The Chronicle

Banking, Insurance & Finance.

ESTABLISHED JANUARY, 1881

R. WILSON-SMITH, Proprietor

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T IME was, when the penalty for stealing a sheep was the same CAPITAL AND TAXES. as for killing a shepherd. Which occasionally bore heavily upon the shep-

herd. For, a stolen sheep plus a murdered witness made a combination that told no tales upon the thief, and thus the law's over-rigours tended to its further breaking.

Taxes, also,-proverbially classed with the death penalty in point of inevitability-sometimes become less burdensome as they are made more heavy. The man honest enough-or indifferent enough-to pay a moderate levy, may plan to evade altogether one that he considers immoderate. Not that evasion need always be dishonest. There are more ways than one of shifting an unwelcome load. A recent instance is furnished by the organizing of a holding company in Paris to handle a block of United States Steel shares. As mentioned a week ago, certificates of the holding company, in lieu of the steel shares themselves, will be listed for trading in the French market-the manifest purpose being to evade the prohibitive tax that would have to be paid on the whole capitalization of the Steel Corporation were its own shares listed on the Paris Bourse.

While reported in London at mid-week that the French Government is opposing this roundabout dealing, the rumour has not been taken seriously.

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IN CANADA.

LREADY it is apparent BRITISH CAPITAL A that British capital is planning to escape some of the taxation foreshadowed by

the Lleyd-George budget. It may happen, therefore, that the estimates of increased revenue will prove rather wide of the mark. However, the Chancellor of the Exchequer doubtless counted upon considerable leakage when deciding upon just what "new tree-stem full of birch sap he might stick his winetap of a new tax into"-as Jean Paul Richter remarked, one hundred years ago, of English ministers and German monarchs alike.

As Sir Edward Clouston, Bart., predicted on his return from Europe a few weeks since, some English funds are already finding their way into banks on this side, in order to escape impending imposts. And constant enquiries are coming to hand which point to growing investment in Canada. It would, how-

ever, be but a melancholy satisfaction if tax-evasion were a main incentive to interest in Canadian undertakings. There are signs in plenty that it arises more essentially from growing faith in Canada's future.

The recent market demand from individual British investors for local securities, the reception accorded in London to Canadian flotations, the syndicate purchasing of controlling interests in established undertakings-all point to continued participation in Canada's development. And the more pronounced this trend becomes, the more it behooves Canada and Canadians to see that full value is rendered for value received.

LONDON'S CONFIDENCE IN CANADIAN BANKS.

L ONDON'S strong con-fidence in Canadian banks and bankers is just now standing the

Dominion in good stead. One of the most interesting developments of Empire Day celebrations in Great Britain was the increased importance attached to the event by the London newspapers. The Times issued an immense 56-page supplement, packed full of information on every conceivable aspect of the problem of Empire. Canada and Canadian affairs were fully dealt with. Among the articles was one on "The Investment of Capital within the Empire", which contained the following passage:

"At this moment the Canadian banks are said to be much too conservative to please some of the energetic people of the Northwest, and it is added that their ideas of what is or is not good security are too much influenced by London. We do not believe this. The able men who manage the banking of Canada are fully impressed with the wonderful resources of the newer portions of the country and are ready enough to aid in its development. But they have the interests of the whole of the Dominion to think of and though enterprising to a degree which would rather startle the boards of the banks of the United Kingdom, whose work is of a different kind, they are prudent as well as farseeing in dealing with the enterprises they finance. If they had not been careful of their resources the crisis in the United States of November, 1907, would have extended to Canada." Such an appreciation of Canadian banking methods in the Times cannot fail to have a good effect in stimulating an interest in investments here.

The Wheat Outlook.

That the weather conditions of the past three weeks may continue during the next three months, is the general prayer of the Canadian

West. Delayed though seeding was, rapid growth has pretty well made up for lost time. The increase in wheat acreage will be considerable-especially in the newer districts-but not so great as though earlier seeding had been possible. However, mcreased sowing of coarse grains and general field crops will compensate largely. Indeed, there are those who think it not altogether unfortunate that weather conditions have exercised some compulsion along lines of crop rotation. Far-sighted well-wishers the West are more and more urging that farmers should not accord absolute sway to King Wheat-Their economic condition will be more assured if the tendency towards more varied farming be developed.

None too favourable was the Washington crop report of Tuesday last, as to United States wheat conditions. That, at any rate, was the significance attached to it by the markets, judged by the rise in wheat prices which followed upon its publication, though the bullish influence was offset by improved reports from abroad.

Winter wheat conditions throughout the United States at June 1st, are reported at 80.7, as against 83.5 a month earlier, and 86.0 a year ago. Combined with reduced acreage, this decline in condition makes the outlook for winter wheat some 40,000,000 bushels below that of 1908. Spring wheat fortunately shows both increased acreage and better growing condition than a year ago. But even with this advantage the estimate for total wheat crop is but little over 650,000,000 bushels, while at June 1st, 1908, the outlook was for 660,000,000 bushels-though last year's harvest finally amounted to about 665,000,000 bushels.

The Fixing of

The fixing of insurance rates by State officials is more and more a tendency Surety Rates. which companies have to reckon with across the line. Happily a similar

legislative paternalism is not evident in Canada. The Illinois legislature now proposes to make all surety companies file schedules of their rates with the superintendent of insurance and those rates may not be changed-except in case of emergency-until after the expiration of thirty days' notice to the superintendent and the filing of new schedules. Then, on evidence that the rates are too high, or too low for safety, the superintendent may apply to the circuit court for an order fixing a reasonable and adequate rate.

That the surety companies are partly to blame themselves in the matter is the evident opinion of The Standard of Boston, which holds that it is a re-

flection on surety underwriters that the bill compels them to do what the public would naturally imagine they would have done for their own safety-get together, pool their experiences, and determine as nearly as possible, the actual cost of the insurance they are selling. Some underwriters have held that this cost is impossible of determination. Whether or not, when the Illinois bill goes into effect they will have to agree upon rates of some sort and be prepared to show that the rates are reasonable.

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Would Help

A proposal is being put forward in various quarters that Dominion Securities. the British Post Office Savings Bank should be allowed

to widen the scope of its investments. The suggestion is that in future the Post Office authorities be allowed to purchase Colonial and Municipal securities. This would make an average difference of nearly I per cent in interest on the invested funds, which would go a long way towards lessening the present wide margin between profit and loss on the working of the Savings Bank. In view of the effect which Post Office purchases had on the price of consols in the nineties, such a proposal if carried into effect would be distinctly a bull point for colonial stocks.

New Insurance Agency.

The Permanent Insurance Agency, Limited, has opened offices in the Coristine Building with Mr. J. R. Loomis, jun., of the firm of Little

& Loomis, of Glens Falls, as manager. The purpose of the Agency is said to be to act as the adviser of the owners of insurable property, in the placing of insurance and the settling of losses. The organization has a subscribed capital of \$100,-000 and the following are the directors : Mr. Chas. F. Smith, president; Mr. H. S. Holt, vice-president; Hon. L. J. Forget, Mr. Edwin Hanson, Mr. George Caverhill, Mr. A. Haig-Sims, Mr. John McKergow.

We are informed that the Insurance Agency has not yet made arrangements with any of the Board companies as to the placing of insurance with them.

Capital Issues in United States.

Nearly \$750,000,000 in bonds, notes, and stocks have been issued by the railroad and industrial corporations of the Unit-

ed States since January 1; and for the first six months of 1909 the aggregate will approach \$1,000,000,000. Figures from the New York Journal of Commerce, show an increase for the year to date of only \$43.711,-722, however, as the inordinately cheap money in 1908 brought forth unusually heavy offerings. During May the total actually issued was \$169.033.600, against \$164.475,000 in May, 1908, the increase thus being \$4.558,600.

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MONTREAL, FRIDAY, JUNE 11, 1909.

THE GENERAL FINANCIAL SITUATION.

By midweek, money in the international markets had advanced somewhat upon quotations of a week ago. A decided strengthening was apparent at London, contangoes ranging as high as 4 p. c., owing to the extensive speculative carry-over. The closing out of accounts of a number of weak speculators brought some decline in stock exchange prices. Wall Street also experienced midweek stock reaction, call money rising to 2 1-2 per cent .- the highest figure since the early weeks of May. The price obtained at Tuesday's sale of New York bonds proved disappointing, while the Government crop report had a dampening effect upon the general market. Distributing of stock holdings by supporting interests is also credited with accenting the reaction, though there was resumption yesterday of some important operations on the long side of the market.

As compared with 1 1-2 per cent. a week ago, London call rates now run as high as 2 per cent.; short bills, 2 to 2 1-16 per cent., and three months' 2 per cent. The Bank of England rate still remains at 2 1-2 per cent., and yesterday's reserve showing was a strong one.

At Paris, the market rate is I 1-2 per cent., with Bank of France still at 3 per cent. At Berlin, the discount rate in the market is 2 7-8 per cent., while the Bank of Germany still fixes 3 1-2.

Locally in Canada call loans are given at the same price-4 to 4 1-2 per cent.

Call loans in New York are quoted at 1 3-4 to 2 1-4 per cent., with most of the loans at 2 p. c.; 60 day money is at 2 1-4 to 2 1-2; 90 days, 2 1-2 to 2 3-4, and six months, 3 1-2 to 3 3-4. Last Saturday the stock market activity produced a considerable effect upon the statement of the New York associated banks. Loans increased \$20,000,000, while specie and legals decreased \$3,300,000, and deposits increased \$16,600,000—making a net decrease in the surplus of \$7,500,000, and reducing the item to \$17,-947,600. It was regarded as worthy of note that the loans of the trust companies also expanded \$6,200,-000.

So far as the industrial and mercantile situation across the line is concerned, the up-to-date signs continue to show improvement: thus, railway gross earnings for May show an increase of 14.7 per cent. over the same month of 1908; bank clearings for last week for the leading cities increased 9.8 per cent. over last year; commercial failures were 208, as against 295 in the corresponding week a year ago. These are tangible and satisfactory evidences of improving times, but it can hardly be said that by themselves they furnish ground for a great boom in

proving times, but it can hardly be said that by themselves they furnish ground for a great boom in stocks. It is very likely that the recent enthusiasm of the Wall Street speculators has been based to some extent on the happening of financial deals, and expectations of others to come. The formation, the other day, of the \$51,000,000 dry goods combination, though a small event when compared with the formation of the U.S. Steel Corporation in 1901, nevertheless is taken by many as an indication that the big market interests are once more in position to bring off the deals and coups which always exert considerable influence on the speculative temper. However, the season is fast approaching in which the New York banks will have to relinquish to the interior thirty millions or so of cash for crop moving purposes. It can be said that a wild boom in stocks, tending to absorb the surplus funds of the metropolitan banking institutions, would not be the best preparation for the autumnal task.

In Canada, the underlying sentiment in the stock markets continues optimistic. Further demonstrations of strength occurred during the week. Considerable demand is reported for local securities from abroad. The confidence of operators has been apparently strengthened by the fact that a survey of the Canadian situation reveals few, if any, prominent factors calculated to bring about an important decline or a crash in prices. They would do well to bear in mind, however, that a too rapid advance sometimes produces that effect even in times when other conditions are almost uniformly favourable.

In our case it cannot fairly be said that the speculation in stocks is likely to absorb so much of the banks' funds as to make them short in the fall. In fact, there are signs that the banks will discourage any tendency towards a runaway market. The monthly bank statements as yet show no appreciable diminution of the plethoric cash reserves. True, commercial loans increased in March and April, but increase of deposits and of cash resources sufficed to prevent any fall in the proportion of reserve to liability. With the coming of June, the outgo of our produce to Europe begins to create new deposits at the country branches. Thus in the cheese districts the factorymen are now depositing fat cheques every week. The money accumulates for a while in the factory accounts and is then distributed amongst the farmers who contribute the milk. The farmers use it partly for summer expenses and partly for increasing their savings accounts in the banks. In the first instance, these funds or deposits are created through

the agency of bank loans to the exporters and ouyers; and the process thus brings about an increase of loans and an increase of deposits with no increase in actual resources. But it is not long before the loan to the exporter is cleared off through his handing the bank a bill of exchange on Liverpool covering sale of exported cheese; and with this acquisition the positive gain in cash resources commences. In June, too, the Niagara and other great fruit districts begin to contribute their quota to the deposits of the banks. Strawberries first, then the other varieties are shipped to market. It is to be remembered, however, that much of this product is consumed in the country, and the deposits which the fruit growers make in the Niagara Peninsula bank branches, therefore, represent, to quite a considerable extent, funds drawn from the cities and larger towns. But there is also a considerable export of fruit to Europe, and a respectable addition to the resources of the country from the fruit output is made each year.

So it will not be till fall that the banks will be called on to make general and large advances for carrying on the country's business.

GUARDIAN ASSURANCE COMPANY, LIMITED.

During a year when general trade conditions tended to reduce fire company receipts, the Guardian Assurance Company continued to show growth of premium income. After deduction of re-assurances, fire premiums for 1908 amounted to \$2,716,320, showing an increase of well on to \$25,000 in comparison with 1907. Losses, after making the same deduction, amounted to \$1,535.750 or 56.53 per cent. of the premiums. Expense of management (including commission to agents and charges of every kind) came to \$989.730 or 36.43 p. c. of the premiums. After providing for losses and expenses-and for the addition to unearned premium reserve required by increase in premiums-there was an underwriting profit of over \$184,000. Adding to this some \$152,000 of interest upon reserve funds, there resulted a total profit of \$336,000. Out of this sum the directors, with characteristic regard for a continued strengthening of the company's position, added \$50,000 to the general fire reserve fund, leaving a balance of some \$286,000 to be transferred to profit and loss. The premium reserve fund now amounts to over \$1,-200,000, and the general fire reserve to \$2,600,000making a total fire fund of more than \$3,800,000. With an investment reserve fund of \$200,000 and a profit and loss balance of well over \$750,000, the company affords to its policyholders notable security, whatever contingencies may arise.

