 per cent. On short bills the discount is 1 1-4 to 1 5-16; and on three months' bills, 1 5-16 to 1 3-8. These figures clearly show the passing of the halfyearly strain, and to all appearances the leading money markets in Europe are just settling down to a dull and uninteresting time.

#### European Capital in New York.

Capitalists and bankers in London and Paris appear to be looking to America in the hope of finding some outlet for the investment of part of their unwanted supplies of cash resources. Indeed they have succeeded in placing very considerable loans at short date in New York city. Leading houses engaged in the exchange business estimated that about \$00,-000,000 or \$100,000,000 were borrowed by New York bankers in London in the last week of June. This is largely a revival of the borrowings in finance bills which became so unpopular in England during the recent monetary stringency. Unpopular that is with the English commercial and borrowing interests, not with the London banks. The banks prized the American accounts very highly, but their home customers complained about being sacrificed for the sake of Wall Street speculators. Because of the outery thus raised the banks thought it advisable to discourage borrowings of Americans on finance bills on a large scale. Now conditions have changed. It is possible for them to entend very large accommodation to the New York correspondent without at all affecting the rates of interest charged the English merchants or

restricting the supply of credit available for them. Hence the reappearance of the finance bill.

The official rates of the Bank of France and of the Bank of Germany have undergone no change in the past week—the former holds at 3 per cent., the latter at 3 1-2. Market rate in Paris is 1 5-16, and in Berlin 2 1-4. Money at the German capital thus rules considerably higher than at the other two European centres.

#### New York Bank Statement.

Call loans in New York are given as 1 3-4 per cent. Time money has been marked by continuance of the extreme case which set in last week immediately after the completion of the half-yearly settlements 60 days, 2 per cent., 90 days, 2 1-2 to 2 3-4; six months 3 1-4 to 3 1-2.

months 3 1-4 to 3 1-2. Last Saturday's bank statement was 'taken as showing that the banks had handled month-end needs without any difficulty at all. Their loans increased \$26,000,000; as the increase was accompanied by a cash decrease of \$5,500,000, the surplus fell \$11,000,-000. However, it still stands at \$27,201,400. In connection with the call for \$25,000,000 of Government deposits held by national banks it is now said that the depository banks will surrender practically the whole of it on 15th July without waiting till the 15th August, the date set for the second and larger instalment. They have no immediate use for the money, and many of them find it to their advantage to discharge the whole liability and thus stop the interest payment.

#### Increasing Demand for Bank Credits in Canada.

Locally in Canada money rates are the same as a week ago-with 4 to 4 1-2 per cent. quoted for call loans in Montreal and Toronto. Indications are appearing of increasing demands by the mercantile and industrial interests for credits as the harvest season approaches. The grain and milling concerns have been negotiating for their lines and in estimating their requirements it has been necessary to figure the wheat at a high price per bushel. This means, of course, that the large companies, or some of them, are asking for somewhat bigger lines. There are some new companies in the field, the grain-buying and milling interests of the Northwestern States are said to be showing a stronger disposition each year to operate in our prairie provinces. However, this year these latter will have a very large crop of their own to handle.

Even if the requirements of their grain dealing customers do foot up to a larger total than last year, the probabilities are that the Canadian bankers will find nothing but pleasure in the circumstance—as it will furnish them with the opportunity of putting a number of millions which have been earning 2 per cent. or nothing at all, at work which will bring in 6 per cent.

The Canadian Pacific net figures for the month of May and for the first eleven months of the fiscal year give general satisfaction. Stockholders will doubtless consider that the increase in May net \$245.365, and for the eleven months. \$950.273, affords clear of evidence that a pretty favorable statement will be forthcoming as to the year's operations.

Dominion Iron and Steel's bonds issue of £1,200,-000, and the commencement by the company of its long contemplated improvements and extensions, furnish an augury of prosperous times. So far as the investment public is concerned, it is quite properly taken for granted that the report of the experts sent over by the Messrs. Speyer, and the subsequent decision of the principals, Speyer & Co. to identify themselves with the Dominion Steel Co. financing, constitutes a certificate of character more convincing and important than the company has ever before enjoyed the use of.

#### ی بر Our London Letter.

#### MONETARY CALM LOOKED FOR DURING JULY.

Prices of Consols and British Railway Securities Affected by Flow of British Capital Abroad— Canadian Securities in Favour— Canadian Bank of Commerce Shares Advance— Protest Against the Budget— Special Correspondence of THE CHRONICLE.

The Bank of England has again been called upon this week to supply funds to the market, mid-July bills having been discounted at the official minimum, and a fair-sized loan for a week secured at 3 per cent. This supply has really been obtained in view of next week's needs, and the shortage which is a constant corollary of the end of a half-year. For the time being, there is plenty of money available for market purposes; the successful efforts which have been made to freeze out weak speculators in the South African markets naturally helping in this direction. Lombard Street is now looking forward to the third quarter of the year, and is busily engaged in discussing prospects. In London the months of July and August are commonly a period of calm in monetary affairs, and there seems to be a general impression abroad that once the half-year has been turned, we shall enjoy again a period of very easy money. The inflation of the paper currency in the United States is, however, causing anticipations in some quarters of unpleasant possibibilities later on, and the hope is expressed that the summer period of ease will be utilized here for the building up of a strong position, so that we shall not be landed with an unpleasant period of monetary stringency at the end of the year.

#### A Sequel to Wild Plunging.

The London Stock Exchange this week has in the main been passing through one of those periods of relative depression, which follow times of wild speculation. In South Africans there has been further liquidation, due to the express determination of those in control to weed out the weak speculator by a stringent refusal of carry-over facilities. That there has, during the recent excitement, been some very wild plunging indeed on the part of professionals is very evident, and it is aptly illustrated by a story, circulated this week of a needy individual, who a few weeks ago "stuck" a fellow-member of the House, for the wherewithal to pay his subscription. A few days back, repayment of the loan was proffered and the lender, surprised at seeing his money back so quickly, courteously expressed the hope that the repayment would not put a strain upon the borrower's resources. "Oh, that's all right," replied the needy one, "I'm a bull of ten thousand Chartereds."

It would seem probable that the continued rapid flow of British capital abroad is at length beginning to exert a very marked influence upon the prices of

British giltedged securities. It is certainly a fact that prices are now below the level of twelve months and even of six months ago. For the weakness of consols there are, of course, special reasons, which do not need re-capitulation, but it is more difficult to account for the falling off in such fine old fashioned things as British railway debentures and industrial issues. Possibly, the British investor's craving for a larger income than is given by these securities, is the root cause. Colonial Government securities have, generally speaking, during the last twelve months, had only a nominal set back and, exceptionally, Canadian securities show an improvement—an index to the degre of favour with which Dominion securities are here regarded at the present time.

#### Grand Trunks and a Canadian Board.

The question of a Canadian Board for the Grand Trunk has again been brought to the front. Mr. Frank W. Morse, the late general manager of the G. T. P. on his sailing for Canada, gave an interview in which he strongly advocated the taking of this step, in view of the successful career of the Canadian Pacific and of the United States railways, which, while built largely by British capital have always been administered locally. Mr. Morse expressed the opinion that the new Trans-Continental line would be a great success; and added that a Canadian Board would accelerate that success. This plea has been reinforced by an article of terrific proportions-it is four columns long-in the financial supplement of the "Times." The writer of this article suggests that owing to the absence of a Canadian board, the Grand Trunk has, in the past, lost many strategic opportunities; and that the establishment of such a direction would be followed by the listing of Grand Trunk securities upon Canadian exchanges and the taking of an interest in them by Canadian investors. He suggests also that from the Imperial point of view such an appointment would be desirable, as a step towards placing the Empire on a business footing.

Canadian Bank of Commerce shares have lately shown an improving tendency, their present price being almost equal to the highest figure they have touched in the last three years. It is currently reported that British investors are increasing their interest in this Bank, in the expectation doubtless of larger dividend in due course.

The publication of the Hudson's Bay report has aroused comment of a very sober kind. It is generally held that current quotations represent a closer valuation of the company's prospects than either the giddy height of 129 1-2 which they reached in 1006 or the depth of 10 1-2 recorded in 1001. Expectations regarding the immediate future are chastened by the knowledge that the full effect of the shrinkage in the sale of land has not yet been experienced, although the establishment of the value of the company's lands in Western Canada is a decided off set to this "bear" point.

#### A Revolution in Bank Dividends.

Something like a revolution in miniature is looming up in connection with the declaration of dividends by British banks; up to the present it has been the invariable practise for banks to declare their dividends free of income tax; now, at least, one big bank has decided to alter its practice and it is bebieved that other institutions will follow this example. The banks argue that, in general, no allowance is made for this tax when calculations of the yield upon their shares are in question, so that the yield really appears to be smaller than it really is. Whether, however, the shareholders will appreciate the change in another question. Possibly not. Paying your own income tax, even when the cash is supplied you to pay it with, is much more disagreeable than having it paid for you.

#### City Protest Against the Budget.

Judging by the way in which the committee stage has started, the debate on Mr. Lloyd George's Finance Bill will be not merely an affair of weeks, but of months. As a result of four days' work, Parliament has got down to the seventh line of the first clause. Meantime protests against its proposals continue to roll in. The most impressive gathering which has so far been held in opposition to the Bill was that in the city this week, which focussed the disapproval of financial interests. The gathering was probably unique. Lord Rothschild in the chair was supported by the chairman of the London Chamber of Commerce, of the Baltic Exchange and of Lloyd's and by the heads of almost all the great banking houses in the city-bearers of names famous in financial and commercial circles throughout the world-including, too, Sir Felix Schuster, who stood not so very long ago as a Ministerial candidate for the city and is generally understood to have been consulted by Mr. Asquith in the preparation of his Budgets, when the latter was at the Exchequer. Lord Rothschild did not conceal his conviction that the Budget is a Socialistic one. "His Majesty's Ministers," he said, "wish to establish the principle of Socialism and Collectivism and if they succeed in land there is no reason why they should not succeed in every other kind of property. Lord Avebury was very strong on the point that the Budget would inevitably tend to accelerate the flight of capital from this country, while Sir Felix Schuster emphasized a point, which has frequently been drawn attention to THE CHRONICLE, that a non-contributory scheme of old age pensions is wrong and economically unsound.

#### Shipping Developments.

The decision of Lloyd's register of British and Foreign Shipping for an alteration of its regulations in view of modern conditions has been awaited with much interest in shipbuilding circles, as it is known that several important contracts have been kept back in view of the expected publication of the new regulations. In the aggregate it is expected that the new rules, while allowing the carrying capacity to be considerably increased, will lessen to some extent the cost of construction.

The competition between the Channel ports and Liverpool for the American mail and passenger traffic has had a fresh development this week in the call of one of the White Star liners at Holyhead to land its passengers. Liverpool heard the news with surprise—the call had been kept a secret—but on reflection is in the main convinced that any accession of importance to Holyhead in this direction will strengthen the position of the Great Northern town against Southampton and Plymouth, as, of necessity, lines that use Holyhead as a passenger and mail port will be compelled to continue Liverpool as their base. It seems likely that, before long, there

will be some striking developments in this connection. No one, except patriotic Irishmen, is satisfied with the present Queenstown arrangements. The Cunard, it is reported, has its eye on Fishguard, on the South Wales Coast, a port which our Great Western Railway has spent some millions in making another Prince Rupert.

#### The Doyen of British Life Offices.

That doyen of British Life offices, the "old Equitable," now in its 148th year, shows no sign of the decay which age is popularly supposed to bring with it. In these strenuous days one is apt to think it old fashioned since it pays nothing for policies brought to it and employs no agents. So its results are not sensational. Still last year it issued 243 new policies for  $f_{313,000}$ ; its funds are well over 5 millions; while working expenses only take 6.81 of the premium income. The "old Equitable" prefers quality to quantity.