Including the life and accident branches of the company's business, the funds of the company stood as follows at the close of 1908, after providing for payment of proposed dividends:--

Capital paid up. Capital paid up. General Fire Fund and Unearned Premium Reserve Life, Annuity and Endowment Funds. Redemption Assurance Funds. General Accident Fund.	20,617,000 10,870 543.365
General Accident Fundarantee Fund, Officials' Fidelity Guarantee Fund, Investment Reserve Fund Profit and Loss Balance	1,010

\$30, 945,645

With total assets of \$32,600,000, the stability of the Guardian is evidently well assured. In Canada the activities of the Guardian continue to show

healthy expansion under the careful management of Mr. H. M. Lambert, of Montreal. Agency connections throughout the Dominion are well organized, and the company enjoys deserved favour with both representatives and policyholders. Prompt settlement of claims and liberal treatment of policyholders are characteristic of the Guardian; combined with conservative underwriting methods, they account for the strong position attained in Canada as in other fields of operation.

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A BUSINESS MAN'S PROBLEM.

In too many communities business men are obsessed with the idea that their interests and those of insurance companies are necessarily antagonistic. Underwriters have not been without blame for this state of affairs, in so far as it has persisted largely through ignorance which insurance interests have not always taken pains to remove. Within the past few years, however, underwriters have been taking greater pains to make the public see that fire insurance is not an "occult science," but that, with all its intricacies, it has plainly defined underlying principles. And chief of these are the facts that property destroyed by fire is absolutely annihilated, since insurance does not replace it but merely distributes the loss; that the less the loss, the less the cost of insurance; that insurance is a tax and, like other taxes, should be fairly and equitably distributed; and that the interests of property owners and insurer are mutual, so that what injures one injures the other.

In a recent address at Chicago, the chairman of the Committee on Publicity and Education of the Western Union mentioned the foregoing points as among those which the public should come to realize. It will be remembered that the committee, of which Mr. Johnson is the head, is seeking to combat the public ignorance and prejudice against fire insurance by furnishing speakers for public gatherings and commercial bodies, articles for the press and seeking closer relations between the companies and the state officials.

An important ally in this educational movement in the United States is the National Credit Men's Association—its assistance is the stronger in that the association manifestly deals with the matter in the interests of business men rather than of insurance companies.

In a series of leaflets recently sent out by the association it is pointed out that in matters of extending business credit, wholesalers, manufacturers and banks are becoming more and more particular as to customers placing adequate insurance in thoroughly sound companies. To the objection that such insurance "costs too much," the association tells business men that the remedy is largely in their own hands-in part as individuals and in part collectively. Of the three elements which rate-profit, expense, loss-the determine the latter is by far the most largely responsible. Just here is where many business men are "barking up the wrong tree," according to the credit man. Whereat he treats them to some plain speaking as follows

"Here's what I mean by 'barking up the wrong tree.' Instead of railing at the insurance companies, might it not be more sensible to see what we can do to cut down the losses? Strangely enough it has been the companies which have led in this movement till now, and we business men, who are paying the price of this excess, are holding back. There's our mistake. It's the business man's problem, our problem to work out, whether we are located in city or village."

ی کر FIRE LOSSES DURING MAY.

The fire losses of the United States and Canada for the month of May, 1909, as compiled by the New York Journal of Commerce, total \$17,360,400. The following table gives the figures for the first five months of 1909, in comparison with the same months of 1907 and 1908, and shows the losses for the re-

mainder of those two	years:		
1	907.	1908.	1909.
January \$24,	064.000	\$29,582,000	\$22.735,000
February 19,	876,600	18,489,700	16,131,000
	559,700	16,723,300	13,795,400
April 21.	925,900	26,009,000	19,345,300
May 16.	286,300	15,181,150	17,360,400
Total five months \$102	712,500	\$105,985,150	\$89,167,100
June 14.	765,000	19,512,000	
	240,150	15,323,750	
August 20	248,000	23,123,000	
September 11	440,400	21,431,400	
October 13,	350,250	22,722,850	
	122,200	15,834,350	
December 15,	783,750	14,629 750	
Total for year\$215	662,250	\$238,562,250	

The fires during May which caused a loss of \$10,-000 or over in each instance numbered 279.

As the above mentioned journal remarks editorially, the fire loss so far, although lighter than for the first five months of last year and 1907, is still far above a reasonable figure, and there are recent indications of some awakening of public sentiment at various points to the necessity of abating this serious drain on the nation's resources.

Canada's share in the above losses is disproportionately large. Two heavy fires in Halifax, another in Montreal, and two serious lumber mill fires in British Columbia went to increase the generally heavy showing. Aside from extensive bush and prairie fires, where damages were undoubtedly heavy, losses for May are estimated to have run up to well over \$2,000,000—the showing for the five months of the year being probably in the neighbourhood of \$7,000,000.

Another twenty or so lives are reported as having been lost from fires during May, bringing the year's death-roll up to some four-score.

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STANDARD PROVISIONS FOR ACCIDENT AND HEALTH INSURANCE POLICIES were submitted this week, in the form of a model law, to the special committee of the National Convention of Insurance Commissioners, in session at the Hotel Manhattan, New York. The bill was drawn up by a committee representing the accident underwriters, which consisted of William Bro Smith, general counsel of the Travelers Insurance Company; H. G. B. Alexander, president of the Continental Casualty Company, and George F. Seward, president of the Fidelity & Casualty Company. The bill is the underwriters' substitute for the one suggested by Insurance Superintendent, Chas. C. Lemert, of Ohio.

Our London Letter.

SOMEWHAT OF A LULL ON 'CHANGE.

Market Demands for Settlement Affected Money Rates-Recent Canadian Issues-Labour Troubles at Welsh Mines-The Matter of Shipping Rings-Insurance for Women-Special Correspondence of THE CHRONICLE.

Whether it be on account of the approach of the Whitsuntide holidays or merely that the mining settlement has left members of the "House" no time for doing anything else, certain it is that there was a very perceptible diminution in the volume of business towards the month-end. At the beginning of last week, mining markets went full steam ahead, as if they were never going to stop, but settlement difficulties-many "bulls" who could not obtain carryover facilities are said to have sold extensively-put an effective brake on the wheels. The market demands for settlement purposes and "window dressing" operations by some of our banks at the end of the month have caused decided pressure in Lombard Street, a good many people have had to pay the old lady of Threadneedle Street as much as 3 p. c. for temporary advances.

In other departments than mines, there is not much of interest. Giltedge securities, under the lead of consols have been dull, thanks chiefly to the continued flood of new issues of a good class type. New South Wales unexpectedly appeared with a three million issue of 3 1-2 per cent. stock at 98 1-2 on Monday, and has not had a good reception, underwriters, it is currently reported, being left with 60 per cent.

Canadian Gossip.

Following statements by THE CHRONICLE and other advices, regarding the Dominion's future borrowing plans, there has been a good deal of gossip, and at one time an impression was abroad that a loan for ten millions was practically imminent. The new Toronto loan is being much talked about. We hear now that Lloyd's Bank have bought something over $\pounds_{300,000}$ of 4 per cent. bonds from the city and that the issue price will be about 103. In some quarters, exception is being taken to this price before it is definitely known that it has been fixed and the investor is being told that he can get as good four per cent, municipal bonds at a cheaper rate elsewhere.

The only Canadian issue of the week is one by the Grand Trunk Pacific Branch Lines Company of a million of 4 p. c. bonds at 97; bearing the guarantee of Alberta and Saskatchewan. The issue was favourably received and over-subscribed, but some dealers are complaining of the multiplicity of securities issued by the Grand Trunk and Grand Trunk Pacific. They will, indeed, soon be as numerous as the preference issues of some of our English railways, which in all conscience are confusing enough.

One of the financial dailies, a member of whose staff has lately been engaged in wordy warfare with the Premier of Ontario, signalized Empire Day by the publication of an article highly laudatory of the Grand Trunk Pacific as a link of Empire—"an entirely Canadian organization supported by British capital and representing the best enterprise of British brains transferred to Canadian soil."

Labour Troubles Brewing.

Serious trouble appears to be brewing in the South Wales coal field as a result of the coming into force of the Miners' Eight Hours' Act, and shipping and kindred interests, who will be widely affected by any stoppage, are getting anxious. The point at issue is very simple but very grave. The owners cannot afford to keep their mining plant in order for 24 hours of the day if the men are to work only 6 1-2 hours a day-travelling to and from the surface will, owing to the peculiar nature of the workings, occupy the remainder of the legal time. The men reply to this in a lofty manner that the owners' losses are no concern of theirs, which is absurd as they may easily find. The owners are certainly showing a very conciliatory spirit, and if the men will only step off their perch an expensive struggle may be avoided. As it is, the owners have felt compelled to give the men notice that they will be obliged to cancel the present contracts from the 1st July, and large consumers of Welsh steam coal, who include, of course, a very large proportion in foreign countries, are hurrying in stocks of coal that they may be prepared for eventualities. The trouble was foreseen at the passing of the Act; it says little for the perspicacity of those concerned in getting the measure through Parliament that they did not provide against it.

Shipping Rings.

A matter of considerable interest to the shipping community, and to mercantile interests generally is the publication of the reports of the Royal Commission on Shipping "Rings". The majority report recommends briefly that associations of shippers on any particular route shall consider complaints by its members; discuss them with representatives of the shipping companies concerned; and if they disagree shall consider the subject of inviting the Board of Trade to intervene as arbitrator. If they do not agree to the Board of Trade's arbitration, the latter is only to intervene, if it is considered necessary "in the national interest." The majority also recommends the publication of freight rates as has long been the custom in Germany. The minority report, which is signed by those members of the Commission more especially concerned with colonial interests recommends a considerably greater right of offi-cial intervention-on the appeal of an individual trader or when matters of imperial interest are concerned.

Insurance for Women Workers.

Women workers in England have advanced to the stage of having a special insurance scheme provided for their benefit. It is designed with the idea of enabling them to provide for the future. In the event of death before the pension age, at least the whole of the premiums paid will be returned. A quaint feature of the scheme is that in the event of marriage the whole of the premiums are returned with interest. Does the insurance company consider that the risk after marriage is so great that it must be got rid of at any price? —METRO.

LONDON, June 2nd, 1909.

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THE SUN INSURANCE OFFICE, London, England can claim to be the oldest insurance office in the world. It will celebrate its two hundreth anniversary next year.

A COMMENT BY MR. MORETON FREWEN.

Government House, Ottawa, June 3, 1909. The Editor, THE CHRONICLE.

Sir:—Owing to absence in the West, I have only to-day seen your leader of May 7th on "Canada's concern in the Orient's use of silver." To review your editorial a month after date would hardly be useful, but I should like to say that while you think that a fall in the price of silver is the *effect* of trade disaster, I am quite certain that it is the *cause*.

There was a failure of the rains in India in 1907; all of us who studied exchange problems at once said, Look out! India will have little to export; therefore the balance of trade will go against her; therefore she will draw no silver; therefore her predominant demand being dormant silver will fall; therefore China, the exchanges falling rapidly against her can buy no English cottons." Well, all this happened, and will always happen again. These theories are not mine. I have learned them from every economist. The late Professor Francis Walker declared:

I regard this silver problem as far more than any mere problem in finance; I believe that with its right settlement is bound up the very progress of civilization for the Western nations."

Professor Walker's view, which I accept, is that if silver falls, the demand of 800 million Asiatics for our goods withers. There is not an American consul in the Far East to-day who does not press this point: that a Shanghai merchant who, in August, 1907, bought a gold bill of exchange on New York for 5 dollars with 5 1-2 taels, or for one sovereign on London for 5 1-2 taels, has now to pay 8 teals for a similar bill. How then can he buy our goods?

In your leader of the 7th you give a long column of the gold value of the silver tael since 1893, concluding with for 1907, 79 cents, and for 1908, 60 cents. And if you compare the exports of America to China and of Europe to China, and of Japan to China for the years 1907 and 1908 you will find that all the exports shrivelled even faster than silver fell.

The difference between silver at 60 per tael and at 80 per tael is the difference between brisk exports of wheat, flour and lumber from any Pacific port and of practically no wheat, no flour, no lumber. There is no merchant on the Pacific, but will so advise you.

For the rest I am not the least concerned to advocate any remedy or any person's remedy. The Goschen plan, which I advanced in Montreal, was the proposal of the Royal Currency Commission which reported in 1888 and was adopted by Mr. Goschen when he was Chancellor of Exchequer in 1891. Mr. Goschen's book on the "Foreign Exchanges" is a classic work, and "Though dead he speaketh."

Yours sincerely,

MORETON FREWEN.

ABOUT 1.250 BILLS affecting the business of life insurance were introduced in the State Legislatures of the United States since January 1st of the present year, according to a report submitted to the Association of Life Insurance Presidents, by Robert Lynn Cox, its general counsel and manager, recently. Mr. Cox stated that a review of the winter's activities among the Legislatures shows no abatement in the desire of State Government to control the management and regulate the business of life insurance.

MONTREAL BUILDING OF THE CANADIAN BANK OF COMMERCE.

Beauty of its Massively Proportioned Facade and Rich Simplicity of its Interior-Conveniences of Accommodation Provided for Staff and Public-Fire Protective Features-Building is a Mile-Stone marking Montreal's Continued Business Development.