London, 28th June, 1909.

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#### **Insurance** Personals

MR. G. H. RYAN, general manager, Phoenix Assurance Company, Limited, of London, accompanied by Mr. Boston, fire manager; and Mr. R. McD. Paterson, manager for Canada, is expected to arrive in Montreal on Monday, from Winnipeg. Mr. Ryan and Mr. Boston have been travelling through the United States for the past few weeks on a business trip. Several important agencies of the Company were visited, including New York, Boston, Chicago and San Francisco.

MR. J. K. MCCUTCHEON, managing director Home Life Association, Toronto, spent a few days in Montreal this week visiting the agency of his company here. He states that the company's business in Montreal this year is entirely satisfactory and shows a substantial increase for the first six months.

MR. J. GARDNER THOMPSON, resident manager of the Liverpool & London & Globe Insurance Company, has returned to Montreal, after spending a three months holiday in Europe. He visited the Head Office while on the other side. Mr. Thompson is looking well having thoroughly enjoyed his holiday. He stated that he was glad to be back at work once more.

MR. J. W. BINNIE, deputy manager of the Liverpool & London & Globe Insurance Company, who has been in poor health for some time, is taking a complete rest for two or three months, which it is hopefully expected will fully restore him to health.

MR. DAVID BURKE, managing director of the Royal Victoria Life Insurance Company, is taking a well earned holiday this week. He has been unwell for past two weeks, and a speedy recovery is hoped for as a result of his holiday.

MR. A. R. HOWELL, superintendent (Life Department) Royal Insurance Co. is visiting agencies of the Company in the West. The life business of the Royal throughout the Dominion is making good headway.

-METRO

#### **Prominent Topics.**

#### Government Competition with Private Enterprise.

Petitions are being signed by the members of the Montreal & Toronto Stock Exchanges and the members of a number of financial institutions, asking the Governor-General in Council to disallow the

Act of the Ontario Legislature legalizing certain disputed contracts between the Hydro-Electric municipali-Ontario Power Commission and One of the contentions is that the ties. operation of the Act will injure Canadian credit in the money markets of the world. It is always a good principle for legislators, as such, to attend strictly to legislation and to keep out of competition with private enterprise. It is not their business to enter into industrial competition with the people for whom they are supposed to legislate. In some cases it may be necessary for legislatures to step in for the protection of public interests, but such cases are very exceptional. It must be remembered that the growth of any country is dependent upon private enterprise and the getting together of capitalists who will take certain risks in connection with exploiting industries. These men are entitled to reap the benefit of their enterprise. If, as has been stated on more than one occasion, they have to be content with the ordinary rate of interest-say five or six per cent. on bond issues -no capitalist will undertake the development of speculative industries like water powers, mines and so forth. They have to take into consideration not only the element of prospective profit, but the risk of loss as well.

#### Cobalt's Half-Year.

Cobalt's output of ore for the half-year ending with June has been well over 30,000,000 pounds, or more than 15,-000 tons. This exceeds the year's pro-

duction of 1907, and equals three-fifths of the entire output for 1908. Should the output during the latter half of 1909 continue to increase in the same ratio as in the second half of former years, the total output for the year will be over 40,000 tons-an increase of sixty per cent. over last year's showing. But 1909 shipments are reported as containing a much greater proportion of high grade ore than last year's; so that the optimists predict that 40,000,000 ounces of silver will be obtained, as compared with something over 19,000,000 last year. As to the price of silver, the present New York quotation of between 51 and 52 cents per ounce is still below the 1908 average, though considerably above the 48 cent level of the latter part of last year. Trade quickening has contributed to recovery thus far by increasing demand both for use in the arts and for monetary purposes. But, with steadily increasing supplies, it is not safe to count on any marked rise in price. Still, even 3,000,000 ounces of silver at an average of 50 cents, would total \$15,000,000-an advance of practically 65 per cent. upon Cobalt's results for 1908.

Already Cobalt is producing approximately as much silver as the three chief Silver States of Montana, Colorado and Nevada combined. In dividends the mines of Cobalt have paid \$3.450,000 for the first six months of 1909, as against \$3,120,000 during the whole of 1908. Since the commencement of the camp, if estimated returns from two private mines be included, dividends have totalled over \$13,000,000.

To those who have picked a winner, returns have been large indeed. Not everyone, however, stops to consider that mining dividends must in part be looked upon as return of capital. Of the fourteen present dividend-payers, who is to say how many in ten, or even five years from now, will still be so classed-even though the camp as a whole, with its surrounding districts, prove the permanency there is good reason for hoping.

Last week some space was given to the Actuaries doings of the world's actuaries while "at at Work. play" in Vienna. This week there ap-

pears elsewhere in THE CHRONICLE, a summary of more serious discussion of a question affecting life insurance interests everywhere. Among topics of vital importance to the business in various phases were the following, in addition to the main question of State Supervision:

Investments of Insurance Companies, with Special Reference to Modern Development: Papers by Ernest Morell, of Berlin in co-operation with M. Gerkrath, Dr. Karl Sammer of Gotha, A. Manileve of Paris, J. Burn of the Prudential of London, James Allan Thomson of Edinburgh. Dr. J. Klang of Vienna, S. Bogyo, Budapest; Douglas Hall Ross of Baltimore, Md.

Karl Kogler of Vienna presented a paper on the Investment of Funds of Social Insurance Institutions; Alfred W. Watson of the Manchester Unity I.O.O.F. dealt with The Economic Relations Between National Insurance and Insurance by Voluntary Organizations; F. L. Hoffman, of the Pruden-tial of Newwark, N.J., treated Economic and Political Considerations of State Insurance in the United States; Under Average Business was dealt with by H. E. W. Lutt of London, and H. J. Messenger of Hartford, Conn., while Samuel G Warner of London had for his topic Actuarial Science in Relation to Economics and Sociology George King of London, presented a paper on a New Method of Constructing and Graduating Mortality Tables, the fourth of similar character prepared by him.

## Foot Guards.

The Fifth Royal Highland-The Highlanders and ers of Montreal and the Governor-General's Foot Guards received a most cordial wel-

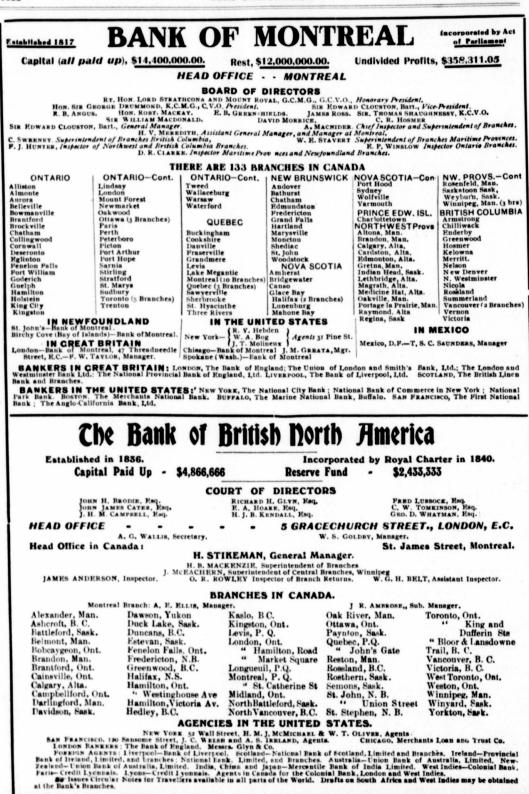
come at Plattsburg and evidently made a very favorable impression upon our American friends, as they always do upon our own people. There should be more of these exchanges of courtesies between Canadian and United States soldiers. They make for cordial international relations and mutual respect.

#### Champlain Tercentenary.

Tercentenary Champlain The Celebration has been quite a success and justified the faith of its promoters, who were not afraid

to run the obvious risks attending a celebration which could not fail to suggest invidious comparisons with its stupendous predecessor at Quebec. A delightful spirit of international amity and courtesy made out of the tercentennial of a battle a glorious demonstration in favour of a lasting peace. As Sir Lomer Gouin happily expressed it in his reference to Champlain : the truly great men are not those who destroy or who sow ruin along

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the highways of history. They are rather those who establish and spread life and activity in the desert places of the earth. Champlain, looking ahead of his time, was not content to work for his own day, but embraced in his far-seeing vision the welfare of future generations.

Railway reformers who are not Two Cents a Mile. embarrassed by any knowledge of the railway business are fond

of agreeing that the companies could make more money out of two cent a mile fare, than they do out of three cents a mile. A little experience is worth a lot of theorising. Forty-eight railways reporting to the Illinois Railroad and Warehouse Commissions and operating 88,162 miles of line report a loss of \$15,609,900 during the year ending June 30, 1908 through the operation of the two cents a mile law in Illinois. If the time ever comes that the companies can make more money by reducing fares, the chances are that railway men will be the first to make the discovery.

#### Dominion Iron and Steel Bonds.

Subscription lists were announced to close yesterday for the issue of £1,200,000 (\$5,840,000)

gage, 30-year gold bonds of the Dominion Iron & Steel Company. The bonds were offered simultaneously in Great Britain and on the Continent by Messrs. Speyer Brothers, of London, and in Canada by the Dominion Securities Corporation. The participation of this important British firm in the undertaking was itself taken as an augury of successful flotation.

This issue will provide for the immediate retirement of the outstanding second mortgage bonds, the liquidation of current liabilities and for various necessary capital expenditures. The latter should greatly increase the plant's producing and carning capacity.

#### The invitation of Judge Wil-The American Peril. helm Schwarze, a member of the Reischtag, for England and

Germany to stop bickering with each other and join hands to fight "the American peril" is calculated to cause a smile in England, the United States and Canada. Our German friend credits American statecraft and diplomacy with a farsightedness which nobody on this continent has ever suspected. He says "If England and Germany fight they will fly at each others' throats for the benefit of America. America will be the laughing heir of both." The moral would seem to be that England and Germany should abstain from the luxury of flying at each others' throats. Rich as they are, neither can afford it.

Usury Agents. A young women from New York has been sentenced in Winnipeg to a fine of \$200 or three months in jail for acting as agent of W. H. Tolman, the usurer formerly of Montreal now of New York. No sympathy need be wasted on the prisoner, whose fine will probably be paid by her employer. No man should be allowed to evade Canadian law, by going to New York and sending a women to Canada to do his dirty work for him and incur the risk of punishment for crimes committed for his benefit. Leniency in such cases would be a mistake. If the young woman is clever enough to carry on the usury business she has probably been sharp enough to provide for the contingency of a fine.

Earthquakes.

You can get used to anything. In the early days of a bombardment, the beleagured citizens bow politely to

every passing shot, and run for shelter at the sound of every exploding shall. Although the earthquakes continue at frequent intervals at Messina, the people are returning from the country to that ill-fated city. Familiarity breeds contempt even for earthquakes.

#### Ø Ø FIRE AT COBALT, ONT.

On the 4th instant a fire occurred at Cobalt, Ont. causing a property loss estimated at about \$400,000 with insurance of about \$60,000. We append a partial list of insurance: Jacques Cartier, \$1,500; Globe and Rutgers, \$5,000; Stuyvesant, \$1,500; National Fire & Marine, \$1,500; National General, \$1,000; London Lloyds, \$5,000; Michigan Millers, \$1,500; Mercantile Marine, \$1,500; Pacific Coast, \$1,000; North American Mutual, \$1,500; Calgary, \$1,500; Colonial of Winnipeg, \$1,500; Grain Shippers Mutual, \$1,500; Canada Mutual, \$1,500; United Canadian Underwriters, \$6,500; La Provinciale, \$1,000; Monarch, \$1,000; Sterling, \$1,000; Anglo-American, \$1,500; Dominion, \$1,000; Montreal, Canada, \$1,500; London Mutual, \$2,500; Atlas, \$1,500; Commercial Union, \$1,500; Union, \$2,000; Liverpool & London & Globe, \$5,000; Law, Union & Crown, \$2,500; Manitoba, \$1,000; Northern, \$1,500; Norwich-Union \$1,000.