Not always are the lines of classic architecture successfully adapted to new-world uses. But success has notably attended the efforts of Messrs. Darling and Pearson in designing the recently completed home of the Montreal branch of the Canadian Bank of Commerce. That the St. James St. front of this massive building presents one of the most satisfying facades in North America is not undiscriminating praise. The six Corinthian columns, with two outer pilasters, each sixty feet in height and eight feet in diameter, are surmounted by a boldly proportioned frieze and cornice. The frontage of the building on St. James Street is about 120 feet, its depth to Fortification lane measuring some 110 feet. As giving some idea of the massiveness of the columns which front the ample entrance way to the building, it may be mentioned that the blocks of which the colonade is formed average about twenty-six tons each. The colonade forms a loggia with a screen wall of granite, setting back fifteen feet from the street line. The blocks on the screen wall vary in thickness from two feet to two feet and three-quarters.

A Magnificent Interior.

The main doors of the building are of plain beaten bronze, passing through which the visitor to the bank enters into the main counting room, which is 115 feet long, 70 feet wide and 67 feet high-its spaciousness being broken by no supporting pillars. Finely modelled Corinthian pilasters adorn the end walls and a series of magnificent windows is effectively spaced along the north side. On the opposite side of the wall there are no windows, but glass doors leading from the Board Room and Directors' Room. Outside each door is a small bronze balcony, trimmed with brown plush and floored with rubber mat-The main wall surfaces of the interior are finting. ished in Caen stone with decorations in alto relievo. The effect is one of rare beauty-subdued, not garish, in its tint effect of light sandstone hue. The flooring on the customers' side of the counting room is of marble blocks. Behind the banking counters the flooring is covered with cork blocks, making a noiseless and restful footing.

The furnishings of the room, like all else about the building, are characterized by "beauty in simplicity." The grill work dividing the counting room is of beaten bronze. The desks are of teak wood, with trimmings of old gold.

There are five vaults in the building, the safety deposit vault being seventeen and one-quarter feet wide by forty-eight feet in depth.

To protect the valuables contained therein the specie vault doors have been constructed of extreme solidity. They are six inches thick, composed of alternate layers of hard and soft steel. The doors are locked with the usual double acting combination bolts and triple chronometer timelock. The locking bolts are of solid round machine steel, two and onehalf inches in thickness. Over this lockwork is a door of heavy plate glass. The door is hung on im-

proved scroll crane hinges with ball and roller bearings, closed with double eccentric lever bars, operated by hand wheels, working worm and gear wheels. The door closes on two rows of rubber packings, hermetically sealing it against any known explosives. The total weight of the doors is ten and one-half tons. The weight of the doors and their lining is thirty tons.

Lighting and Ventilation.

Six trusses span the banking room to support the roof and ceiling. There is a skylight situated directly over the room 90 feet long by forty-seven feet in width of ground glass, trimmed with stained glass. Beyond this, there is a second skylight situated fifteen feet above the one seen from the banking room. The light is toned so that on the dullest or brightest day there is practically no change in the light of the room. The massive electric light fixtures of the main room are placed on four marble pillars at different parts of the room. One large light in each of these is surrounded by a spray of lights of lesser power. On the walls, also, are lights of similar pattern, the fastenings being of heavy bronzed links.

Not only has unusual care been displayed in lighting arrangements, but the matter of ventilation has been treated with notable success. The air is drawn from above the roof and then is literally washed and dried. Heated in winter and cooled in summer, the air in every room can be regulated as to temperature by the mere pressing of a button.

In addition to private offices for the manager and other officers of the bank, the main floor has a sort of reception and writing room for customers of the bank. This large room has furnishings of dark mahogany with wall covering of leather. Desks and chairs are scattered about, and the room is certain to meet with much favour from out-of-town depositors and customers of the bank.

The Floors Above.

On the first floor of the building is situated the Board Room-a large, well-lighted apartment with long table and handsomely upholstered chairs. The lights, as in the manager's office, are clustered in the shape of a candelabra. Directly off the Board Room is the Directors' Room, somewhat smaller. Large halls extend through the second and third floors and no decision has yet been announced as to the use to which these apartments will be put. The work on the fourth floor is not altogether completed as yet. It is the intention of the management to have this storey used for rooms in which the clerks of the institution may have their lodgings. The fifth floor contains the janitor's apartments, the scullery and the lunch room. On this floor there will be a dining hall, for use of the employes of the bank. Access to the different floors will be made easy by the use of the electric passenger elevator.

Fire Preventive Features.

The building is about as nearly fire-proof as the ingenuity of man can contrive. The walls are of solid masonry. The furring is of tile and terra cotta, the plastering of cement, the only wood in use being that which was necessary to fasten some trim and wood flooring. The windows opening on the lane are protected by a water curtain. Also it will be possible to throw a curtain of water over the entire back and front of the building in case of surrounding fires. For further fire protection there are four fire hose outlets on the banking floor, and all the other floors are adequately protected.

Retrospect and Prospect.

It was in 1870 that the Montreal branch of the Bank of Commerce, under the local managership of Mr. J. G. Harper, was established, some three years after the founding of the bank at Toronto, in 1867. In 1873, Mr. William Simpson being then local manager, the bank moved from the Turpin Building in Place d'Armes, to the building on St. James St., now occupied by the National Trust Company. Before the coming of Mr. A. M. Crombie in 1887, another move had been made to the Standard building. The next change in location was to the Canada Life building at the corner of St. James and St. Peter Streets. Here, on the retirement of Mr. Crombie, the late Mr. F. H. Mathewson was put in charge, being succeeded at his death in 1907 by Mr. H. B. Walker, under whose supervision the bank now conducts business under its own roof-tree.

The erection of so commodious a new home for the Montreal Branch of the Canadian Bank of Commerce affords practical evidence of the directorate's confidence in the commercial future of the Dominion, and its "implicit faith in Montreal, as the financial and commercial metropolis of our country," as President B. E. Walker remarked on the occasion of the building's opening, a week ago.

Steadily augmented resources have put the Canadian Bank of Commerce in a position stronger than ever for taking its leading part in the development of Canada. The last Government report shows total deposits by the public, at home and abroad, \$90,000,-000. These—with paid-up capital of \$10,000,000, rest fund of \$6,000,000 and circulation of \$7,500,000 —will permit a considerable expansion in the present \$07,000,000 of current loans, all due regard being had to strong holdings of quick assets.

Mr. B. E. Walker, President.

Forty years or more ago, the president of the Canadian Bank of Commerce entered the service of the institution with whose upgrowth he has been so closely identified. In 1886 he was appointed general manager. As a fitting outcome of his success in that position, he was elected president of the bank at the beginning of 1907—in which office he continues his active participation in all the affairs of the institution.

Among the honours which have come to Mr. Walker outside banking and financial circles, have been the bestowal of the Companionship of the Victorian Order, by His Majesty King Edward, and the conferring of the degree of Doctor of Laws, honoris causa, by the University of Toronto.

Mr. Alex. Laird, General Manager.

It was after some years of service in the Bank of Scotland, that Mr. Alexander Laird entered the Canadian Bank of Commerce. His abilities brought him steady advancement, and in 1902 he was made assistant general manager. His appointment to the general managership followed when Mr. B. E. Walker became president at the beginning of 1007. During an exceedingly trying period, financiallyconsequent upon worldwide conditions-Mr. Laird showed himself an able associate of President Walker in all matters having to do with strengthening the bank's position and protecting the interests of the public.

Mr. H. B. Walker, Manager at Montreal.

For over a quarter of a century, Mr. H. B. Walker has been connected with the Canadian Bank of Commerce. The experience thus gained in all phases of the bank's activity, at home and abroad, has stood him in good stead in his conducting of its business in the Dominion's commercial and financial centre.

For some time, Mr. Walker was agent of the bank at Chicago, and was later joint agent for the bank in New York, from which city he came to Montreal a year ago, succeeding the late Mr. F. H. Mathewson as local manager for the bank.

Mr. W. Leggat, Assistant Manager at Montreal.

Mr. Leggat entered the service of the bank in 1895, and has filled various positions at New York, Winnipeg and Vancouver. While connected with the inspection department he visited from time to time many branches in the bank's western field, including the Yukon. About two years ago he received the important appointment of assistant manager at Montreal.

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HINE'S BOOK OF FIRE INSURANCE FORMS.

The fourth edition is now available of Hine's Book of Fire Insurance Forms. The compilation embraces the up-to-date forms in use by hundreds of leading companies and includes forms adapted for use in anti-compact States, under valued policy laws, standard and official clauses, the forms required and approved by Boards of Underwriters for cities and States, with official permits for electric lights and motors, for co-insurance (made compulsory by several States), and a large number of forms upon all kinds of miscellaneous mercantile and manufacturing property—from which all obsolete forms have been excluded.

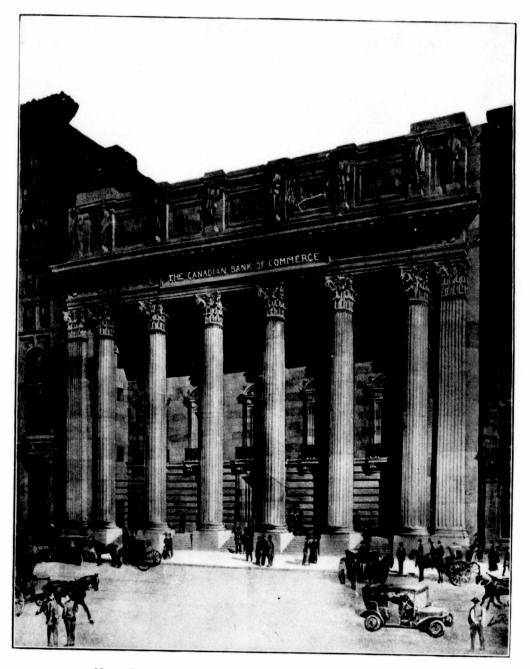
The publishers have been fortunate in securing for the task of revision (which has in reality amounted to a complete new compilation) the services of an underwriter so eminently qualified as Mr. Samuel R. Weed. In the fourth edition fire underwriters will find a most complete and up-to-date guide to standard and special forms and clauses in the greatest possible variety. The book is for sale at THE CHRONICLE office, Montreal.

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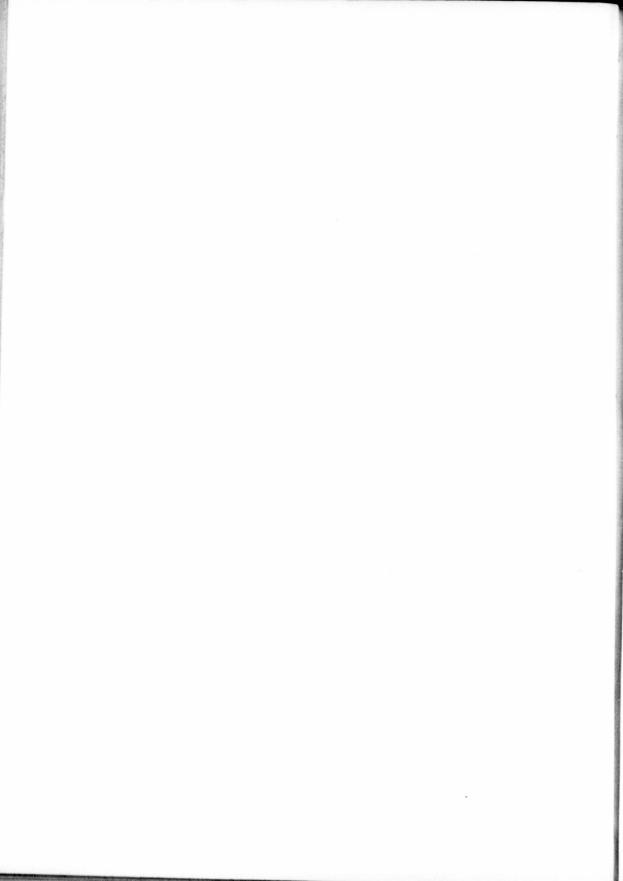
THE TORONTO CIVIC BY-LAW to raise \$700,000 for the completion of a sea-wall along the Western lakefront was defeated by the rate payers on Saturday by a majority of 1,645, and the bylaw to raise \$466,000 for the extension of the waterworks system and the iastallation of electrical pumps was carried by the narrow margin of 29. That no more than 4,000 ratepayers voted scarcely indicates active participation in civic affairs.

The \$466,000 for the improvement of the waterworks system is to be raised by forty-year debentures, the annual payment of interest and sinking fund to be \$25,091.

THE HIGH PRESSURE WATER SYSTEM for West ward, Montreal, is certainly not being rushed unduly. This week, however, the Water Committee got to the point of deciding to ask the Finance Committee for sufficient money to provide for preparation of plans.



NEW BUILDING OF THE CANADIAN BANK OF COMMERCE MONTREAL

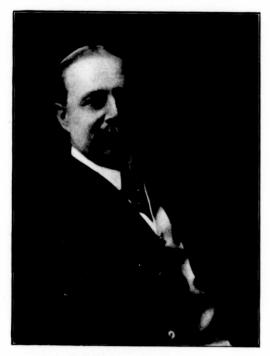




B. E. WALKER, Esq., C.V.O., LL.D., President, Canadian Bank of Commerce,



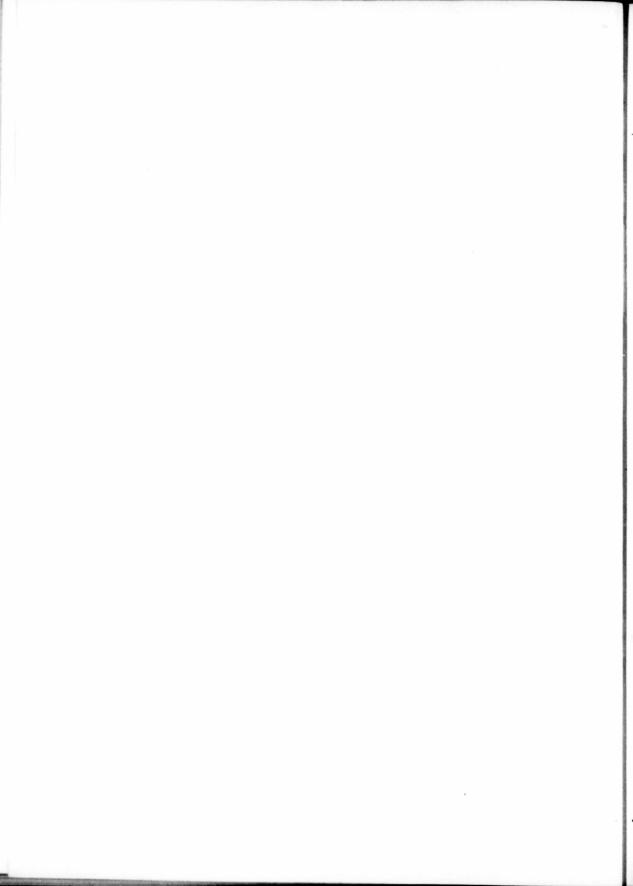
ALEX. LAIRD, Esq., General Manager, Canadian Bank of Commerce.



H. B. WALKER, Esq., Manager, Montreal Branch Canadian Bank of Commerce.



W. LEGGAT, Esq., Assistant Manager, Montreal Branch Canadian Bank of Commerce.



Prominent Topics.

McGill and the Joseph Property.

The Joseph property has evidently been preserved to round off Old McGill; thanks to that old generous friend of the

University, Sir William Macdonald. The Hon. Lionel Guest writing on behalf of the gentlemen interested in the hotel project said that it was entirely out of respect for the wishes of him who had done so much for education throughout this province in general and for McGill in particular, that the site had been surrendered at considerable sacrifice on the part of those who have the hotel scheme at heart. Following is the memorandum which accompanied Mr. Guest's letter :

"Solely out of sympathy for Sir William Macdonald, who has done so much for educational establishments here, we agree to transfer to him, at cost price, our interests in the Joseph property.

(Signed), C. Meredith, E. S. Clouston, E. L. Pease, T. J. Drummond, George A. Drummond, L. J. Forget, C. D. Wetmore, H. Montagu Allan, H. S. Holt, A. Baumgarten."

While the hotel, wherever built, will be a great addition to Montreal, its presence alongside the McGill campus would have been detrimental to the students, and the erection of any outside institution on the site would have prevented the natural completion or rounding off of the University grounds.

Anstralian Dreadnought.

The British Government has, it is stated, finally decided to accept the gift of a Dreadnought from the Commonwealth of Australia.

Presents of battleships between governments threaten to become as fashionable as were presents of snuff-boxes between kings and those they delighted to honour in an earlier century.

Purchase.

The Trust & Loan Company has St. James Street purchased from the Credit-Foncier the building adjoining their present location on St James Street.

The area is 5,142 square feet and the price about \$10 a foot. The company was founded in 1848 and has had a consistently creditable record.

Imperial Press Conference.

The discussions in the Imperial Press Conference have so far been of a character to indicate that it was a very happy thought to bring

together a number of the representative journalists from the various parts of the Empire for the discussion of matters of imperial interest. All the speeches have been patriotic in tone, and the speakers have taken a broad view of Imperial questions. Such a conference cannot be barren of useful results. It would be difficult to over-estimate the educational value of the meeting.

Building Operations in May.

Building operations reported from some forty leading building centers throughout the United States, show an aggre-

gate gain of 93 per cent. over May, 1908, when construction work was almost at a standstill in some sections.

In Canada the increase has been no less marked, judging by the records of several leading cities. Indeed, Montreal's May showing of \$1,107,790 is more than double that of the corresponding month a year ago,

Crown Trust Company.

A new trust company has been organized in Montreal and has commenced business under encouraging auspices, to be known as the

Crown Trust Company. The authorized capital is \$500,000 and some prominent Montrealers are associated with the undertaking.

The company's charter is a broad one and permits of the transactions of a trust business in all its branches.

A meeting of the Provisional Directors was held June 4, 1909, at which were present Messrs. Robert Reford, W. I. Gear, Peers Davidson, James Cooper and Lt.-Col. John Carson.

Messrs. John Carson, J. C. Gardner, W. I. Gear, T. F. How, J. R. Laurendeau and Robert Reford were elected to the Board of Directors, and Mr. Robt. Reford and Mr. W. I. Gear were chosen as president and vice-president respectively.

Lt.-Col. John Carson was appointed managing director. Mr. Irving P. Rexford was appointed secretary.

The company has secured offices on the ground floor of the British Empire Building at the corner of Notre Dame and St. Francois Xavier Streets, which have been fitted up to meet its convenience.

Programme.

The French naval programme con-French Naval templates the expenditure of \$600,-000,000 in ten years. Six battleships of the Danton type, six of

the Republic type and four armoured cruisers of the Gambetta type are included in the estimate. Nations are almost under the necessity of following the bad examples of other nations. England and Germany are making the pace for the rest of the world in the matter of naval expenditure.

Imperial Defence.

Differences of opinion there are and will be at the Imperial

Press Conference regarding the manner in which the Dominions (that word is a great improvement on "colonies") should contribute to the national defence. As to the propriety of contributing, these journalists representing so many diverse interests and shades of opinion seem united to a man.

England in Egypt.

Mr. Abner Kingman, who has just returned from an extensive visit to North Africa and Asia Minor, is an

enthusiast on the subject of British rule in Egypt. "Thirty years ago," he says "irrigated land on the banks of the Nile was selling at \$60 per acre, to-day it is worth \$1,200. In Egypt British rule has made the desert blossom, and bloom as the rose."

Fund.

Messrs, Henry Birks & Sons, Y. M. C. A. Building Limited, were the first to subscribe to the Y.M.C.A. \$300,-000 building fund. Their

subscription had not only the merit of being first, but was handsome in amount-\$25,000. If the old proverb be true: "Bis dat qui cito dat." the man or the firm that beats this subscription, will have to give something over \$50,000 and give it quickly. Messrs. Birks have set an inspiring example to other large employers of labour. The Y.M.C.A cause needs no recommendation. Up to noon to-day the total sum subscribed was about \$133,000.

FIRE INSURANCE IN CANADA DURING 1908.

Combined Loss and Expense Ratio was Over 90 per cent.—Canadian Offices Experienced a Trying Year.

In February last, there appeared in these columns an advance exhibit of fire insurance transacted during 1908, by companies licensed to do business throughout the Dominion. The figures then given were furnished direct from the companies—their courtesy in this matter enabling THE CHRONICLE to supply its readers with an interesting summary three months prior to the official abstract just now to hand from the Superintendent of Insurance. While complete returns were not obtainable in February from all companies, sufficient data were furnished to warrant the statement being made that the ratio of net losses to net premiums for 1908 was certainly over 60 per cent. Which prediction is now borne out by the following showing of 60.33 per cent., as contained in the departmental report:

	Net Cash received for	Net amount paid for	
1908. Canadian Offices British Offices United States Offices	9,919,403	Losses. \$ 2,655,014 5,775,803 1,847,504	69.33 58.23 56.18
			C 63 1313

The Showing of Preceding Years.

Nor can it be said that preceding years had brought gains substantial enough to console underwriters for the unfavourable experience of 1908, with its conflagrations at Fernie and Three-Rivers. Indeed, the average ratio for the past five years has been practically equivalent to that for 1908. Going farther back, the experience for the forty years, 1869-1908 inclusive, works out at over 95 per cent. Net premiums for the forty years have been \$263.700,000 and losses about \$171,600,000. Taking expenses as \$79,100,000 (30 per cent. of premiums), there remains a balance of \$13,000,000. But it is to be pointed out that even this difference between income and outgo can by no means be considered as profit. Against this, it has further to be accounted that the net liabilities of the companies for uncarned premium reserves have increased by some \$10,000,000 from the \$800,000 held at the beginning of 1860. In round figures, therefore, a forty year underwriting balance sheet for fire insurance companies licensed by the Dominion would be about as follows:

Forty-Year Fire Underwriting Balance for Canada.

Premiums \$263,700,000	
Losses	\$171,600,000 79,100,000
Expenses	10,000,000
Increase in reserve liabilities	3,000,000
Profit (about 1.2 per cent. on premiums)	3,000,000

better than the average showing indicates is, of course, true—and fortunately so. Otherwise Canada would have become a pretty generally abandoned field, or else rates would have become prohibitively high. But even the most careful underwriting has not brought over-rich rewards for service rendered. Optimistic promoters who quote the dividend earnings of old-established British offices as indicating the possibilities of profit for projected Canadian fire companies, fail to point out that such dividends are in great part due to investment earnings, rather than to current underwriting profits.

FIRE AT QUEBEC.

A fire occurred in Quebec City on the 9th instant. We are unable to give complete returns of insurance at time of going to press. We learn the following companies are interested: *Parisian Corset Company —on Building*: North British & Mercantile, \$5,000; Aetna, \$2,000. On Stock and Machinery: Phenix of Brooklyn, \$1,500; North American, \$2,500; Norwich Union, \$2,500; Hartford, \$1,000; Scottish Union & National, \$3,000; Western, \$2,000; Quebec, \$5,000; Ottawa, \$1,000; Equity, \$3,000; Rinnouski, \$2,000; Norwich Union, \$2,000; Queen, \$3,000. Loss total.

A. Pion & Co., Stock and Building. The following Companies are interested: Royal, Queen, Quebec, Norwich Union, German-American, Hartford, New York Underwriters, Phoenix of London, British America, Atlas, Manitoba. Insurance loss about to per cent.

FIRE AT NORTH HATLEY, Que.

On the 6th instant a fire occurred in the Glen Villa Hotel, North Hatley. The insurance, which was placed four days previous to the fire, is as follows: Commercial Union, \$4,000; Manitoba, \$2,000; Anglo-American, \$4,000; Dominion Mutual, \$2,000; Sterling, \$1,000; Ontario, \$3,000; Rimouski, \$4,000. Total, \$20,000. Total loss.



THE ROCHESTER GRAND JURY has not contented itself with conspiracy indictments against fire underwriters for increasing rates in that city of epidemic arson. It scores the companies as being themselves to blame for "waves of incendiarism," owing to policies being granted without due inspection of risks. All circumstances considered, the explanation manifestly falls short of accounting for Rochester's unenviable pre-eminence of late.

THE AMALGAMATED COPPER COMPANY'S annual report covering operations for the year ended April 30 last showed net income of only \$3,663,980, a decrease of \$3,016,577. After allowing for dividends which were smaller by \$3,077,758, there was a surplus of \$586,222, an increase of \$61,181. The net income was equal to 2.31 per cent. earned on the \$153,-887,900 capital stock outstanding.

THE BRITISH BOARD TRADE OF May \$2,963,statement shows an increase of 500 in imports and decrease of \$7,705,500 in exports. The principal increase in imports was in cotton and the exports' decrease was in manufactured goods. The greater demand for raw material may be looked upon as foreshadowing gradual increase in manufacturing activity.

Abstract of Fire Insurance in Canada for the year 1908. From the Preliminary Report of the Superintendent of Insurance.