There should be good come out of evil in the burning of so large a part of Cobalt. Wider streets are being laid out, and word comes that building regulations will at least prevent the worst class of shacks being re-erected and that fire-fighting provisions will be arranged for the future. Cobalt is becoming too important a centre to allow itself to remain black-listed by the underwriters. That there has been necessity for its being so up to this time, is shown by the nature and extent of the fire itself.

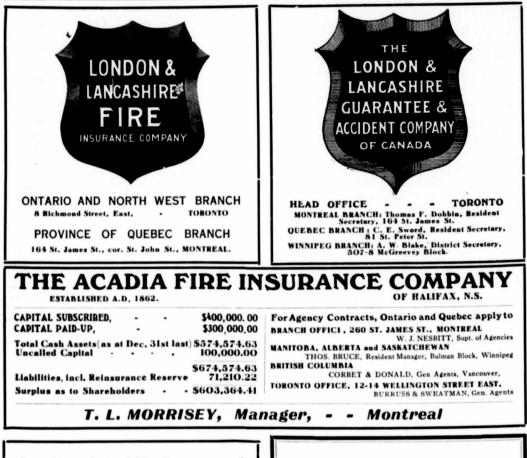
Ø 0 CROP OUTLOOK.

Every prospect pleases, throughout the Canadian West. A few days of rather intense heat recently caused scanning of the skies in some sections for signs of rain-which came in due time. Dr. Saunders, director of Dominion Experimental farms, confirms the reports of railway and other crop experts as to the generally bright outlook. However large the crop may be, its transportation this year will be more easily accomplished than ever before. The double tracking of the C. P. R. between Winnipeg and Fort William, the completion of the G. T. P. connection from Winnipeg to the Lakes, and Canadian Northern extensions should altogether prevent any congestion of traffic.

The Washington crop report issued yesterday shows United States conditions to be more favourable than seemed possible early in the season. While wheat will not be a bumper yield, corn is expected to go above the three billion bushel mark for the first time in the country's history. Oats are estimated at about 963,000,000 bushels-the record thus far being but two million more than this. The indicated total for wheat is 663,500,000 as against last year's final showing of about one million bushels more.

As worldwide conditions bespeak continued high prices, the monetary value of North American crops is likely this year to greatly exceed last year's figures.

JULY 9, 1909



## Can You Sell Life Insurance?

1024

#### If You Are Confident

that you can sell life insurance if allied with the **right** Company issuing the **right** kind of a policy, and are not satisfied with the success you have attained in the past, try an Equitable contract. You will at once discover—

- 1st: That the State endorsement of the Standard Policy convinces the most skeptical applicant that its provisions are absolutely in his interest.
- 2nd: That when it is further demonstrated that the Equitable is the strongest Company in existence, the average man will prefer it to any other.
- 3rd: That the prompt payment of all just death claims by the Equitable (which is the chief function of any life insurance company) will enable you to secure business which might otherwise go elsewhere.

Equitable representatives are making money. for information regarding an agency address :

## GEORGE T. WILSON, 2nd Vice-President, The Equitable Life Assce. Society

## of the United States.

120 Broadway, - NEW YORK

## THE MUTUAL LIFE

#### **Insurance Company of New York**

OLDEST	STRONGEST
IN	IN THE
AMERICA	WORLD

Largest Margin of Assets in Excess of Legal Liabilities.

No Company more Economically Managed to-day.

The only Company which has increasedits dividend scale four years in succession—1906, 1907, 1908, 1909.

For terms to producing agents address :

#### GEORGE T. DEXTER, 2nd Vice-President 34 NASSAU STREET, NEW YORK, N. Y.

### Financial and General Items.

THE PORT OF MONTREAL came within \$120,000 of making its receipts on revenue account meet expenditure on the same account during 1908. Considering the years general trade conditions, and the circumstance of the port being in somewhat of a transition stage, the showing is not to be considered unsatisfactory. During the year 8,830,720 bushels of grain were handled, against only 1,078,280 in the previous year. The grain handled represented, according to the report of its superintendent, about 75 per cent. of its carrying capacity.

The expenditure upon capital account during the year amounted to \$1,564,297, of which about one-half was for new steel sheds.

THE DOMINION BANK's half-yearly statement shows \$309,171 profits for the six months ending June 30, 1909, after making the usual deductions. To this amount has been added \$338 premiums on new stock and \$302,996 balance at credit of profit and loss at the end of last year, making a total of \$612,505. Of this two quarterly dividends at the rate of 12 per cent. per annum have taken \$239,013; \$338 has been transferred to reserve fund, which now amounts to \$4,082,070, and the balance, \$373,154, carried forward.

THE BANK OF NOVA SCOTIA BRANCH at Rainy River has been robbed of \$10,000 by three men, who "held up" the local manager, Mr. J. A. Temple at the point of a revolver. The thieves are being actively pursued and will probably have some difficulty in getting far away. It is not unlikely that they are the same gang which committed a number of bank robberies a short time ago in this province. There has been an influx into Canada of thieves from across the border in recent years, which is a remarkable tribute to Canadian prosperity.

THE MONTREAL LIFE UNDERWRITERS' ASSOCIA-TION will be officered as follows this year. Messrs. G. P. Carreau, president, Great West Life; A. E. Lawson, vice-president, Confederation Life; W. S. Lingley, treasurer, Mutual Life of Canada; Geo. E. Williams, secretary, Equitable Life. Board of Management: Dr. C. J. Alloway, London & Lancashire Life; James C. Tory, Sun Life; A. P. Raymond, Confederation Life; John P. Daly, Excelsior Life; J. C. Giasson, Sun Life.

THE CANADIAN PACIFIC RAILWAY COMPANY'S fiscal year closed a week ago. Gross earnings for the year ending June 30, 1009, were the greatest on record, being at least \$76,117,167, compared with \$71,384,173 last year. In June the gross earnings amounted to \$6,354,000, but this figure will be considerably augmented by the miscellaneous receipts when the final reports are made up. Also, steamship earnings will be added to the above figures in the final report.

THE C. P. R. HAS BOUGHT the property of the Montreal Brewing Company for a price stated to be \$250,000. Extensive enlargements to the Place Viger station and hotel are planned for.

THE MERCHANTS BANK has opened branches at Carbon and Trochu, Alberta.

AN INTERLOCUTORY INJUNCTION is being petitioned for to-morrow, from a Judge of the Superior Court, to restrain Crown Reserve directors from payment of any further dividends until such time as accrued and current dividends are provided on the block of 231.143 shares, which are alleged by the directors to be held for the benefit of the company, and which are being claimed by the members of the original syndicate.

THE CUNARD LINE is about to try the experiment of landing the mails at Fishguard, Pembrokeshire, which is 32 miles nearer to Queenstown than Holyhead and 102 miles nearer than Liverpool. By this means it is hoped that the United States mails will be delivered in London in six hours less time than at present.

THE WINNIPEG CITY COUNCIL has passed its assessment levy for the coming fiscal year at the rate of 15 mills on the dollar. The rateable assessment is \$109,097,320 which will produce a revenue of \$1,619,050,80. The business tax will bring the total revenue up to the amount required \$1,826,211.40.

THE NATIONAL TRUST COMPANY, liquidators of the York Loan Company, hope to be able to declare the first dividend to the 105,000 shareholders a month or so before Christmas.

At present the liquidators look to the assets to return about fifty cents on the dollar on some \$3,000,000 claims.

IT IS STATED THAT the capital of the new Asbestos merger, the Black Lake Consolidated Asbestos Company, will be \$1,000,000 6 per cent. bonds, \$1,000,000 7 per cent. non-cumulative preferred stock, and \$3,000,000 common stock.

THE MANY FRIENDS OF MR. PERCY COWANS will be delighted to hear that his condition shows continued improvement; and that he is making as favourable progress towards recovery as could be expected from the serious nature of his injuries.

THE JUNE STATEMENT of the British Board of Trade shows increases of \$27,929,500 in imports, and \$3,824,000 in exports. The principal increases in imports were \$13,750,000 in grain, and \$5,000,000 in raw material.

OFFICE AND FIELD, makes its July 1st issue a 4th anniversary number—and a creditable one. From now on the paper will devote itself entirely to life insurance.

THE INTERNATIONAL PORTLAND CEMENT Co. has declared its usual half-year dividend of 5 per cent.

FIELD WORKERS who have ever used the LIFE AGENTS' MANUAL will want a copy of the new edition. Only a limited number remain on hand. Bound in limp leather, they may be had for \$2.00 from THE CHRONICL THE NATIONAL CONVENTION OF INSURANCE COM-MISSIONERS will meet in 40th session at Colorado Springs on August 24th to 27th. The following programme has been arranged:

First Day, August 24-9 a.m.: Addresses of welcome by the Governor of Colorado, and the Mayor of Colorado Springs; Response by the Vice-President, Hon. Fred. W. Potter, Illinois; President's Address, Hon, Benjamin F. Crouse, Maryland; Reports of Committees.

Second, day, August 25-9 a.m.: Addresses, The Fraternal Insurance Situation, Hon. James R. Young, North Carolina; Taxation of Insurance Companies, Hon. Thomas B. Love, Texas; The Mutualizing of Stock Companies, Hon. Jos. Button, Virginia; Insurance Legislation, Hon, W. L. Clayton, Colorado; Discussion of Papers.

Third day, August 26-9 a.m., Discussion of Committee Reports

Fourth Day, August 27th—9 a.m.: General Discussion of Departmental Practices.

THE NEW YORK STOCK EXCHANGE has been guarded for some days by a special force of police and detectives, on account of a letter threatening to blow it up with dynamite. The police have now been withdrawn on the assumption that the threat comes from "a harmless crank." Harmless cranke are as dangerous as unloaded revolvers.

THE \$37,500,000 OF SOUTHERN PACIFIC convertible bonds, the sale of which by the Union Pacific was reported last week, were taken by Kuhn, Loeb & Co. The bankers purchased the bonds from the Union Pacific in a single block, and have since, it is understood, placed them in the United States and abroad.

ARTHUR GRANVILLE LANGHAM, ex-president of the Provident Life Assurance Society, died this week in Seymour, Ind., from the effects of a hand being shattered by the explosion of a canon cracker fired in celebration of the Fourth of July.

CANADIAN BANKS opened no less than 34 branches during June, and closed 2. At present the banks have no less than 2,075 branches, which is by far the largest number on record.

LEADING BRITISH NEWSPAPERS comment most favourably on the original ideas displayed in advertising the opening of the Grand Trunk's new and palatial offices in London.

IN THE COURT OF APPEAL, this week, at London, in the case of Stevens vs. the Hudson's Bay Company, the court allowed the company's appeal from a decision of Justice Channel which had held the company hable for income tax on land sales.

FIFTEEN HUNDRED DELEGATES will attend the convention of the League of American Municipalities to be held in Montreal on August 25, 26 and 27.

TWENTY-THREE RAILROADS in the States and Canada for the fourth week of June show an average gross increase of 12 1-2 per cent. over last year.

MONTREAL STREET RAILWAY earnings for the first half of 1909 have been almost \$1,825,000-a gain of nearly \$90,000 over the 1908 showing.

TORONTO STREET RAILWAY earnings for the first half of 1900 were over \$1,810,000, an increase of well on to \$140,000 over last year's showing.

### \$419,420.60 CITY OF OTTAWA. ONTARIO, DEBENTURES FOR SALE.

Tenders addressed to "The Chairman, Board of Control", and marked "Tender for Debentures", will be received by the Corporation of the City of Ottawa until 12 o'clock noon, on Thursday the 2nd September, 1909, for the purchase of \$98, 000.00 40 years debentures, \$159,000.00 30 years, and \$162,420.60 20 years.