Totals for 1907	$\begin{array}{c} \$\\ 18,067\\ 173,426\\ 270,102\\ 270,102\\ 126,215\\ 5,391\\ 126,365\\ 126,365\\ 31,509\\ 91,313\\ 345,147\\ 246,742\\ 31,224\\ 31,224\\ 181,345\\ 31,699\\ 109,451\\ 124,874\\ 7,417\\ 23,962\\ 54,177\\ 35,595\\ 63,409\\ 585,306\end{array}$	\$ 101,388 443,83: 744,023 353,213 28,660 369,519 26,778 296,971 778,227 373,433 195,914 396,192 89,271 336,771 164,162 37,711	$\frac{$}{$}$ 6,987,517 36,026,653 54,272,349 15,877,818 2,600,574 20,701,174 2,302,699 20,574,936 45,799,338 23,722,260 13,252,166 26,167,963 6,407,366 17,460,438	\$ 6,759,098 29,232,442 60,456,081 22,654,221 1,902,473 29,113,632 1,902,473 22,113,637 70,772,3637 70,772,3637 19,878,142 16,721,786	\$ 34,511 264,827 324,756 161,370 16,092 157,324 16,092 177,559 290,799	\$ 33,567 237,662 330,845 157,805 16,092 144,328 16,092 158,226	$87.89 \\ 69.81 \\ 69.52 \\ 69.15 \\ 78.80 \\ \end{array}$	31.91 62.43 46.96 35.30
anglo-American 270,407 iritish America 473,921 zanadian Fire 227,003 Sentral Canada Migs 23,269 Jominion 183,154 Castern Canada Migs 23,269 Jominion 183,154 Castern Canada Migs 23,269 Jonitoba Assurance Co. 126,691 Marteal-Canada Fire 214,847 Nova Sootia Fire 206,553 Ontreal-Canada Fire 30,294 Juebec Fire 164,690 Quebec Fire 139,117 Richmond & Drummond 162,893 Rimouski 259,189 Sovereign Fire 3,829,427 Totals for 1908 3,829,427 Totals for 1907 3,651,335 British Companies 1132,712 Atlas 444,924 Caledonian 71,871 Caledonian 718,411 Law Union & Crown 132,701 Atlas 424,924 Caledonian 75,444 General Accident Fire and Life 75,444 General Accident Fire and Life 75,444	$\begin{array}{c} 173,426\\ 270,102\\ 126,215\\ 5,391\\ 126,365\\ 3,509\\ 91,313\\ 345,147\\ 246,742\\ 31,224\\ 31,224\\ 31,224\\ 181,345\\ 31,699\\ 109,451\\ 124,874\\ 7,417\\ 23,962\\ 58,177\\ 83,595\\ 63,469\\ \end{array}$	$\begin{array}{c} 443,833\\744,023\\353,218\\28,660\\309,519\\26,778\\296,971\\778,227\\3^{7}3,433\\195,914\\396,192\\89,271\\336,771\\336,771\\164,162\end{array}$	$\begin{array}{c} 30,026,653\\ 54,272,349\\ 15,877,818\\ 2,600,574\\ 20,701,174\\ 2,302,699\\ 20,574,936\\ 45,796,358\\ 23,722,260\\ 13,252,166\\ 26,167,963\\ 6,407,366\\ \end{array}$	$\begin{array}{c} 29,232,442\\ 60,456,081\\ 22,654,221\\ 1,902,473\\ 9,113,632\\ 1,902,473\\ 22,113,637\\ 70,772,360\\ 19,878,142\\ 16,721,786\end{array}$	$\begin{array}{r} 264.827\\ 324.756\\ 161.370\\ 16.092\\ 157.324\\ 16.092\\ 177.559\\ 290.799\end{array}$	$\begin{array}{r} 237,662\\ 330,845\\ 157,805\\ 16,092\\ 144,328\\ 16,092\\ 158,226\end{array}$	$87.89 \\ 69.81 \\ 69.52 \\ 69.15 \\ 78.80 \\ \end{array}$	$62.43 \\ 46.96$
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anadian Fire	$\begin{array}{c} 126,215\\ 5,391\\ 126,365\\ 3,509\\ 91,313\\ 345,147\\ 246,742\\ 31,224\\ 181,345\\ 31,699\\ 109,451\\ 124,874\\ 7,417\\ 23,962\\ 58,177\\ 85,595\\ 63,409\\ \end{array}$	$\begin{array}{r} 353,218\\ 23,660\\ 369,519\\ 25,778\\ 296,971\\ 778,227\\ 373,433\\ 195,914\\ 396,192\\ 89,271\\ 336,771\\ 164,162\\ \end{array}$	$\begin{array}{c} 15,877,818\\ 2,600,574\\ 20,701,174\\ 2,302,699\\ 20,574,936\\ 45,796,358\\ 23,722,260\\ 13,252,166\\ 26,167,963\\ 6,407,366\\ \end{array}$	$\begin{array}{c} 22.654,221\\ 1,902,473\\ 9,113,632\\ 1,902,473\\ 22,113,637\\ 70,772,360\\ 19,878,142\\ 16,721,786\end{array}$	$161,370 \\ 16,092 \\ 157,324 \\ 16,092 \\ 177,559 \\ 290,799 \\$	157,805 16,092 144,328 16,092 158,226	$69.52 \\ 69.15 \\ 78.80$	
entral Canada Mfgs. 23 289 ominion 183,154 paity Fire. 205,658 ondon Mutual. 433,080 anitoba Assurance Co. 124,691 ercantile Fire. 164,690 ontreal-Canada Fire. 214,847 ora Scotia Fire. 39,288 acific Coast Fire. 71,871 ichemoul & Drummond. 162,893 timouski . 259,189 overeign Fire. 71,871 Yestern . 3,829,427 Totals for 1908. 3,829,427 Totals for 1907. 3,651,335 chitsh Companies 1132,712 Uliance . 132,712 titas. 444,924 aledonian . 71,841 aw Union & Crown . 133,860 condon & Lancashire Fire . 454,900 condon & Surance. 103,671,824,924 yorks	5,391 126,365 3,509 91,313 345,147 246,742 31,224 181,345 31,699 109,451 124,874 7,817 23,962 59,177 85,595 63,409	$\begin{array}{c} 28,660\\ 309,519\\ 26,778\\ 296,971\\ 778,227\\ 373,433\\ 195,914\\ 396,192\\ 89,271\\ 336,771\\ 164,162\\ \end{array}$	2,600,574 20,701,174 2,302,699 20,574,936 45,796,358 23,722,260 13,252,166 26,167,963 6,407,366	$\begin{array}{c} 1,902,473\\ 9,113,632\\ 1,902,473\\ 22,113,637\\ 70,772,360\\ 19,878,142\\ 16,721,786\end{array}$	$16,092 \\ 157,324 \\ 16,092 \\ 177,559 \\ 290,799 \end{cases}$	$16,092 \\ 144,328 \\ 16,092 \\ 158,226$	$69.15 \\ 78.80$	
ominion 183,134 astern Canada Mígs 23,269 puity Fire 205,658 ondon Mutual 433,080 anitoba Assurance Co. 124,847 ercantile Fire 214,847 ova Scotia Fire 27,320 intawa Fire 214,847 ova Scotia Fire 30,294 incotsk 39,224 incotsk 30,294 veteer Fire 71,871 fortals for 1908 3,829,427 Totals for 1907 3,651,335 ortish Compasites 1132,712 Minace 1132,712 titas. 444,924 aledonian 3,651,335 ortish Compasites 1,020,455 Minace 1,388,601 ortals for 1907 3,651,335 ortals for 1907 3,654,335 ortals for 1908 1,93,744 <td>$126,365\\3,509\\91,313\\345,147\\246,742\\31,224\\181,345\\31,699\\109,451\\124,874\\7,417\\23,962\\58,177\\85,595\\63,409$</td> <td>$\begin{array}{r} 369,519\\ 26,778\\ 296,971\\ 778,227\\ 3^{7}3,433\\ 195,914\\ 396,192\\ 89,271\\ 336,771\\ 164,162 \end{array}$</td> <td>$\begin{array}{r} 20,701,174\\ 2,302,699\\ 20,574,936\\ 45,796,358\\ 23,722,260\\ 13,252,166\\ 26,167,963\\ 6,407,366\end{array}$</td> <td>$\begin{array}{c} 9,113,632\\ 1,902,473\\ 22,113,637\\ 70,772,360\\ 19,878,142\\ 16,721,786\end{array}$</td> <td>157,324 16,092 177,559 290,799</td> <td>$144,328 \\ 16,092 \\ 158,226$</td> <td>78.80</td> <td>93.21</td>	$126,365\\3,509\\91,313\\345,147\\246,742\\31,224\\181,345\\31,699\\109,451\\124,874\\7,417\\23,962\\58,177\\85,595\\63,409$	$\begin{array}{r} 369,519\\ 26,778\\ 296,971\\ 778,227\\ 3^{7}3,433\\ 195,914\\ 396,192\\ 89,271\\ 336,771\\ 164,162 \end{array}$	$\begin{array}{r} 20,701,174\\ 2,302,699\\ 20,574,936\\ 45,796,358\\ 23,722,260\\ 13,252,166\\ 26,167,963\\ 6,407,366\end{array}$	$\begin{array}{c} 9,113,632\\ 1,902,473\\ 22,113,637\\ 70,772,360\\ 19,878,142\\ 16,721,786\end{array}$	157,324 16,092 177,559 290,799	$144,328 \\ 16,092 \\ 158,226$	78.80	93.21
astern Canada Migs 22,209 paity Fire 205,658 ondon Mutual 26,658 anitoba Assurance Co. 126,691 crantile Fire 164,690 corral-Canada Fire 214,847 ova Scotia Fire 227,320 ttawa Fire 39,288 acific Coast Fire 30,288 overeign Fire 71,871 Vestern 3,829,427 Totals for 1908 3,829,427 Totals for 1907 3,651,335 Commercial Union 132,712 Ulass 132,712 Utass 132,712 Utass 132,713 Commercial Union 132,701 itraet for 1907 3,681,335 Commercial Union 132,701 itraet for London & Globe 1338,601 condon & Lancashire Fire 563,366 Sortish Union & National 260,37	$\begin{array}{c} 91,313\\ 345,147\\ 246,742\\ 31,224\\ 181,345\\ 31,699\\ 109,451\\ 124,874\\ 7,417\\ 23,962\\ 53,177\\ 85,595\\ 63,409 \end{array}$	$\begin{array}{c} 296,971 \\ 778,227 \\ 373,433 \\ 195,914 \\ 396,192 \\ 89,271 \\ 336,771 \\ 164,162 \end{array}$	$\begin{array}{c} 20,574,936\\ 45,796,358\\ 23,722,260\\ 13,252,166\\ 26,167,963\\ 6,407,366\end{array}$	22,113,637 70,772,360 19,878,142 16,721,786	177,559 290,799	158,226	69 15	25.34
quity Fire. 205, 553, 650, 653, 650, 654, 654, 654, 654, 654, 654, 654, 654	$\begin{array}{r} 345,147\\ 246,742\\ 31,224\\ 181,345\\ 31,699\\ 109,451\\ 124,874\\ 7,417\\ 23,962\\ 58,177\\ 85,595\\ 63,409 \end{array}$	778,227 373,433 195,914 396,192 89,271 336,771 164,162	$\begin{array}{r} 45,796,358\\ 23,722,260\\ 13,252,166\\ 26,167,963\\ 6,407,366\end{array}$	70,772,360 19,878,142 16,721,786	290,799			93.21
ondon Mutual. 433,080 anitoba Assurance Co	$\begin{array}{c} 246,742\\ 31,224\\ 181,345\\ 31,699\\ 109,451\\ 124,874\\ 7,417\\ 23,962\\ 58,177\\ 85,595\\ 63,409 \end{array}$	$3^{73},433$ 195,914 396,192 89,271 336,771 164,162	23,722,260 13,252,166 26,167,963 6,407,366	19,878,142 16,721,786				56.68
ercantile Fire. 164,630 vora Scotia Fire. 214,847 vora Scotia Fire. 39,288 actific Coast Fire. 39,288 actific Coast Fire. 39,288 actific Coast Fire. 169,117 inchmond & Drummond. 162,893 inchmond & Drummond. 162,893 inchmond & Drummond. 162,893 inchmond & Drummond. 162,893 inchmond & Drummond. 132,712 Totals for 1908. 3,829,427 Totals for 1907. 3,651,335 witish Compastes 1132,712 Ulance 132,712 Totals for 1907. 3,651,335 oritish Compastes 132,714 Ulance 132,714 uardian. 71,871 iverpool & London & Globe. 1,388,601 ondon A saurance. 149,422 vorth British. 703,677 Northern. 568,126 yorkehire. 1568,122 Northern. 568,126 Northern. 568,126 Northern. 568,126 Northern. 568,126<	31,224 181,345 31,699 109,451 124,874 7,417 23,962 53,177 85,595 63,409	$\begin{array}{r} 195,914\\ 396,192\\ 89,271\\ 336,771\\ 164,162\\ \end{array}$	13,252,166 26,167,963 6,407,366	16,721,786		281,161	64.92	58.34
ontreal-Canada Fire. 214,847 ova Socia Fire 57,572 ntario Fire 30,284 uebec Fire 162,893 overeign Fire 71,871 festern 452,573 Totals for 1908 3,829,427 Totals for 1907 3,681,335 oritish Compasies 132,712 Illiance 132,712 taledonian 317,582 commercial Union 132,701 itserpool & London & Globe 1338,660 ondon & Lancashire Fire 149,427 vorwich Union Fire 563,12 Northernish 7564,12 Sont Insurance Office 392,92 Yorkshire 120,67 Soni Insurance Office 392,92 Yorkshire 126,07 Sona Insurance Co. 222,82	$181,345 \\ 31,699 \\ 109,451 \\ 124,874 \\ 7,417 \\ 23,962 \\ 53,177 \\ 85,595 \\ 63,409 \\ 181,595 \\ 63,409 \\ 181,595 \\ 18$	396,192 89,271 336,771 164,162	$26,167,963 \\ 6,407,366$		$94,002 \\ 88,218$	90,036 82,014	71.07 49.80	42.55 31.80
ova Scotia Fire 57,57 ntario Fire 227,322 ntario Fire 39,288 acific Coast Fire 30,294 acific Coast Fire 30,294 imouski 227,322 imouski 227,322 imouski 227,322 imouski 227,322 Totals for 1908 3,829,427 Totals for 1907 3,651,335 oritisk Compasies 1132,712 Uliance 132,713 class for 1907 3,651,335 ondon Assurance 132,713 iverpool & London & Globe 75,444 inardian 10,20,455 ondon Assurance 149,422 ondon Assurance 149,422 Northern 568,12 Northern	31,699 109,451 124,874 7,417 23,962 58,177 83,595 63,409	$89,271 \\ 336,771 \\ 164,162$	6,407,366	27,686,639	209,944	183,170		72.00
ntario Fire 227,320 utawa Fire 39,288 acific Coast Fire 30,294 uebec Fire 159,117 ichmond & Drummond 16(2,893 inouski 259,189 overeign Fire 71,871 Vestern 3,829,427 Totals for 1908 3,829,427 Totals for 1907 3,651,335 citish Companies 1132,712 Uliance 424,924 aledonian 317,585 Jondon & Crown 1132,712 iverpool & London & Globe 133,88,601 London & Crown 132,7012 iverpool & London & Globe 1338,601 Jondon & Lancashire Fire 75,444 iverpool & London & Globe 1388,601 London & Surance 149,422 Northern 568,122 Northern 568,122 Northern 568,122 Sontish Union Fire 10,7,744 Boyal 10,7,844 Boyal 20,32,904 Maericas Compasites 302,92 Yorkshire 128,601 <td< td=""><td>109,451 124,874 7,417 23,962 58,177 85,595 63,409</td><td>$336,771 \\ 164,162$</td><td></td><td>6,656,057</td><td>17,490</td><td>18,736</td><td>32.54</td><td>32.36</td></td<>	109,451 124,874 7,417 23,962 58,177 85,595 63,409	$336,771 \\ 164,162$		6,656,057	17,490	18,736	32.54	32.36
tiawa Fire	124,874 7,417 23,962 58,177 85,595 63,409	164,162		18,991,336	175,2~2	184,594	81.20	28.30
acific Coast Fire 30,224 uebec Fire 159,117 imouski 259,159 imouski 259,159 imouski 259,159 vereign Fire 71,871 festern 71,871 festern 3,829,427 Totals for 1908 3,829,427 Totals for 1907 3,651,335 oritish Compasies 1132,712 Uliance 132,713 indiana 1,020,455 iomercial Union 1,020,455 iorerool & London & Globe 75,444 iaadian 1,323,01 iverpool & London & Globe 1,388,603 ondon & Lancashire Fire 454,002 North British 793,67 Northern 568,12 Northern 568,12 Northern 568,12 Northern 260,37 Son Insurance Office 392,92 Yorkshire 185,211 Totals for 1907 9,302,90 Americas Compasies 232,85 Ætna Insurance Co. 232,85 Connecticut Fire 1	7,417 23,962 58,177 85,595 63,409	37 711	5,726,372	1,325,874	18,263	19,022	48.42	
uebec Fire. 159.117 ichmond & Drummond. 162.803 inouski 259,189 overeign Fire. 71.871 // restern 3,829,427 Totals for 1908. 3,829,427 Totals for 1907. 3,681,335 citish Compasies 1132,712 Illiance 132,712 idledonian 317,583 Jornercial Union. 1,020,455 Jeneral Accident Fire and Life. 132,701 Juardian. 71,841 aw Union & Crown 1338,660 .ondon & Lancashire Fire. 454,400 .ondon Asurance. 149,422 Northern. 568,122 Northern. 568,122 Northern. 568,122 Northern. 10,7,84 Royal. 10,7,84 Royal. 10,7,84 Royal. 10,7,84 Royal. 10,7,84 Royal. 10,7,84 Royal. 9,919,400 Totals for 1907. 9,302,904 Maericae	58,177 85,595 63,409			3,651,738	39,210	39,0 5		
Imouski 205,183 Vestern 71,871 Vestern 71,871 Vestern 3,829,427 Totals for 1907. 3,651,335 Ordals for 1907. 3,651,335 Ordalian 132,712 Accident Fire and Life 75,446 Inardian 132,701 Javerpool & London & Globe. 75,446 Inardian 75,446 Inardian 132,701 Javerpool & London & Globe. 73,867 North British 793,67 Northern 568,122 Northern 568,122 Northern 568,123 Yorkshire 185,211 Totals for 1908. 9,302,902 Yorkshire 193,67 Maerican Companies 232,88 Zina Insurance Co. 232,88 Connecticut Fire 196,67 Hartford Fire 196,66 Home Fire 196,67	83,595 63,409	183,079	13,506,878	16,428,746	49,166	48,316		26.61
imouski 235,153 Totals for 1908	63,409	161,070	8,046,462	6.184,420	77,855	78,847	76.63	39.00
Vestern 452,573 Totals for 1908		344,784	17,617,865	26,718 881	151,131 68,452	148,366 67,8-6		55.61
Totals for 1908. 3,829,427 Totals for 1907. 3,681,335 critish Companies 1132,712 Uliance 424,924 baledonian 317,585 Jomercial Union 75,444 banercial Union 75,444 bardian 718,413 aw Union & Crown 133,88,603 ondon & Lancashire Fire 454,000 ondon Assurance 444,942 North British 793,677 Northern 568,196 Northern 568,196 Northern 568,196 Stati Union & National 260,37 Stottish Union & National 260,37 German-American 129,667 Hartford Fire 129,667 Connecticut Fire 129,67	000,000	135,280 1,037,879	8,459,760 77,011,040	6,478,157 58,250,537	325,162			40.7
Totals for 1907								
ritish Companies 132,712 Iliance 132,712 tias. 424,924 aledonian 137,583 iommercial Union 1,020,455 ieneral Accident Fire and Life. 75,444 nav Union & Crown 132,701 iwerpool & London & Globe. 1,388,600 ondon & Lancashire Fire 644,600 ondon & Assurance. 149,422 North British. 703,671 Sorwich Union Fire 563,966 Phoenix of London 1,07,844 Koyal. 260,375 Son Insurance Office 1322,902 Yorkshire 185,211 Totals for 1908. 9,919,400 Totals for 1907. 9,302,900 American Companies 232,882 Ætna Insurance Co. 232,882 Connecticut Fire. 129,667 Hartford Fire 345,00 Insurance Co. 82,712 National Fire 345,00 Lumber Insurance Co. 82,72 National Fire 326,66 Houre Fire 129,66 Home Fire 327	2,708,736	6,538,163	416,518,648	433,878,730	2,757,508			48.9
Iliance 132,713 tlas. 424,924 aledonian 317,583 formmercial Union. 1,620,455 formmercial Union. 75,444 aw Union & Crown 132,701 iaw Union & Crown 132,700 iaw Union & Lancashire Fire 434,400 ondon A Lancashire Fire 434,400 workich Union Fire 563,96 Norther 563,96 Norther 563,23,01 Stottish Union & National 260,37 Stotish Union & National 260,37 Stotish Union & National 260,37 Stotish Union & National 9,919,400 Totals for 1907 9,302,900 American Compasies 22,88 Connecticut Fire 129,66 German-American 196,66 Hartford Fire 335,22 Lumber Insurance Co. 827,46 National Fire 327,66 Phemix of Hartford 181,99 Queen,	2,233,216	5,914,551	375,927,812	412,019,532	1,961,352	1,801,449		
dias	95 090	157 909	14 927 014	20,820,861	78,227	79,67	60.03	63.1
aledonian 317,588 commercial Union 75,444 inardian 718,411 inardian 718,414 inardian 1,388,601 condon & Lancashire Fire 149,422 North British 793,677 Northern 568,196 Northern 568,196 Northern 568,196 Northern 568,196 Northern 568,196 Stortish Union & National 260,37 Stont Insurance Office 392,92 Yorkshire 185,211 Totals for 1908 9,302,900 American Compasites 232,892 Connecticut Fire 129,667 German-A merican 196,66 Home Fire 129,667 Insurance Co. of North America. 325,27	25,090 65,827	157,802 490,751	14,837,014 31,505,335	42,670,976	273,852			54.9
formercial Union	49,821	367,406	26,907,642	38,043,126				52.4
Totals for 1908	214,668	1,235,127	84,667,422	101,164,799	506,174			47.9
inardian	9,340	84,786	7,171,318	6,292,934	5,239			
aw Union & Crown 132,700 iverpool & Lancashire Fire. 1,388,600 ondon A Lancashire Fire. 454,000 ondon Assurance. 149,421 North British. 793,677 Northern. 568,122 Norwich Union Fire. 563,966 Pheenix of London. 1,017,844 Royal. 1,017,844 Royal. 1,017,844 Royal. 1,017,844 Sont Insurance Office 392,922 Yorkshire 185,21 Totals for 1907. 9,302,90 American Compasies 232,88 Connecticut Fire. 129,66 German-American 196,66 Home Fire. 196,66 Home Fire. 335,22 Lumber Insurance Co. 827,46 National Fire. 327,66 Phenix of Hartford. 181,99 Queen, of America. 68,35 Springfield Fire and Marine. 87,5	107,261	825,674	52,298,793	65,115,593				53.1
Jiverpool & London & Globe	19,840	152,547	10,532,795	14,502,331				48.1
London Assurance. 149,42 North British. 793,67 Northero. 568,12 Norwich Union Fire. 563,96 Pheenix of London. 10,07,84 Royal. 1,07,84 Royal. 1,017,84 Royal. 1,007,84 Royal. 1,007,84 Royal. 1,017,84 Royal. 1,323,01 Scottish Union & National. 260,37 Yorkshire. 185,21 Totals for 1908. 9,919,40 Totals for 1907. 9,302,90 American Compasites 22,88 Connectient Fire. 129,66 German-American 196,66 Houme Fire 636,66 Houme Fire 327,62 Phenix of Brooklyn. 327,62 Phoenix of Hartford. 181,99 Queen, of America. 68,33 Springfield Fire and Marine. 87,5		1,682,575	109,497,538	126,837,526				63 6 40 6
North British		539,247	37,889,219	45,556,846 18,590,476				48.5
Northern		193,040 901,280	14,560,277 63,611,014	83,560,219				61.3
Norwich Union Fire		641,569	41,024,107	51,895,609				59.4
Phenix of London. 1,0.7,84 Royal. 1,323,01 Scottish Union & National. 260,37 Sun Insurance Office 392,92 Yorkshire. 185,21 Totals for 1908. 9,919,40 Totals for 1907. 9,302,90 American Compastes 232,88 Connecticut Fire. 129,66 Hartford Fire. 129,66 Home Fire. 345,00 Insurance Co. 232,88 Connecticut Fire. 129,66 Hartford Fire. 345,00 Insurance Co. 122,62 Vorkshire. 345,00 Stonal Fire. 322,76 Phenix of Brooklyn. 327,66 Phenix of Brooklyn. 327,66 Phenix of Brooklyn. 327,66 Phenix of Brooklyn. 327,67 Phenix of Brooklyn. 327,66 Phenix of Brooklyn. 327,67 Springfield Fire and Marine. 87,5 St. Paul Fire and Marine. 87,5		648,767	43,115,341	55,925,617				45.1
Royal. 1,322,60,37 Scottish Union & National. 392,92 Scottish Union & National. 392,92 Yorkshire. 185,21 Totals for 1908. 9,919,40 Totals for 1907. 9,302,90 American Companies 232,85 Connectient Fire. 129,56 German-American 196,65 Home Fire. 636,65 Home Fire. 636,65 Home Fire. 835,22 National Fire. 82,74 National Fire. 322,62 Phenix of Brooklyn. 322,82 Queen, of America. 196,65 Phemix of Hartford. 191,92 Queen, of America. 636,65 Springfield Fire and Marine. 87,75 St. Paul Fire and Marine. 87,5	228,978		74,227,350	85,180,518	553,13			46.
Scottish Union & National	260,330		108,544,918	135,636,338				62.0
Sun Insurance Office 392,92 Yorkshire 185,21 Totals for 1908 9,919,40 Totals for 1907 9,302,90 American Compasies 232,83 Ætna Insurance Co. 232,83 Connecticut Fire 196,66 Hartford Fire 196,66 Home Fire 345,00 Insurance Co. 232,83 Zumber Insurance Co. 232,83 Home Fire 196,66 Home Fire 345,00 Insurance Co. 82,77 National Fire 322,766 Phenix of Brooklyn 327,66 Phenix of Brooklyn 327,66 Phenix of Hartford 181,99 Queen, of America 68,33 Springfield Fire and Marine 87,5	40,372	300,749	21,858,263	30,149,940				35.1
Totals for 1908	65,532		30,897,567	39,386,514				57.
Totals for 1907	27,115	212,325	16,090,288	15,543,150				
American Companies 232,85 Connecticut Fire. 129,56 German-American 196,65 Hartford Fire. 636,65 Home Fire. 636,65 Lumber Insurance Co. 82,74 National Fire. 322,65 Phenix of Brooklyn. 32,76 Phenix of Hartford. 181,99 Queen, of America. 68,35 Springfield Fire and Marine. 87,5	3 1,802,863	11,722,266	789,146,201	976,873,40	9 5,759,44	5,775,80	58.23	54.
Ætna Insurance Co	1,699,495	11,002,400	748,836,659	937,282,80	6 5,136,67	7 5,073,98	35	
Connecticut Fire				01 070 70	0 01 00	00.0	35 38.19	34.
German American 196,66 Hartford Fire 636,65 Home Fire 345,00 Insurance Co. 335,27 Lumber Insurance Co. 82,77 National Fire 12,6 Phenix of Brooklyn 327,63 Puenix of Hartford 181,99 Queen, of America 642,67 Springfield Fire and Marine 87,5 St. Paul Fire and Marine 87,5				24,272,76 10,586,42				
Hartford Fire								
Home Fire								
Insurance Co. of North America. 335,27 Lumber Insurance Co. 82,78 National Fire 12,61 Phenix of Brooklyn 327,62 Phoenix of Hartford 181,99 Queen, of America 642,63 Springfield Fire and Marine 87,5 St. Paul Fire and Marine 87,5						188 0	51 54.50	59.
Lumber Insurance Co. 82,74 National Fire 12,67 Phenix of Brooklyn 327,63 Phoenix of Hartford 181,97 Queen, of America 642,67 Rochester German 68,33 Springfield Fire and Marine 87,5 St. Paul Fire and Marine 87,5			27,294,182	32,358,12	4 218,67	206,8		
National Fire 12,6 Phenix of Brooklyn 327,60 Phœnix of Hartford 181,92 Queen, of America 642,63 Rochester German 68,33 Springfield Fire and Marine 8,7 St. Paul Fire and Marine 87,5		98,093	4,558,977	3 394,17				
Phenix of Brooklyn 327,6 Phenix of Hartford 181,9 Queen, of America 642,6 Rochester German 68,3 Springfield Fire and Marine 8,7 St. Paul Fire and Marine 87,5	7 2,38	14,998	1,435,381	1,290,63				
Phœnix of Hartford. 181,97 Queen, of America. 642,67 Rochester German. 68,33 Springfield Fire and Marine. 8,7 St. Paul Fire and Marine. 87,5			23,533,390					
Rochester German	4 50,49							
Springfield Fire and Marine 8,7 St. Paul Fire and Marine 87,5								
St. Paul Fire and Marine 87,5						None.		1
Totals for 1908 3,288,4							43 47.44	
	9 544,83	9 3,833,338	253,383,160	289,931,33	1,823,6	81 1,847,5	604 56.18	50
Totals for 1907 3,130,2		7 3,684,780	239,440,520	265,401,19	98 1,607,5	50 1,569,6		
Recapitulation							-	
	2,708,73	6 6,538,163	416,518,648	433,878,73	30 2,757,5		14 69.3	
				976,873,4	09 5,759,4		03 58.23	3 54.
American Companies	3 1.802.86				75 1,823,6	81 1,847,5	04 56.18	50.
Totals for 1908 17,037,3	3 1,802,80 9 544,83	8 22,093,763	7 1,459,048,00	9 1,700,683,5	14 10,340,6	36 10,278,3	21 60.33	52.