The debentures are all a liability of the City at large, are all dated 1st July 1909, and bear 4 per cent interest payable 1st January, and 1st July.

All tenders must be on the official form, accompanied with a marked cheque for \$5,000.00.

Accrued interest must be paid in addition to the price tendered.

Bonds will be payable in Ottawa, New York, and London, at the option of purchaser; and in denominations to suit.

Delivery will be made at Ottawa within one month if required.

The highest or any tender not necessarily accepted.

Full particulars, together with further conditions and official form of tender can be obtained on application to the City Treasurer, Ottawa,

(Signed) CHAS. HOPEWELL, Ottawa 6th July, 1909. Mayor.

## TENDERS ASKED FOR

#### \$60,000 Debentures of the

#### **TOWN OF BERTHIER, -QUE.**

Redeemable-40 years from date of issue. Denomination \$1000.

Rate of interest 41 per cent. payable semi-annually.

Sealed tenders will be received at the address of the undersigned, up to the 20th of July, 8 P. M.

For further information and details apply to

M. A. L. AUBIN,

Secretary Treasurer of the Town of Berthier.

#### ACCOUNTANT WANTED.-

For an Insurance Office in Winnipeg. Must be able to take entire charge of books. One with good knowledge of Fire Insurance preferred. Salary to commence at about \$800 according to qualifications. Replies will be treated in strict confidence and must give full particulars as to experience.

> Address P. O., Box 1016, Winnipeg.

CLERK WANTED.—For a responsible position in a leading Fire Insurance Office.— Must have had good Fire Office experience. Apply in own handwriting, giving age and references to

c/o THE CHRONICLE.

P. O. Box 578, Montreal.

#### **Stock Exchange Notes**

#### Montreal, Thursday, July 8, 1909.

Dominion Iron Bonds were a decided feature this week and on sales of \$373,000 sold up to 97 and interest and closed with 96 1-2 bid, a net gain of 2 1-4 points.

Business throughout the general list also broadened and the Dominion Iron stocks, both Common and Preferred, Dominion Coal Common, "Soo" Common, Montreal Power and Canadian Pacific were prominent in the trading. "Soo" Common shows the biggest advance and, after selling at 144, closed with 143 7-8 bid. Dominion Coal Common, on the strike news sold off to 70, but has recovered to 71 1-2. Dominion Iron Common declined to 42 3-4 but this reaction brought out good buying and over 7.800 shares changed hands at an advancing quotation. The Preferred closed unchanged from a week ago on sales of over 3,000 shares. The trading in Crown Reserve was about double that of a week ago, but the stock closed 5c lower with 3.30 X. D. bid. Montreal Power was traded in for about 1,200 shares and scored a gain of 5-8 points.

The general feeling continues optimistic, higher figures are likely to be seen a little later on and stocks should be a purchase at any reasonable reaction from the present level.

Bent reven			
Call money in Montreal		• • • • • • •	4%
Call money in New York			2%
Call money in London			1%
Bank of England rate			21% 841
Consols			
Demand Sterling			94% 94%
Sixty days' sight Sterling			98%
The quotations at continental p	oints were	as follows	
		Market.	Bank.
Paris		1 5-16	3
Berlin		21	31 3
Amsterdam		17	4
Brussels		28	3
Vienna			
SUMMARY OF WEEK'S S		QUOTATIO	
Security. Sales.	Closing bid.	Closing bid.	ohange
Security. Sales.	June 30th.	to-day.	
Canadian Pacific 1118	182	1823	+ 1
"Soo" Common 3660	1401	1431	+ 3
Detroit United 220	601	60	- +
Halifax Tram 8	112	1131	+ 1
Illinois Preferred 498	924	943	+ 21
Montreal Street 300	218	217	- 1 /
Quebec Railway: 125	55	56	+ 1
Toledo Railwave			
Toronto Bailway 855	1234	1231	
Twin City		104	<u>+</u> ‡
Richelieu & Ontario 81		81	- 1
Can. Con. Rubber Com 78			
Can. Con. Rubber Pfd 300			+ 1
Dom. Coal Com			- 1
Dom. Iron Common 7,820		431	1 <u>3</u>
Dom. Iron Preferred 3,060		1254	
Dom. Iron Bonds \$373,000		964	+ 21
Lake of the Woods Com 25		1134	+ *
Mackay Commodities	4 80	791	- 1
Mackay Preferre 1 19		721 63 X	
Mexican Power 7		63 X 1237	+ 1
Montreal Power 1,19 Nova Scotia Steel Com 26		673	Ŧi
		123	$\frac{+}{-1}^{2}$
Ognitie com attentie titte		874	- 2
terre and the second se			
Can. Colored Cotton	5 531	52	- 11
Can. Colored Cotton 2 Can. Convertors 4		41	
Dom, Textile Com 18		761	- 1
Dom. Textile Preferred		CD 1041 X	
Montreal Cotton 10		1271	
Penmans Common		14	+ 1
Crown Reserve 15,82		XD 330	- 5

MONTREAL EASE CLEARINGS for week ending July 8th. 1909, were \$40,742,270. For the corresponding weeks of 1908 and 1907 they were \$32,223,155 and \$35,298,886 respectively. TORONTO CLEARINGS for week ending July 8th, 1909, were \$34,309,163. For the corresponding weeks of 1908 and 1907, they were \$24,782,715 and \$27,806,166 respectively. OTTAW BANE CLEARINGS for the week ending July 8th, 1909, were \$3,883,360 .For the corresponding week of 1908 they were \$3,719,739.

#### Traffic Earnings.

The gross traffic earnings of the Grand Trunk Canadian Pacific, Canadian Northern, Duluth South Shore & Atlantic railways, and the Montreal, Toronto, Halifax, Twin City, Detroit United and Havana street railways, up to the most recent date obtainable, compared with the corresponding period for 1907 and 1908 were as follows:

#### GRAND TRUNK BAILWAY.

	GRAND T	RUNK RAILW	VAY.	
Year to date,	1907.	1908.	1909.	Increase
May 31 \$1	7,210 596 \$1	4,173,685 \$	414,719,877	\$546,192
Wook onding.	1907.	1908.	1909.	Increase
June 7	854,859	614,856	688,306	43,450
" 14	907,376	774.522	795,519	20,997
" 14 " 21	854,859 907,376 883,825 ,182,720 1	816.677	826,865	10,194
·· 30 1		,184,808	1,195,366	10,558
	CANADIAN	PACIFIC RA	ILWAY.	
Year to date.	1907.	1908.	1909.	Increase
May 31 \$2		24,576,000	28,564,000	\$3,988,000
Week ending.	1907.	1908	1909.	Increase
June 7	1,554,000	1,222,000	1,424,000	202,000
·· 14 1	,542,000	1,172,000	1,478,000	306,000
· 21	,619,000	1,287,000	1,481,000	194,000
·· 30 3	2,025,000	1,777,000	1,971,000	194,000
(	ANADIAN N	ORTHERN R	AILWAY.	
Year to date.	1907.	1908.	1909.	Increase
May 31 1	\$2,613,900	\$3,030,100	\$3,229,800	\$198.700
Week ending.	1907.	1908.	1909.	Increase
June 7	208,100 224 300 202,300	143,700	186,300	42,600
** 14	224 300	160.800	173,600	12,800
** 21	202,300	151,200 218,700	184,500	33,300
" 30	328,400	218,700	260,600	41,900
Du	LUTH, SOUT	H SHORE &	ATLANTIC.	
Week ending.	1907.	1998.	1909.	Increase
June 7	69,516	43,435	62 724	19,284
June 7	74,386	48,480	63,244	19,284 14,764
** 21	68,404	49,523	67,009	17,486
	MONTREAL		ILWAY.	
Year to date.	1907.	1908.	1909.	Increase
May 31	\$1,334,798	\$1,412,162	\$1,481,127	\$68,965
May 31 Week ending.	1907.	1908.	1909.	Increase
June 7	70,728	73,967	77,599 76,270	3,632
" 14	20 020	76 099	20 020	237
	12.6/0	10,033	16,210	
** 21	72,670 77,147	76,033 75,799	78,983	3,184
June 7 " 14 " 21 " 30	77,147 97,502	75,799 96,108	78,983 109,441	
	77,147 97,502	75,799	78,983 109,441 LWAY.	3,184 13,333
" 30	77,147 97,502 Торопто	75,799 96,108 Street Rai 1908.	78,983 109,441 LWAY. 1909	3,184 13,333 Increase
" 30 Year to date. May 31	77,147 97,502 Toronto 1907.	75,799 96,108 Street Rai 1908.	78,983 109,441 LWAY. 1909 \$1,481,750	3,184 13,333 Increase \$110,445
" 30 Year to date. May 31	77,147 97,502 Toronto 1907.	75,799 96,108 STREET RAI 1908. \$1,371,305 1908.	78,983 109,441 LWAY. 1909 \$1,481,750 1909.	3,184 13,333 Increase \$110,445 Increase
" 30 Year to date. May 31 Week ending. June 7	77,147 97,502 Токомто 1907. \$1,290,656 1907. 62,882	75,799 96,108 STREET RAI 1908. \$1,371,305 1908. 71,617	78,983 109,441 LWAY. 1909 \$1,481,750 1909. 76.261	3,184 13,333 Increase \$110,445 Increase 4,644
" 30 Year to date. May 31 Week ending. June 7 " 14	77,147 97,502 Токомто 1907. \$1,290,456 1907. 62,882 65,233	75,799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700	78,983 109,441 LWAY. 1909 \$1,481,750 1909. 76.261 73,579	3,184 13,333 Increase \$110,445 Increase 4,644 3,879
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21	77,147 97,502 TORONTO 1907. \$1,290,656 1907. 62,882 65,233 68,601	75.799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700 70,030	78,983 109,441 12WAY: \$1,481,750 1909. 76.261 73,579 76,669	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21	77,147 97,502 Токомто 1907. \$1,290,456 1907. 62,882 65,233	75,799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700	78,983 109,441 LWAY. 1909 \$1,481,750 1909. 76.261 73,579	3,184 13,333 Increase \$110,445 Increase 4,644 3,879
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30	77,147 97,502 Токомто 1907. \$1,290,456 1907. 62,882 65,233 68,601 88,906	75.799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700 70,030	78,983 109,441 11,12,12,12,12,12,12,12,12,12,12,12,12,1	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639
" 30 Year to date. May 31. Week ending. June 7 " 14 " 21 " 30 Tw	77,147 97,502 Товоято 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA	75.799 96,108 STREET RAI 1908. \$1,371,305 1908. 71,617 69,700 70,030 90,495	78,983 109,441 1909. \$1,481,750 1909. 76,261 73,579 76,669 103,704 r Company. 1909.	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30 Tw Year to date.	77,147 97,502 TORONTO 1907. \$1,290,656 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907.	75,799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700 70,030 90,495 PID TRANSFI 1908.	78,983 109,441 (LWAY. 1909. \$1,481,750 1909. 76,261 73,579 76,669 103,704 T COMPANY. 1909. 42 \$2,631,2'	3,184 13,333 Increase ≸110,445 Increase 4,644 3,879 6,639 13,209 Increase €1 ±227,619
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30 Tw Year to date. May 31 Week ending.	77,147 97,502 Товоято 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA	75,799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700 70,030 90,495 PID TRANSF 1908.	78,983 109,441 1LWAY: 1909 \$1,481,750 1909, 76,620 73,579 76,669 103,704 T COMPANY. 1909, 42 \$2,631,20 1009	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase 4227,619 Increase
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30 Tw Year to date. May 31 Week ending.	77,147 97,502 Токомто 1907. \$1,290,*56 1907. (2,882 65,233 68,601 88,906 1N CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907.	75.799 96,108 STREET RAI 1908. \$1,371,305 1908. 71,617 69,700 70,030 90,495 1908. \$2,403,64 1978 198. \$2,403,64 19.8	78,983 109,441 1LWAY: 1909 \$1,481,750 1909, 76,620 73,579 76,669 103,704 T COMPANY. 1909, 42 \$2,631,20 1009	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase 61 +227,619 Increase 8,708
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30 Wear to date. May 31 Week ending. June 7 " 14	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 1N CITY RA 1907. \$2,300,115 1907. 122,138	75,799 96,108 STRFET RAI 1908, 1908, 11,371,305 71,617 69,700 90,495 70,030 90,495 90,495 1908, 3 \$2,403,64 1998 3 \$2,403,64 1998 124,261 125,593	78,983 109,441 iLWAY. 1909 \$1,481,750 1909 76,261 73,579 76,669 103,704 г Сомрану. 1909 132,969 131,226	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 5,693
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30 Tw Year to date. May 31 Week ending. June 7	77,147 97,502 TORONTO 1907. \$1,290,*56 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 120,335	75,799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700 70,030 90,495 191D TRANSIT 1908. 8 \$2,403,64 19*8 124,261 125,593 129,600	78,983 109,441 ILWAY. 1909 \$1,481,750, 76,261 73,579 76,669 103,704 т Сомрану. 1909 132,263 132,959 131,259 140,841	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase 61 +227,619 Increase 8,708
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30 Week ending. June 7 Week ending. June 7 " 14	77,147 97,502 TORONTO 1907. \$1,290,*56 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 120,335	75.799 96,108 STREET RAI 1908. 1,371,305 1908. 1908. 1908. 71,617 69,700 70,030 90,495 1908. 3 \$2,403,64 19*8 124,261 125,660 UNITED RAI	78,983 109,441 ILWAY: 1909 \$1,481,750 1909 76,620 76,620 76,620 103,704 T COMPANY. 1909 103,704 T COMPANY. 1909 132,969 132,969 131,286 140,841 ILWAY.	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 " 30 Tw Year to date. May 31 Week ending. June 7 " 14 " 21 " 21 " 21 " 21 " 21 " 21 " 21 " 21 " 21 " 30 " 4 " 30 " 4 " 30 " 4 " 30 " 4 " 30 " 4 " 4 " 30 " 4 " 30 " 4 " 4 " 30 " 4 " 4 " 30 " 4 " 5 " 5	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,335 114,407 125,335 DETROIT 1907.	75,799 96,108 STREET RAI 1908. <b>\$1,371,305</b> 1908. 71,617 69,700 70,030 90,495 90,495 1908. <b>\$2,403,64</b> 1998. <b>\$2,403,64</b> 1998. <b>\$2,403,64</b> 124,593 129,600 UNITED RAI 1908.	78,983 109,441 iLWAY. \$1,481,750 1909 \$1,481,750 173,579 76,261 73,579 76,669 103,704 T COMPANY. 1909 132,969 131,286 140,841 iLWAY. 1909.	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase *,708 5,693 11,241 Increase
" 30 Year to date. May 31 Week ending. June 7 " 21 " 30 Wear to date. May 31 Week ending. June 7 Week ending. June 7	77,147 97,502 TORONTO 1907. \$1,290,*56 (1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,115 1907. 122,138 114,407 125,335 DETROIT	75.799 96,108 STREET RAI 1908. 1,371,305 1908. 1908. 1908. 71,617 69,700 70,030 90,495 1908. 3 \$2,403,64 19*8 124,261 125,660 UNITED RAI	78,983 109,441 ILWAY. 1909 \$1,481,750 76,261 73,579 76,669 103,704 r Сомрану. 1909 132,969 131,286 140,841 ILWAY. 1909, 138,848	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase 8,708 5,693 11,241 Increase 8,509
" 30 Year to date. May 31 Week ending. June 7 " 14 " 21 Tw Year to date. May 31 Week ending. June 7 " 14 " 21	77,147 97,502 TORONTO 1907. \$1,290,*56 (1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 122,138 114,407 125,335 DETROIT 1907. 133,229 135,824	75,799 96,108 STREET RAI 1908. 1,371,305 1908. 1908. 1908. 1908. 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 129,660 UNITED RAI 1908. 147,757 132,015	78,983 109,441 1LWAY. 1909 \$1,481,750 76,629 103,704 T COMPANY. 1909 132,969 132,969 131,286 140,841 140,841 140,841 146,502	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase 8,708 5,693 11,241 Increase 8,909 11,241 Increase 8,909 14,487
" 30 Year to date. May 31 Week ending. June 7 " 21 " 30 Tw Year to date. May 31 Week ending. June 7 " 14 " 21 Week ending. June 7 " 14 " 21 " 30 " 4 " 30 " 4 " 30 " 4 " 30 " 4 " 4 " 4 " 4 " 4 " 4 " 14 " 14 " 14 " 21 " 14 " 21 " 14 " 21 " 14 " 21 " 21	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,115 1907. \$2,300,115 1907. \$2,300,115 1907. \$2,300,115 1907. 122,138 114,407 125,335 DETROIT 1907. 133,229 135,824 145,407	75,799 96,108 STRFET RAI 1908. 11,371,305 1908. 71,617 69,700 90,495 PID TRANSF 1908. 3 \$2,403,64 1908. 3 \$2,403,64 192,593 129,600 UNITED RAI 1908. 1908. 447,757	78,983 109,441 ILWAY. 1909 \$1,481,750 76,261 73,579 76,669 103,704 r Сомрану. 1909 132,969 131,286 140,841 ILWAY. 1909, 138,848	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase ×,708 5,693 11,241 Increase 8,909 14,447 16,589
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>" 14</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 122,138 114,407 125,335 DETROIT 1907. 135,824 145,407 182,082	75,799 96,108 STRFET RAI 1908. 11,371,305 71,617 69,700 90,495 PID TRANSF 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 122,593 129,600 UNITED RAI 1908. 1909. 1	78,983 109,441 ILWAY. 1909 \$1,481,750 1909, 76,261 73,579 76,669 103,704 т Сомрану. 1909 132,969 132,2969 132,296 140,841 ILWAY. 1909, 138,848 146,502 160,808 	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241 Increase \$,709 14,447 16,589 
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>" 14</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,656 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 125,335 DETROIT 1907. 125,335 DETROIT 1907. 133,229 135,824 145,407 182,082	75,799 96,108 STREET RAI 1908. 11,371,305 71,617 69,700 70,030 90,495 1910 TRANSI 1908. 3 \$2,403,64 19*8 124,261 125,593 129,600 UNITED RAI 1908. 147,757 132,015 144,219 	78,983 109,441 ILWAY. 1909 \$1,481,750. 76,261 73,579 76,669 103,704 т Сомраху. 1909 131,286 140,841 ILWAY. 1909. 132,869 131,286 140,841 ILWAY. 1909. 138,848 146,502 160,808 	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241 Increase \$,709 14,447 16,589 
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>" 14</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,656 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 125,335 DETROIT 1907. 125,335 DETROIT 1907. 133,229 135,824 145,407 182,082	75,799 96,108 STRFET RAI 1908. 11,371,305 71,617 69,700 90,495 PID TRANSF 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 122,593 129,600 UNITED RAI 1908. 1909. 1	78,983 109,441 ILWAY. 1909 \$1,481,750. 76,261 73,579 76,669 103,704 т Сомраху. 1909 131,286 140,841 ILWAY. 1909. 132,869 131,286 140,841 ILWAY. 1909. 138,848 146,502 160,808 	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241 Increase \$,709 14,447 16,589 