LIFE INSURANCE IN CANADA DURING 1908.

New Business Totals Almost \$100,000,000-Gratifying Increase Over 1907 Showing.

In Canada, last year, the total of life insurance "new and taken up" was practically \$100,000,000-a gain of about \$9,500,000 over the 1907 showing. This affords striking evidence that agency forces worked with strong determination to turn hard times to the best possible account in their business. During the closing months of 1907, the echoes of the New York financial crisis undoubtedly interfered somewhat with the carrying on of life insurance. Many a prospective applicant had to be let alone for a few months until he "sized up just where he was at". But, during 1908, conditions grew steadily more favourable. It became evident that Canada had escaped any very acute distress, and that business recovery was proceeding apace-surely, if not quickly. At the same time, though, the shock of 1907 was severe enough to check the speculative fever that had been all too much in evidence. And one beneficial result was an increased interest in life insurance. This was clearly evidenced by the advance showing of 1908 business, which appeared in the February 26th and March 5th issues of THE CHRONICLE (See page 879) and is borne out by the accompanying abstract now to hand from the Superintendent of Insurance.

More Canadian new business came to the companies in 1908 than during any preceding year save one—as is evident from the summary in the next column.

BUSINESS NEW AND TAKEN UP IN CANADA (000's omnitted)

	1904.	1905.	1906.	1907.	1908.
Canadian Companies British " United States "	59,051 3,110 36,145	3,882	4.472	61,839 3,502 25,042	3,390
Total in Canada	98,306	105,907	95,012	90,383	99,896

The falling-off of nearly eleven millions in the new business of 1906, compared with the 1905 record, is to be accounted for by the general interruption to insurance activity from which North America suffered for several months. One cf the unlooked-for results of ill-directed "reform zeal" in New York State was deprivation of thousands of families of the insurance protection that would otherwise have been theirs. Regarding Canadian companies, public opinion was not long in sanely realizing there was no cause for alarm. A mistake here and there, or an occasional error in management, did not long obscure the fact that Candian life insurance in general was efficiently and honestly managed. And at midyear, 1907, there was every prospect of that year's new business considerably exceeding the 1906 showing. But the later influence of general financial unrest and consequent trade depression checked the rising trend, and 1907 registered another decline. So marked, however, has recovery been during 1908, that a new highmark will not now be surprising.

Abstract of Life Insurance done by Canadian Companies which do Business outside of the Dominion, for the Year 1908.

		Number				No. of	Net		Unsettled Claims	
	Premiums for Year.	of Policies New snd Taken up.	Amount of Policies New and Taken up.	Number of Policies in Force at date.	Net Amount in Force at date.	Policies become Claims.	of Policies become Claims.	Claims Paid.	Not Resisted	Re- sisted
1	\$		\$		\$	1 1	8	\$	\$	
CANADA LIFE							1 000 000	1 000 770	207,314	None
In Canada	2,512,283	2,549	5,373,088	41,755	85,456,925		1,393,368	1,390,770	43 937	None
In other countries	1,234 258	2,031	4,5 1,046	15 182	33,562,784		341,158	274,745		None
Totals	3,746,541	4,580	9,874,134	56,937	119,019,709	789	1,734,526	1,665,515	251,251	None
CONFEDERATION						1 1				
In Canada	1.466.187	2.862	4,333,324	30,194	44,880,096	537	768,530	764,002	46,162	
In other countries	212,308		1,757,878	1,893	4.555,450	20	38,917	61,384	_ 6,500	
Totals	1,678,495		6,091,202	32,087	49,435,546	557	807,447	825,336	52,662	None
FEDERAL	1,010,400	0,100	0,001,202		,					
In Canada	659,501	1,858	2,601,543	14.140	19,440,133	119	182,940	179,543	16,675	1,000
	14,935		134,680		252.76		560	560	None	None
In other countries			2,736,223		19,692,901		183,500	180,103	36,675	1,000
Totals	674,436	1,530	2,100,220	14,600	10,002,001		100,000			
GREAT-WEST		2 000	0 004 000	22,822	99 414 094	118	215,208	176,060	61,820	None
In Canada	1,256,122		8,034,637		38,514,926		1,000	1,014		1.009
In other Countries	21,886		414,750		641,713					
Totals	1,278,008	4,169	8,479,387	23,213	39,156,639	9 119	216,208	177,074	01,020	1,000
IMPERIAL							105 000		01 001	None
In Canada	803,278				20,788,383		127,390	115,397	21,981	
In other countries	61,212	215			1,328,704		16,190	11,190		None
Totals	864.490	1,959	3,689,175	12,910	22,117,08	7 71	143,580	126,587	21,981	Non
MANUFACTURERS.		1								
In Canada	1,285,246	3,010	4,510 056	27,753	37,921,11		405 005	411,947		
In other countries	834,448		3,093,630	9,279	15,496,11	9 98	152,281	162,962		
Totals	2,119,694		7,603,686	37,032	53,417,2 5	7 376	557,286	574,909	104,734	1 9,96
METCAL OF CANADA	-,	1,	.,,							
In Canada.	1,900,419	3,820	6,308,318	35,070	53,764.09	8 447	649,922	622,33	64,857	None
In other countries	16,895				415,66		1,000	1,000	None	Non
	1,917,331				54,179,75			623,33.		7 Non
Totals	1,011,001	3,010	0, 104, 410	00,	01,110,10	1.0		,	1	
NORTH AMERICAN.	1 210 100	0.000	3,166,11	24,948	35,678,96	2 190	275,005	259 54	49.97	5 Non
In Canada	1,310,189				4,112,59		15,500	23.49		
In other countries	147.516		632,100				290,505	283,03		
Totale	1,457,703	2,435	3,798,218	27,623	39,791,55	204	200,000	203,03	1 01,01	
SUN LIFE							849.004	890,96	2 76.64	7 Non
In Canada	2,093,556		7,955,373		58,844,03					
In other countries	3,326,154		11,828,298		60,586,10			1,012,95		
Totals	5,419,710	12,847	19,783,671	87,520	119,430,14	0, 1,247	1,815,543	1,903,91	3 249,82	8 Non

Abstract of Life Insurance in Canada for the Year 1908.

From the Preliminary Report of the Superintendent of Insurance Canadian Business only.

A Fight and a fight	1.0.1	Number of Policies	Amount	Number of Policies		No, of	Net	Claims Paid (in-	Unsettled (aims
	Premiums for Year,	Policies New and Taken up.	of Policies New and Taken up.	Force at Date.	Net Amount in Force.	Policies become Claims.	Amount of Policies become Claims,	cluding Matured Endow- ments.)	Not Resisted	Re- sisted.
anada Life (Can. bus.)	\$	1	\$ 5,373,088	41,755	\$ 85,456,925	1	1,393,368	\$ 1,390,770	207,314	None
anada Life (Can. bus.)	2,512,283	2,549	111.500	41,133	326,730		1,333,368	660	None	None
Confederation (Can. bus.)	1,466 187	2,862	4,333,324	30,194	44,880,096	537	768,530	764,002	46,162	None
ontinental Life	179,016	746	926,990	4,612	5,355,397		20,500	22 150	3 000	None 20,000
rown Life	159,609	409 595	605,750 894,686		4.344,800 8.030,858		21,500 50,195	12,400 40,182		None
Dominion Life	253,496 348,014	1,513	1,861,501	9,635	11,785,507		69.236	65,300		None
Excelsior { Ordinary	4,625	58	8,313	825	101,451	6	949	1,116		None
ederal	659,502	1.858	2,601,543		19,440,133		182,940 215,208	179,543		1.000 None
ireat-West (Can. bus)	1,256,122 199,789	3,900 466	8,034,637 676,300	22.822 4,408	34,514,926 5,463,258	5 118 35	45,425	37.065		Non
Iome Life	803,278	1,744	3 404,600		20,7+8,383		127,390	115,397	21,981	Non
ordinary	204,986	1,140	1,180,225		6,124,374		47,364	35,127	14 640	Non
ondon Life { Ordinary	307,126	22,132	2,161,214		6,028.57		98,146 405,005	\$8,097 411,947		Non 4,09
fanufacturers(Can. bus.).	1,285,246 32,808	3,010	4,510,0°6 830,500		37,921,118		4,000	4,040		Non
Ionarch Life	1,900,439	3,820	6,308,318		53,764,09		649,922	622,333		Non
National Life of Can.(Can.bs.)	255,618	1,178	2,220,033	5,290	7,946,39		25.500 275 005	17,10		Non Non
North American (Can.bus.)	1,310,189	2,064	3,166,119 903,810		35,678,96	2 190 9 23	28,500	25,54		Non
Northern Life	189,081 149,733	610 587	777,675	3,779	4,650,24		46,498	37 67	1 13,391	2,00
Royal Victoria	104,021	265	495,212	1,297	2,671,28		11,000	10,17	4,913	Non
Sovereign Life	,						5.237	4,73	7 500	Non
Ancient Ord. of Foresters	39,286	613	522,250 7,889,639		1,749,51 57,765,13	9 8 607	834,303			
Sun Life (Can.bus.) { Genl. Thrift	2,045,177	5,055	65,734		1,078,89			14,24	3 459	Non
	48,379 57,112	1,107	788,876		1,889,56	1 13				
Union Life { General	298,888	58,889	8.377,691	81,333	11,316 41					
Total for 1908	16,081,504	118,138	69.029.58		480,266,93		5,401,232			
" 1907	14,963,714		61,838,760	425,503	450.573,72 i 29 693,20				4 1 141,18	
Increase, i ; decrease, d .	i 1,117,790	i 15,625	1 1.190,81	1 36,152	1 29 693,20	050			-	
Commercial Union	23,295	6	19,86	201	688,51	9 9	21,865			
Edinburgh Life	1,379	None.	None	43	90,01	5 3		10,47	9 None	Non
Life Asen. of Scotland	15,164	None.	None	456	976,85		15,030		5 None	Nor
Liverpool & London & Globe	3.556		1,234,776	6,445	138,21 11,539,54					
London & Lancashire Life.	379,602	None	None	5	20,19		None	None	None	Nor
London Assurance North British & Mercantile	13,740	6	6,000		701,51		39,920		7 10,22 2 None	
Norwich Union Life	2,848	None	None	2,145	116.13 5,799.10					
Pelican & British Empire.	186,409	900	672,800		2,519,09		75,90	103,78	1 00	
Royal.	87,882	None	None	50	132,59	1	20,41			
Scottish Amicable	739	None	None	29	82,43		10,393 (26,318			
Standard	815,946		1,434,685		22,971,49 384,15		3.89			
Star	13,495		3.389,55		46,159,85		1,318,79	1,320,08	190.84	5 10,00
Totals for 1908	1,546,275	1 500	3,501,74		46,462,31	4 620	1,329,50	1,296,75	6 167,02	3 5,0
" 1907 Increase, i ; decrease, d.			d 112,193	3 d 72	302,45	581 15	a 10,70	23,33	31 1 24,82	2 1 5,00
American Companies.		001	1,773,05	12.662	18,862,23	48	585,15	1 597,38	16 46	3 6.0
Ætna Life	666,233	Nana	None	598	1,044,17		113,96	8 110,11	84 9.12	
Connecticut Mutual	24,639 729,954	471	1,125,30		20,024,27	21				
Equitable	5,70	None	None	137	232,84			0 132,8		
General.	676,10	1,0/4	5,456,26 11.367,27	7 21,436 9 302,443	17,416,84 35,281,10		0			
Metropolitan General Indus	1,229,918	775					547,69	7 572,0	65 21,23	I No
	1,272,214	None	None	70	14,33	36	2,87			5 No
*Notional Life of U.S New York Life	1,651,81	3 1,990	4,068,02				7 662,12 3,93			
North-western Mutual	3,91	None	None	168						
Phœnix Mutual	15,43	None 11			3 196.3	28 2	64, 0	62,3		
Provident Savings	115,93	19	76.00	0 182	1,047,4	56 None	None	5,8		
State Life Travelers	358,61	0 312								
Union Mutual	227,74									
United States	48,73			-			7 3,109,23	0 4,105,1	15 185,00	51 7,1
Totals for 1908	7.066,86	07 901				47 4,98	7 3,594,93	3.572.4	8 199.6	
Incresse, i; decrease, d.	and the second s		And in case of the local division of the loc	3 , 22.511	1 4.599 6	79 1 20	0 4 485,68	2 4 467,3	65 / 14.5	58 19.4
	1		1.	1						
Recepitulation. Canadian Companies	16,081.50	4 118,138	69,029,58				7 5,104,23		91 694,81	23,0
British Companies	1,546,27	5 1,538	3.389,55							1 7,7
American Companies	7.066,86	6 102,691		-				9.498 9	92 1.075.71	6 44.
Grand totals for 1908.	24.694.64	5 222,367				85 10 20		5 9.854,5	82 .920.28	10 42,0
.4 1907.	23,143,87	2 201,320	90,382,93	· · · · · · · · · · · · · · · · · · ·	0.0.000.04		2 4 137,30		90 1 155,43	C .197

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*These companies have crased doing new business in Canada. This company has ceased to exist as a separate corporate body its business having been transferred so the Pherbix Assurance Co., Ltd., which has received a license for its continuance of the company's existing business.