" 30 Year to date. May 31 Week ending. June 7 " 21 " 30 Tw Year to date. May 31 " 44 " 21 Week ending. June 7 " 21 Week ending. June 7 " 21 " 4 " 4" " 4"	77,147 97,502 TORONTO 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. 122,138 114,407 125,335 DETROIT 1907. 133,229 135,824 145,407 182,082 IFAX ELECT Rail	75.799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700 70,030 90,495 1910 TRANST 1908. 8 \$2,403,64 1978 124,261 125,593 129,660 UNITED RAI 1903. 147,757 132,015 144,219 	78,983 109,441 iLWAY. 1909 \$1,481,750 1909, 76,261 73,579 76,669 103,704 T COMPANY. 1909, 132,969 131,286 140,841 iLWAY. 1909, 138,848 146,502 160,808  1909	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase *,708 5,693 11,241 Increase 8,909 14,487 16,589  Increase
" 30 Year to date. May 31 Week ending. June 7 " 21 " 30 Week ending. June 7 " 14 " 21 Week ending. June 7 " 14 " 21 Week ending. June 7 " 14 " 4 " 4 " 21 " 4 " 14 " 4 " 14 " 30 " 14 " 30 " 4 "	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,000,118 1907. \$	75,799 96,108 STREET RAI 1908. 1908. 1908. 71,617 1908. 71,617 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 124,593 129,600 UNITED RAI 1908. 147,757 132,015 144,219  raio TRAMW. way Receipt 1904.	78,983 109,441 1LWAY. 1909 \$1,481,750. 76,261 73,579 76,669 103,704 T COMPANY. 1909 132,969 131,286 140,841 1LWAY. 1909, 138,848 146,502 160,808  AY Co., LTD. 5. 1909 3,425	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 6,639 13,209 Increase 8,708 5,693 11,241 Increase 8,309 14,487 16,589  Increase 195
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 21</li> <li>" 30</li> <li>Tw</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 30</li> <li>HAL</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> </ul>	77,147 97,502 TORONTO 1907. \$1,290,556 (1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. 1907. 133,229 135,824 145,407 182,082 IFAX ELECT Rail 1907. 3,445 3,271	75,799 96,108 STREET RAI 1908. 1,371,305 1908. 71,617 69,700 70,030 90,495 1910 TRANSIT 1908. 8 \$2,403,64 19*8 124,261 129,600 UNITED RAI 129,600 UNITED RAI 129,600 UNITED RAI 1908. 147,757 132,015 144,219  relo TRAMW. way Receipt 1904. 3,231 3,662	78,983 109,441 1LWAY. 1909 \$1,481,750 1909 76,669 103,704 T COMPANY. 1909 131,289 131,289 140,841 11LWAY. 1909 133,289 140,841 11LWAY. 1909 138,848 146,502 160,808  1909 3,425 3,910	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241 Increase 8,909 14,487 16,589  Increase 195 248
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 21</li> <li>" 14</li> <li>" 21</li> <li>" 14</li> <li>" 21</li> </ul>	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$2,400,115 1907. \$	75,799 96,108 STREET RAI 1908, 1908, 1908, 71,617 69,700 90,495 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1928, 124,261 124,261 124,261 124,261 124,261 129,600 UNITED RAI 1908, 147,757 132,015 144,219  raid Transut 1908, 3,231 3,662 3,990	78,983 109,441 1LWAY. 1909. \$1,481,750 1909. 76,261 73,579 76,669 103,704 T COMPANY. 1909. 132,969 131,286 140,841 1288. 140,841 1288. 140,841 1288. 140,841 1288. 140,841 1288. 140,841 1288. 140,841 1288. 140,841 1288. 140,841 1288. 138.848 144,502 160,808  1909. 3,425 3,910 4,164	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241 Increase \$,708 14,487 16,589  Increase 195 248 174
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 30</li> <li>Tw</li> <li>Year to date.</li> <li>May 31</li> <li>Weak ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 14</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 122,138 114,407 125,335 DETROIT 1907. 133,229 135,824 145,407 182,082 IFAX ELECY Rail 1907. 3,445 3,271 3,875 5,012	75,799 96,108 STRFET RAI 1908, 11,371,305 71,617 69,700 90,495 PID TRANSF 1908, 1908, 1908, 1908, 1908, 1908, 1908, 1908, 122,593 129,600 UNITED RAI 1908, 147,757 132,015 144,219 	78,983 109,441 1LWAY. 1909 \$1,481,750 76,261 73,579 76,669 103,704 r COMPANY. 1909 132,269 131,286 140,841 1LWAY. 1909 132,869 131,286 140,841 1LWAY. 1909 138,848 146,502 160,808  1909 3,425 3,910 4,164 5,800	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241 Increase 8,909 14,487 16,589  Increase 195 248
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 30</li> <li>Tw</li> <li>Year to date.</li> <li>May 31</li> <li>Weak ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 14</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. 122,138 114,407 125,335 DETROIT 1907. 133,229 135,824 145,407 182,082 IFAX ELECY Rail 1907. 3,445 3,271 3,875 5,012	75,799 96,108 STREET RAI 1908, 1908, 1908, 71,617 69,700 90,495 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1928, 124,261 124,261 124,261 124,261 124,261 129,600 UNITED RAI 1908, 147,757 132,015 144,219  raid Transut 1908, 3,231 3,662 3,990	78,983 109,441 1LWAY. 1909 \$1,481,750 1909 76,669 103,704 T COMPANY. 1909 132,969 131,296 140,841 1LWAY. 1909 133,269 134,265 140,841 1LWAY. 1909 138,848 146,502 160,808  1909 3,425 3,910 4,164 5,800	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase ×,708 5,693 11,241 Increase ×,708 5,693 11,241 Increase ×,708 5,693 11,241 Increase ×,708 5,693 11,241 Increase ×,708 14,487 16,589  Increase 195 248 174 468
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 21</li> <li>" 14</li> <li>" 21</li> <li>" Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>HAI</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> </ul>	77,147 97,502 TORONTO 1907. \$1,290,556 (1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$3,229 135,824 145,407 182,082 IFAX ELECT Rail 1907. \$3,445 3,271 3,876 5,012 HAVANA BI	75,799 96,108 STREET RAI 1908. 1908. 1908. 71,617 1908. 71,617 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 124,503 129,600 UNITED RAI 1908. 144,757 132,015 144,219  1904. 3,231 3,662 3,990 5,332 , kotraio Rai 908.	78,983 109,441 1LWAY. 1909 \$1,481,750 1909, 76,261 73,579 103,704 T COMPANY. 1909 132,969 131,286 140,841 1288,848 144,502 160,808  1909 3,425 3,910 4,164 5,800 LWAY C 1909	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase *,708 5,693 11,241 Increase 8,909 14,487 16,589  Increase 19,529 14,487 16,589  Increase 19,248 10,445 10,639 10,209 11,241 10,445 10,595 11,241 10,445 10,595 11,241 10,445 10,445 10,595 11,241 10,445 14,447 16,589 14,447 16,589 14,447 16,589 17,448 16,589 17,448 1
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 21</li> <li>" 30</li> <li>Tw</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>Hat</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>Week ending.</li> <li>Week ending.</li> <li>Week ending.</li> <li>Week ending.</li> </ul>	77,147 97,502 TORONTO 1907. \$1,290,556 1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,200,118 1907. \$2,335 DETROIT 1907. \$3,229 135,824 145,407 182,082 JIFAX ELECT Rail 1907. \$3,445 3,271 3,845 5,012 HAVANA EI 1 3,875	75,799 96,108 STRFET RAI 1908, 1908, 71,617 69,700 90,495 PID TRANSF 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1908, 122,593 129,600 UNITED RAI 1908, 147,757 132,015 144,219 CRIG TRAMW. Way Receipt 1909, 3,231 3,662 3,990 5,332 xotrio RAI 908, 5,840	78,983 109,441 1LWAY. 1909 \$1,481,750 1909,76,261 73,579 76,261 73,579 76,261 73,579 76,263 173,579 76,263 1909 76,263 1909 132,269 132,269 132,269 132,269 132,286 140,841 12909 132,869 132,869 132,869 140,841 140,845140,845 140,845140,845 140,845140,	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase \$,708 5,693 11,241 Increase \$,708 5,693 11,241 Increase 8,909 14,487 16,589  Increase 195 248 174 468 Increase 5,717
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 21</li> <li>" 30</li> <li>Tw</li> <li>Year to date.</li> <li>May 31</li> <li>Weak ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>Hat</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>" 14</li> <li>" 14</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,556 (1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,335 DETROIT 1907. 133,229 135,824 145,407 182,082 HAVANA BRAI 1907. \$3,445 5,012 HAVANA BL	75,799 96,108 STREET RAI 1908. 1908. 1908. 71,617 1908. 71,617 1908. 71,617 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 124,593 129,600 UNITED RAI 1908. 144,219 132,661 132,662 1909. 3,231 13,662 3,990 5,332 xotraio Rai 908. 5,840 5,962	78,983 109,441 ILWAY. 1909 \$1,481,750 1909, 76,261 73,579 76,261 73,579 76,669 103,704 T COMPANY. 1909, 132,969 131,286 140,841 ILWAY. 1909, 138,848 146,502 160,808  1909 3,425 3,910 4,164 5,800 LWAY C 1909 41,557 41,157 	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase 8,708 5,693 11,241 Increase 8,909 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 17,414 16,589  Increase 17,414 16,589  11,241 Increase 14,487 14,487 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,514
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 21</li> <li>" Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>HAL</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>HAL</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 30</li> <li>HAL</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 14</li> <li>" 21</li> <li>" 14</li> <li>" 21</li> <li>" 21</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,556 (1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,335 DETROIT 1907. 133,229 135,824 145,407 182,082 HAVANA BRAI 1907. \$3,445 5,012 HAVANA BL	75,799 96,108 STREET RAI 1908. 1908. 1908. 71,617 1908. 71,617 1908. 71,617 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 3 \$2,403,64 1908. 124,593 129,600 UNITED RAI 1908. 144,219 132,661 132,662 1909. 3,231 13,662 3,990 5,332 xotraio Rai 908. 5,840 5,962	78,983 109,441 ILWAY. 1909 \$1,481,750 1909, 76,261 73,579 76,261 73,579 76,669 103,704 T COMPANY. 1909, 132,969 131,286 140,841 ILWAY. 1909, 138,848 146,502 160,808  1909 3,425 3,910 4,164 5,800 LWAY C 1909 41,557 41,157 	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase ≠227,619 Increase ≠708 5,693 11,241 Increase 8,909 14,457 16,559 2488 174 468 Increase 5,717 5,195 7,685 7,685
<ul> <li>" 30</li> <li>Year to date.</li> <li>May 31</li> <li>Week ending.</li> <li>June 7</li> <li>" 21</li> <li>" 14</li> <li>" 21</li> <li>" 14</li> <li>" 14</li> <li>" 21</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 21</li> <li>" 80</li> <li>" HAL</li> <li>Week ending.</li> <li>June 7</li> <li>" 14</li> <li>" 14</li></ul>	77,147 97,502 TORONTO 1907. \$1,290,556 (1907. 62,882 65,233 68,601 88,906 IN CITY RA 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,300,118 1907. \$2,335 DETROIT 1907. 133,229 135,824 145,407 182,082 HAVANA BRAI 1907. \$3,445 5,012 HAVANA BL	75,799 96,108 STRFET RAI 1908, 1908, 71,617 69,700 90,495 PID TRANSF 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1908, 3 \$2,403,64 1908, 122,593 129,600 UNITED RAI 1908, 147,757 132,015 144,219 CRIG TRAMW. Way Receipt 1909, 3,231 3,662 3,990 5,332 xotrio RAI 908, 5,840	78,983 109,441 1LWAY. 1909 \$1,481,750 1909,76,261 73,579 76,261 73,579 76,261 73,579 76,263 173,579 76,263 1909 76,263 1909 132,269 132,269 132,269 132,269 132,286 140,841 12909 132,869 132,869 132,869 140,841 140,845140,845 140,845140,845 140,845140,	3,184 13,333 Increase \$110,445 Increase 4,644 3,879 6,639 13,209 Increase 8,708 5,693 11,241 Increase 8,909 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 14,487 16,589  Increase 17,414 16,589  Increase 17,414 16,589  11,241 Increase 14,487 14,487 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 16,589  Increase 17,414 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,414 Increase 17,514

## List of Leading Stocks and Bonds REPORTED FOR THE CHRONICLE BY R. WILSON-SMITH & CO., 160 ST. JAMES STREET, MONTREAL. CORRECTED TO THURSDAY, JULY 8th, 1909.

BANK STOCKS.	Closin prices Last s	or	Par value of one share.	Revenue per cent. on investment at present prices.	Capital subscribed	Capital paid up	Rest Fund	Per cent'ge of Rest to paid up Capital	Rate of Annual Dividend	When dividend payable.
British North America Anadian Bank of Commerce. Jominion Sastern Townships		Bid. 1845	\$ 243 100 50 100	Per Cent. 4 51 4 33	\$ 4,866,666 10,000,000 3,983,700 3,963,700 3,960,000	\$ 4,866,666 10,000,000 3,983,600 3,000,000	6.000,000 4,981,960	60.00 125.06	Per cent. 7 8 12 8	April, October. March, June, Sept., Dec. Jar., April, July, Octobe Jan., April, July, Octobe
farmers Lamilton Jochelaga Jome Bank of Canada mperial	••••		100 100 100 100 100		1,000,000 2,500,000 2,500,000 1,016,100 5,000,000	559,494 2,500,000 2,500,000 949,334 5,000,000	2,590,000 2,150,000 297,705	100.00 86.00 31,36	4 10 8 6 11	March, June, Sept., De March, June, Sept. Dec. March, June, Sept. Dec. Feb., May, August, Nor
a Banque Nationale derehants Bank of Canada detropolitan Bank Molsons Montreal	201	162 j 201 25 4	30 100 100 100 100	4 87 4 96 3 96	1,954.950 6,000.000 1,000,000 3,500,000 14,400,000	1,944,595 6,000,000 1,000,000 3,500,000 14,400,000	1,050,000 4,000,000 1,000.000 3,500,000		7 8 8 10 10	Feb, May, Aug, Nov. March, June, Sept., De Jan., April, July, Octobe Uan., April, July, Octobe March, June, Sept., De
New Brunswick. Northern Crown Bank Nova Scotia Provincial Bank of Canada.	282	274 277 210	100 100 100 100 100	4 74 4 25 4 76	759,000 2,207,500 3,000,000 3,000,000 1,000,075	750,000 2,201,886 3,000,000 3,000,000 1,000,000	1,312,500 50,000 5,400,000	175.00 2.27 180.00 100.00 30.00	13 5 12 10 5	Jan., April, July, Octobe January, July. Jan., April, July, Octobe March, June, Sept, Dec. Jan. April, July, October
uebec loyal itandard it. Stephens		124	100 100 50 100	5 62	2,500,000 4,897,800 1,925,1 <b>5</b> 0 200,000	2,500,000 4,662,580 1,882,226 200,000	1,250,000	50.00 115.01 115.94 27.50	7 10 12 5	March, June, Sept., Dec. Jan., April. July, Octobe Feb. May, Aug. November March, September.
St. Hyacinthe Sterling, Foronto. Fraders Union Bank of Halifax	220		100 100 100 100	4 51	504,600 876,300 4,000,000 4,867,500	361,945 829,489 4,000,000 4,353,811	75.000 207,372 4,500,000 2,000,000	20,77 25.00 112.50 45.95	5 10 7	Feb., May, Aug., Nov. March, June, Sept., Dec Jan., Apl., July, Oct.
Union Bauk of Canada United Empire Bank		183	50 100 100	5 18	1,500,000 3,207,200 635,600	1,500,000 3,201,590 503,212	1,200,000 1,800,000	80.00 56.22	874	Feb., May, Aug., Nov. March, June, Sept., Dec.
Bell Telephone	146 95	145 93j 94	100 100 100	5 47 7 36 7 44	12,500,000 635,000 635,000	12,500,000 635,000 633,000			<b>8</b> 77	Jan. April. July, Oct. Cumulative. Do.
an contrea cotton mins co	52	52	100	7 54	1,511,400 2,700,000	1,511,400 2,700,000				March, June, Sept., Dec.
Janada General Electric Com do Pfd anadian Pacific Janadian Converters Detroit Electric St		1821 41 601	100 100 100 100	3 80 9 25	4,700.000 1,452,385 146,016,000 1,733,500 12,500,000	4,700,000 1,452,385 146,016,000 1,783,500 12,500,000			7774	Jan., April, July, Oct. April, Oct. April, October. Feb, May, Aug., Nov.
Dominion Coal Preferred do Common Dominion Textile Co. Com do PfdXD Jom. Iron & Steel Com		114 71 70 1043 43	100 100 100 100	6 14 5 61 7 09 6 63	3,000,000 15,000,000 5,600,000 1,858,088 20,000,000	3,000,000 15,000,000 5,000,000 1,858,088 20,000,000			57	February, Angnst. Jany, April, July, Oct. Jan., April, July, Octobe Jan., April, July, Octobe
do Pfd Duluth S. S. & Atlantic. do Pfd Halifax Tramway Co Havana Electric Ry Com		125 1131 60	100 100 100 100 100	5 21	5,000,000 12,000,000 10,000,000 1,350,000 7,500,000	5,000,000 12,000,000 10,000,000 1,350,000 7,500,000				
do Preferred Billoofs Trac. Pfd. aurentide Paper Com do Pfd. ake of the Woods Mill Co. Com, XD		85 942 123 125 1133	100 100 100 100	6 74 6 31 5 69 5 60 5 28	5,000,000 5,000,000 1,600,000 1,200,000 2,000,000	5,000,000 4,575,000 1,600,000 1,200,000 2,000,000			86776	Jan., April, July, October Jan., April, July, October February, August. January, Apl., July, Oct April, October.
do do Pfd fackay Companies Com do Pfd fezican Light & Power Co XD dinn. St. Paul & S.S.M. Com	80 74 65	1225 794 725 63 1435	100 100 100 100	5 60 5 00 5 40 6 15 4 16	1,500,000 43,437,200 50,000,000 13,585,000 20,832,000	1,500,000 43,437,200 50,000,000 13,585.000 16,800,000			744	March, June, Sept., Dec. Jan., April, July, Octobe Jan., April, July, Octobe Jan. April, July, Oct. April, October.
do Pfd fontreal Cotton Co. fontreal Light, Ht. & Pwr. Co fontreal Steel Work, Com	1 i0 123) 85	128 1234 83	100 100 100 100	5 38 4 84 4 70	10,416,000 3,000,000 17,000,000 700,000 800,000	8,400,000 3,000,000 17,000,000 700,000 800,000			77647	April, October. March, June, Sept., Dec. Feb., May, August, Nov. Jan., July. Jan., April, July, Oct.
dontreal Street Railway dontreal Telegraph orthern Ohio Track Co. North West Land, Com	218) 1	218 154 26 674	100 40 100 5	4 57 5 00 7 20	9,000,000 2,000,000 7,900,000 204,073 5,000,000	294,078			10 8 2	Feb., May, August, Nov. Jan., April, July, Octobe March, June, Sept., Dec
do Pfd XD glivie Flour Mills Com do Pfd tichelieu & Ont. Nav. Co tio de Jaulero.		123) 125 81 87)	100 100 100 100	5 60 5 60 6 15	2,000,000 2,500,000 2,000,000 3,132,000 25,000,000	1,030,000			8 7 7 5	Jan., April, July, Octobe March, September. March, June, Sept., Dec. March, June, Sept., Dec.
so. Paulo hawinghan Water & Power Co L. John Street Kailway. olede Ry & Light Co. oronto Street Railway.	144)		100 100 100 100	6 92	9,700,000 6,500,000 800,000 13,875,000	9,100,000 6,500,000 800,000 12,000,000			•	Jan., April, July, Octobe Jan. April, July, Oct. June, December.
rinldad Electric Ry ri, City Ry. Co. Com. ao Pfd. win City Rapid Transit Co.		124 F9 104	100 4 80 100 100	5 64  6 74 4 80	8,000,000 1,164,000 9,000,000 2,600,000 20,100,000	8,000,000 1 164,000 9,000,000 2,600,000 20,100,000				Jan., April, July, Octobe Jan., April, July, Octobe Jan., April, July, Oct. Feb., May, August, Nov Jan., April July, Oct.
do Preferred		• • • •	100 100 100	5 38	3,000,000 800,000 1,000,000 6,000,000	3,000,000 500,000	·		5	Jan., April. July, Oct. Jan. April, July, Oct. May, November. Jan. April, July, Oct.

#### JULY 9, 1909

#### THE CHRONICLE.

#### STOCK AND BOND LIST Continued

BONDS.	Closing		Rate p. c. of Int- crost	Amount outstanding.	When Interest due.	Where Interest payable	Date of Maturity.	REMARKS
	Arked	Bid	num,				1	
Bill Telephone Co			5	\$3,363,000	1st Oct. 1st Apl.	Bk. of Montreal, Mtl	and a second secon	
Can. Colored Cotton Co.xc			6	2,000,000	2nd Apl, 2nd Oct	""	April 2nd, 1912	
Dominion Coal Co	971	97	5		1st May 1st Nov.		April 1st, 1940	Redeemable at 105 an Int. after May 1st, 191
om. Iron & Steel CoXC	97	967	5	7,674,000	lst Jan. 1st July.	Bk. of Montreal, Mtl	July 1st, 1929	
" 2nd Mortg. Bds Dom. Tex. Sers. "A"	::	951	6	1,968,000 758,500	lst Apl. 1st Oct. 1 March 1 Sept.	Bk. of Montreal, Mtl. Royal Trust Co., Mtl	March 1st, 1920	\$250,000 Redeemabl Redeemable at 110 an Interest.
" "B"	98	96}	6	1,162,000	"		"	Redeemable at par a ter 5 years.
·· "C"		95]	6	1,000,000	"		"	Redeemable at 105 ar
" "D"		953		450,000			11 10ED	
Iavana Electric Railway.			5	8,311,56	1 lst Feb. 1st Aug	52 Broadway, N. Y.	Feby. 1st, 1952 Jany. 1st, 1916	Redeemable at 105
alifax Tram		::	5	600,00 750,00	) 1st Jan. 1st July ) 1st Mch. 1st Sep	Bk. of Montreal, Mtl Royal Trust, Mtl		Redeemable at 119
Lake of the Woods Mill Co			6	1,000,00	0 lst June 1st Dec,	Merchants Bank o Canada, Montreal.	June 1st, 1923	
Laurentide Paper Co	113	110	6	1,036,00	0 2 Jan. 2 July.	Bk. of Montreal, Mtl.		
Magdalen Island			6	267.00	0 30 June 30 Dec			
Mexican Electric L. Co	87		5	C 000 00	all Jan. 1 July.		July 1st, 1935 Feby. 1st, 1933	
Mex. L't & Power Co.	89		5	12,000,00	0   Feb.   Aug. 1 Jan.   July		Jany, 1st, 1935	
Montreal L. & Pow. Co			4					Int. after 1912.
Montreal Street Ry. Co	. 101	99	4	1,500,00	0 1 May 1 Nov.	U.B. of Halifax or B	May 1st, 1922 July 1st, 1931	
N. S. Steel & Coal Co			6	2,282,00	1 Jan. 1 July.	of N.S.Mtl.or Toronto		Redeemable at110 a
N.S.Steel Consolidated	. 110	109	6	1,470,00	0 1 Jan. 1 July.		July 1st, 1931	Redeemable at 115 a
Ogilvie Milling Co			6	1,000,00	0 1 June 1 Dec.	Bk. of Montreal, Mtl.	July 1st, 1932	Redeemable at 105 a Interest.
Price Bros.			6	1,000,00	0 1 June 1 Dec.		June 1st, 1925	
Rich. & Ontario			5	323,14	6 1 Mch. 1 Sept.		Jany. 1st, 1935	
Rio Janeiro	. 94	1	5		0 1 Jan. 1 July.	C. B. of C., Londo	n	
Sao Paulo			5	6,000,00	0 1 June 1 Dec.	Nat. Trust Co., To Bk. of Montreal, Mtl.	June 1st, 1929	
Winnipeg Electric			5		0 2 July 2 Jan.		Jany. 1st, 1934	





AGENCIES THROUGHOUT CANADA.

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## SUN INSURANCE OFFICE

## **Report of the Directors**

THE Directors present to the Members the following | policies, there is a credit balance of \$977,350, which Report, together with the Accounts and Balance Sheet for the year 1908.

FIRE Accoust .- Premiums received, less re insurances, \$7,253,765, being a decrease of \$134,450 as compared with those of the preceding year. Losses paid and outstanding \$3,987,990, beirg at the rate of 5198 per cent on the Premiums received. Expenses of management (including commission to agents and working charges of all kinds) \$2,681,125. being at the rate of 36.96 per cent. Interest \$338,920. After reserving as unearned 40 per cent. of the Premiums to cover liabilities under current and leave to be carried forward \$1,227,160.

has been transferred to the Profit and Loss Account.

PROFIT AND LOSS ACCOUNT AND DIVIDEND .- The balance brought forward from last year was \$1,292,870. Paid for D vidends in respect of 1907, \$600,000, carried to pension Fund \$25,000, leaving a Credit Balance of \$667, 870. This, by the operations of the year, has been increased to \$1,827,160. Out of this amount an interim Dividend at the rate of \$1.25 per Share, absorbing \$300,000, was paid in January last, and the Directors have declared a further dividend of \$1.25 per Share, payable on the 9th of July next, which will absorb a further sum of \$300,000

#### FUNDS

Investment Reserve 176,575
Pension Fund 257,780
Balance at Credit of Profit and Loss Ac- count, after payment of Dividends 1,227,160
\$13,817,585
5

#### FIRE ACCOUNT

#### for the Year ending 31st December, 1908

	, <b>455,2</b> 85 , <b>253,765</b> 338,920	Losses         \$3,987,990           Commission         \$1,190,655           General Expenses         1,490,470           Amount of Fund at end of Year         2,681,125           Unearned Premiums, 40 per cent.         2,901,505           Reserve         7,500,000           10,401 505         977,359
\$18.0	47,970	\$18,017,970

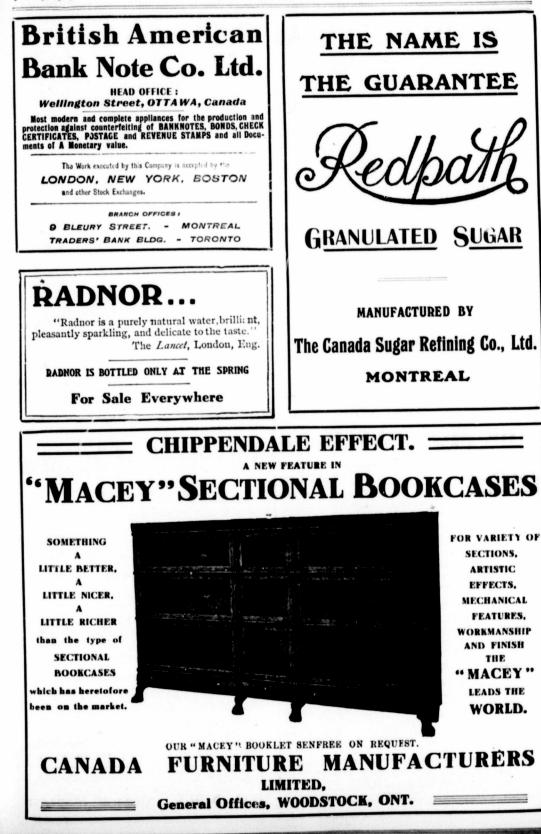
#### **PROFIT AND LOSS ACCOUNT** for the Year ending 31st December, 1908.

,, ,, Employer's Liability Account 22,8 ,, ,, Accident and General Account 7,3 Profit on Excharge	Income Tax on Profits         15,875           25         Bad Debts         455           50         Carried to Pension Fund	
\$2,468,49	0 \$2.468.490	

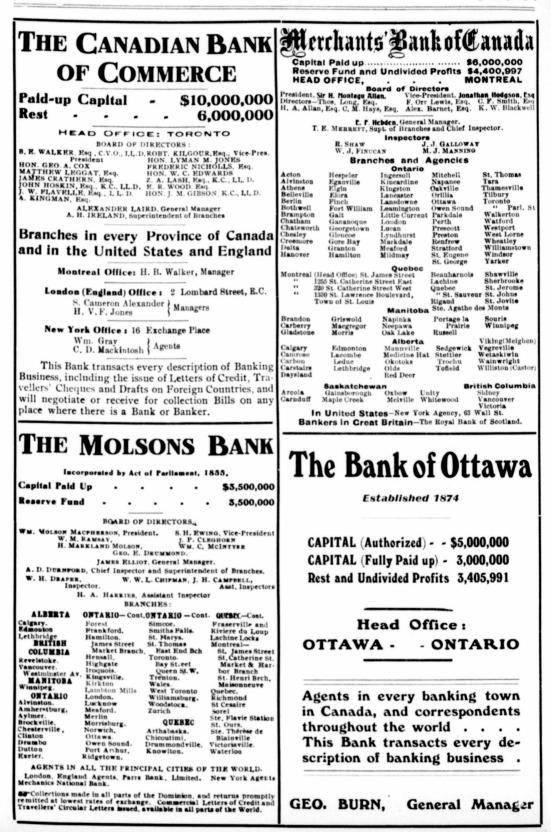
CANADIAN BRANCH: 15 Wellington Street, Toronto. H. M. BLACKBURN, MANAGER.

JULY 9, 1909

THE CHRONICLE.



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JAMES MASON, General Manager.

## The Metropolitan Bank

HEAD OFFICE : TODONTO, ONTARIO.

Capital,	-	-	-	•	-	\$1,000,000,00
-						

serveand Undivided Profits		1,277,404,49
----------------------------	--	--------------

#### DIRECTORS

S. J. MOORE, Esq. President. D. E. THOMSON, Esq. K.C., Vice-Pres. Sir W. Mortimer Clark, Thomas Bradshaw, Esq. John Firstbrook, Esq. James Ryrie, Esq.

W. D. ROSS, General Manager.

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## Imperial Bank of Canada

Dividend No. 76

N OTICE is hereby given that a dividend at the rate of eleven per cent (11 p.c.) per annum npon the paid-up capital stock of this institution has been declared for the three months ending 31st July, 1909, and that the same will be payable at the head office and branches on and after the 2nd day of August next.

The transfer books will be closed from the 17th to 31st of July, both days inclu-

By order of the Board, D. R. WILKIE, General Manager.

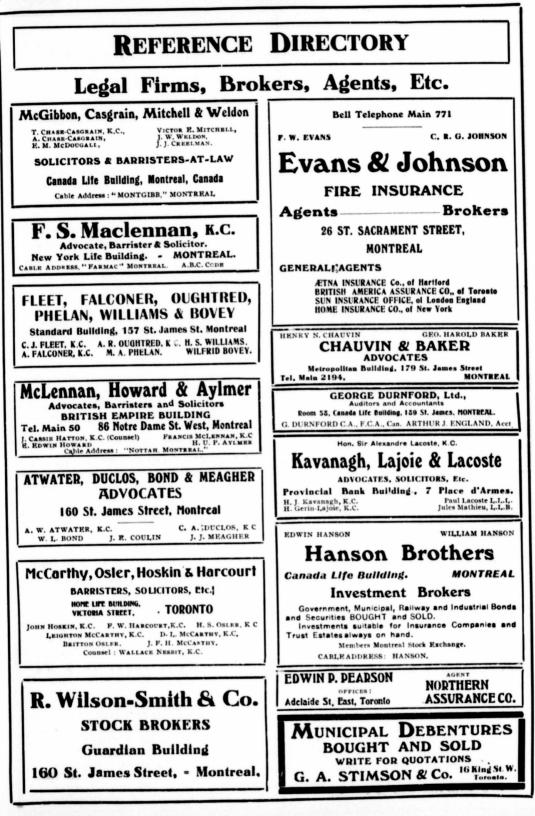
Toronto, Ont., 16th June, 1909

## The Sterling Bank OF CANADA.

Montreal Office,

Toronto. 157 St. James St



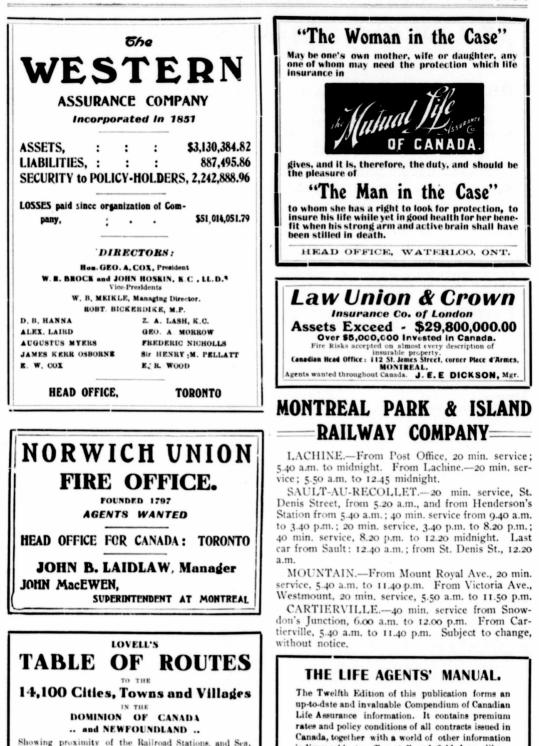


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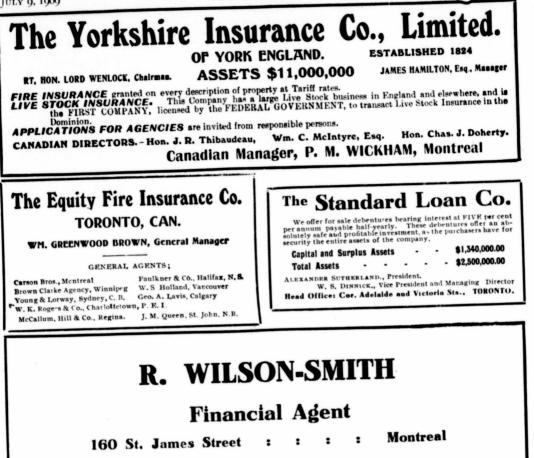
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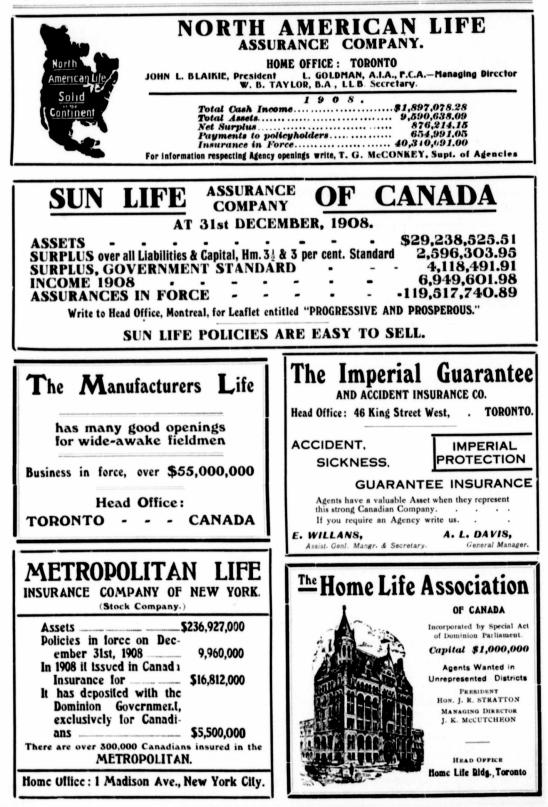
## Canada Life Assurance Co.

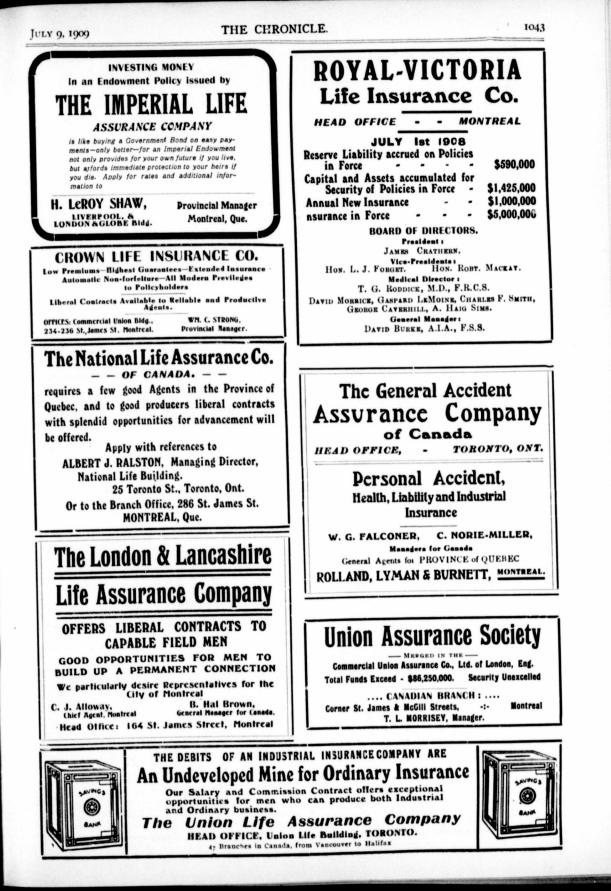
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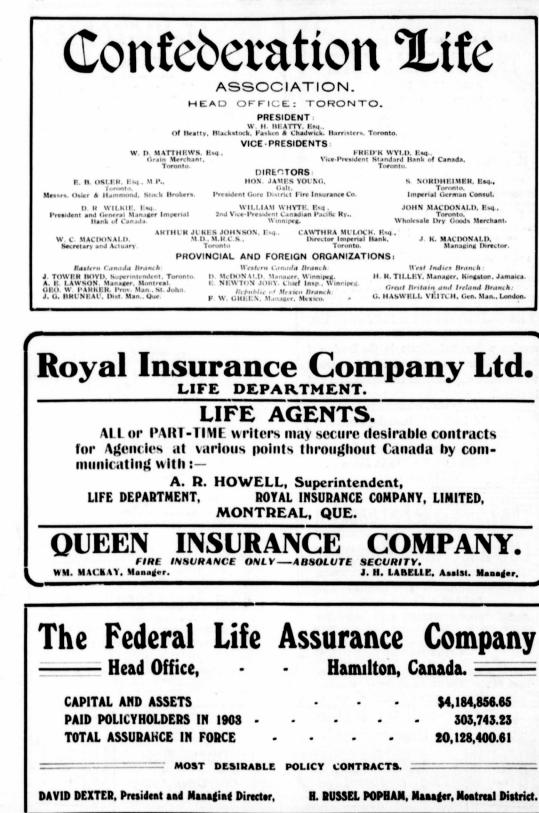




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The Chronicle

JULY 9, 1909



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