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THE CHRONICLE.



Advance Statement of Life Insurance in Canada for 1908. Reprint of figures furnished by Head Offices of the Companies and published by THE CHRONICLE March 5, 1909 CANADIAN COMPANIES in Fee

COMPANIE	Net Pr	emiums Rec	eived.	Amount of Pol	icies New and	d Taken Up	Net Amount	of Assurance	e in Force.
COMPANIES.	1906	1907	1908	1906	1907	1908	1906	1907	1908
Canada, Can. tu's do Foreign "	\$2,353,413 1,064,052	\$2,349,414 1,193,247	\$2,512,284 1,234,257	\$5,005,298 5,206,036	\$5,053,813 5,437,519	\$5,373,088 4,501,046	29,399,085	32,154,188	\$85,456,925 33,562,784
do Total "	3,417,465	3,542,661	3,746,541		10,491,332	9,874,134		115,793,935	119,019,709
Canadian Guardian	16,546	13,890		281,300	70,250		534,550	403,770	
Confederation, Can."	1,390,647	1,423,182	1,465,814	4,420,497	3,309,821	4,333,324	41,664,490	43,764,593	44,880,096
do Foreign "	130,651	157,129	212,681	1,406,645	1,184,340	1,757,878	3,147,931	3,871,242	4,555,450 49,435,546
do Total "	1,521,293	1,580,311	1,678,495	5,827,142	4,494.161	6,091.202	44,812,421	47,635,835	49,435,346
Continental	153,879	161,342	179,016	1,105,475	554,497	1,157.775	4,689 722	4,946,284	4,672,333
Crown	150,704	160,400	159,609	1,118,361	736,250	913,836	3,890,390	4,185,353	8,030,858
Dominion	213,432	233,083	253,496	1,180,420	857,598	894,686	6,670,082	7,298,070	
Excelsior, Ordinary "	298,013	317,765	362,276	2,323,094	2,115,740	2,483,906	9,760,309	10,707,341	12,236,064
do Monthly "	5,148	4,775		19,826	8,438	•	109,844	108,718	12,236,064
do Total "	303,161	322,540	362,276	2,342,920	2,124,178	2,483,906	9,870,153	10,816,059	19,440,132
Federal, Can "	604,360	625,230	659,502	2,796,263	1,997,713	3,025,092	17,433,074	18,527,618	252,768
do. Fereign "			14,934			189,363			19,692,900
Total "			674.436			3,214,455			38,514,926
Great West, Can. "	893,327	1,080,912	1,256,121	6,181,880	8,307.957	8,034,637	27,759,460	32,469,188	641,713
do Foreign "	5,626		21,886	166,000	264,044	44,750	166,000	352,044	39,156,639
do Total "	898,953	1,087,580	1,278,007	6,347,880	8,572,001	8,479,387	27,925,460	32,821,232	5,463,258
Home	197,093		199,789	882,250	670,976	676,300	5,396,100	5,345 394	20 788,383
Imperial Can "	681,464		803,278	2,285,241	2,465,117	3,404,600	16,995,130	18,945,739	1.328,704
do Foreign "	36,234		61,212	241,750	241,900	284,575	782,706	994 508	22 117,087
do Total "	717,698		864,490	2,526,991	2.707,017	3,689,175	17,777,836	19,940 247	6-124,375
London, General "	172,434	188,080	204,986	1,968,721	746,400	1,502 300	5,405,215	5,553,086 5,587,117	6.028,575
do Industrial "	263,764		307,126	1,430,576	1,991,335	2,151,972	4,971,199		12.152,950
do Total "	436,198		512,112	3,399,297	2,737,735	3,654,272	10,376,414	11,140,203	33,408,920
Manufactorers Can."	1,179,736		1,235,245	4,336,618	4,367,472	4,510,056	34,577,501	36,617 664	15,877,500
do Foreign "	667.550		834,448	3,770,692	3,432,611	3,093,630	12,017,377	13,745.497 50,363.161	54,286,420
do Total "	1,847,286		2,119,693	8,107,310	7,800,083	7,603,686	46,594,878	535,766	1,245,000
Monarch	2,101	10,415	32,808	113,793	271,000	830,500	110,293	50,264,223	54,263,222
Mutual of Can., Can."	1,592,306		1,877,593	4,904,701	6,351,382	6,308,318	46,241,083	375,000	
do Foreign "	12,276		16,895	56,000	42,000	76,160	325,000		
do Total "	1,604,582	1,733,042	1,894,488	4,960,701	6,393,382	6,384,478	46,566,083		
National	173,595	186,238	308,094	1,618,590	1,512,892	2,979,082	5,470,105	34,809,608	
North Am'an, Can. "	1,244,00:	3 1,286,846		2,661,330	3,353,030		33,448,360	a	
do Foreign "	165,92	5 142,993		637,435	549,895		3,927,349	00 000 000	
do Total "	1,409,928			3,298,765	3,902,925		37,375,709		
Northern	158,90	0 178,245			776,992	1,456,450			
Royal Victoria	144,47				755,750				
Sovereign	91,72	9 102,122							
Sun Life Can. "	1,846,99	4 2,017,598	2,087,743			7,955,373	50,557,97		
do Foreign "	2,818,17			10,552,351	10,932,218				
Total	4,665,16				17,879,793	3 19,783,671			1,979,06
Union, General	36,24	9 45,52							
do Industrial	201,86								
Total		8 296,12	8 356,00						
Total Canad. bus. only	14,066,18	2 14,925,56	1	62,171,35	3 61,802,11	6	419,630,49	7 449,188,80	7

BRITISH COMPANIES

	Net P	emiums Rec	eived.	Amount of Pol	teles New an	d Taken Up.	Net Amount of Assurance in Force.		
COMPANIES.	1906	1907	1908	1906	1907	1908	1906	1907	1908
		4			\$	\$	\$	\$	\$
Pelican & Brit.Empire London & Lancashire. Standard Royal Star Life	$202,912 \\ 374,050 \\ 864,986 \\ 54,390 \\ 16,155$	203,809 381,132 832,624 64,143 15,391	379,602 809,727	2,122,745	334,890 828,425 1,846,345 427,500 13,000		5,924,155 10,803,878 23,534,849 1,667,653 429,867		11,403,45 22,971,49 2,424,80
Totals	1,512,493	1,497,099		4,373,926	3,450,160		42,360,402	43,359,170	

AMERICAN COMPANIES.

Net Premiums Received.			Amount of Policies New and Taken Up			Net Amount of Assurance in Force.				
COMPANIES.	1906 1907		1908	1906 1907		1908	1906	1907	1908	
			6		*		\$	*	\$	
Ætua	658,190	649,096	666,233		1,837,943	1,896,933 1,125,300	17,680,009 21,435,308	18,337,436 20,371,328		
Equitable	752,085 497,094	722,040 584,928	$725,024 \\ 676,105$		675,250 5,189,887	5,456,267	12,000,020	14,892,971	17,416,84	
Metropolitan Gen'l } Ind'l }	1,033,320	1,147,003	1,229,918	11,229,109	11,030,992 926,409		30,355,748 29,984,715	28,745,757	28,675,63	
Mutual of N.Y	1,056,551 1,619,156	1,014,173 1.642,644		1,710,402			47,723,094	47,238,860		
Provident Savings	154,141	130,627					4,497,270 1,137,200	1,039,456		
State Travelers	49,687 350,488	39,310 353,974	400,344		1.027,482	936,915	9,701,424 7,473,772	10,189,823 7,126,345		
Union Mutual	245,367	224,752	227,744			370,250	1,654,520			
United States	55,392			1			183,643,080	186,421,215		
Totals	6.471.471	6,560,462		27,906,824	25,016,900		100,010,000			

JUNE 11, 1909



GEORGE T. DEXTER, 2nd Vice-President

34 NASSAU STREET,

NEW YORK, N. Y.

2nd Vice-President,

The Equitable Life Assce. Society of the United States.

NEW YORK 120 Broadway.

Financial and Insurance Items.

THE CHIEF OFFICES FOR CANADA, OF THE EM-PLOYERS' LIABILITY ASSURANCE CORPORATION, LTD., in Montreal, are now located on the first floor in the British Empire building, Notre Dame St. The Corporation previously occupied offices on the second floor in same building, but the rapid growth of the company's business in Canada necessitated a change to much larger quarters. The latter were recently renovated and fitted up most elaborately. The new offices cover an area of 1,700 square feet. The ceilings are lofty and the large windows afford ingress for unusually good lighting throughout the entire offices. The Montreal branch is under the jurisdiction of Mr. R. I. Griffin, joint manager for Canada.

RATEPAYERS OF HAMILTON, ONT., have voted in favour of the city entering into a contract with the Hydro-Electric Commission of Ontario for a supply of power. Officials of the Cataract Power Company now threaten to resort to the courts to enforce the contract of last year. Mayor McLaren is reported as saying that there is now no reason why the people should not have Hydro-Electric power, though, in view of the city's five-year contract with the Cataract Company, they could not use any of the \$225,000 voted for a street lighting system unless they want to pay for two systems.

A SERIOUS BREAK in the locks of the Canadian Ship Canal at Sault Ste Marie was caused on Wednesday by a steamer jamming her bow through the lower gates. Several steamers were damaged more or less seriously and the damage may run up into hundreds of thousands of dollars. As repairing may be a slow matter, the American canal will have to bear the entire traffic for a considerable time.

THE MONTREAL BRANCH OF THE NORTH AMERI-CAN LIFE in this city, is now in the handsome new building of the Eastern Townships Bank, corner of St. James Street and Victoria Square. The offices are on the 1st floor facing the Square, and are one of the most desirable suites in the building. The progress of the company's business in this city is very satisfactory under the management of Mr. Herbert Simpson.

FOR A \$40,000,000 ISSUE of four per cent. corporate stock and bonds of New York City, tenders to the amount of \$68,500,000 were opened on Tuesday. The bonds will be awarded at an average price of about 1005%. And will probably be disposed of in small blocks to the public investors at from 104 to 106.

IN THE BRITISH HOUSE OF COMMONS, yesterday, Mr. Balfour, attacking the budget, said there were two great portions of the Empire where there was no fear of an income tax—Canada and India. High authorities told him that as the result of that kind of legislation capital would find its natural use in those countries, and he was afraid that was so.

THE LIFE AGENTS' MANUAL, now in its twelfth edition, forms an invaluable compendium of information for Canadian life insurance agents. Bound in flexible leather, it may be had for \$2.00 from THE CHRONICLE, Montreal.

THE NORTH BRITISH & MERCANTILE Insurance Co. was founded in 1809. Fifty-five years later it absorbed the Mercantile of London, England. In November next, it is proposed to commemorate the one hundreth year of the company's existence in a fitting manner, at the Home Office, Elinburgh, Scotland. The occasion will be marked by the presence of the principal officials of the company, including both foreign and colonial.

MR. ANDREW CARNEGIE has, to date, founded 1,800 public libraries at a cost of \$51,596,943. In Canada he has erected 86 buildings and established five branches at a cost of \$2,059,415. It is a good thing for a millionaire to have a hobby and it is a particularly good thing when the hobby is a good one.

THE DEFACING OF MR. ASQUITH'S PORTRAIT in the Royal Academy was a piece of mischief unworthy of the suffragettes; who have done many silly things, but so far few mean ones. There was not enough humour in the joke to justify it. The act was worse than a crime, it was a blunder.

AN AGREEMENT HAS BEEN REACHED regarding the German-British-French loan of \$27,500,000 for twenty-five years for the construction of the Canton-Hankow and Hankow Sze-Chuen railways. The loan is to be issued at 95 and bear interest at 5 per cent.

THE MONTREAL FIRE DEPARTMENT is now under investigation by the Royal Commission and the sources of some of its weakness may be revealed There is no doubt that the department requires strengthening both in men and in apparatus.

D D MAJOR STEPHENS ON THE HARBOUR PLANS.

At a dinner given last evening at St. James Club, by the Harbour Commissioners to the Montreal members of Parliament and representatives of the local newspapers, Major G. W. Stephens took the opportunity, to discuss the plans of the Commission for the improvement of the harbour and the development of Canada's national port. The most important plan for the near future is the construction of a dry dock big enough to accommodate the largest ship coming to Montreal. We can imagine nothing better calculated to give ship owners confidence in the St. Lawrence route and to reduce marine insurance rates than the supplying of proper and adequate dry dock accommodation at Montreal. Mr. Stephen's plans were cordially approved by his guests.

During the evening, Mr. W. Hennessy Cook, manager of the Bank of Egypt in London, came in informally and was introduced to the guests. Mr. Cook told of his experiences in Canada, and spoke in the most enthusiastic manner of the way in which he had been treated, and all he had seen here. On his return home, he will utilize his spare evenings by giving a series of illustrated lectures to school children and others on Canada. This he will do of course entirely from patriotic motives. Lord Milner is one of the directors of the Bank of Egypt.

Mr. Cook left this morning on the Virginian embarking at Montreal for home. He has visited Ottawa, London, Gueloh, Toronto and Winnipeg, and went as far as Brandon. Time did not permit him to go any farther.

TO EXPEDITE THE ONTARIO BANK CASE, it was agreed before Chancellor Boyd at Toronto, this week, that the claim of the Bank of Montreal should be sent to the Referee, as an independent officer, to take an accounting. If anyone contests it will be at the risk and expense of costs, and if any call is to be made application is to be made to the court for permission to make it.

THE RAILWAY COMMISSION has fixed details of its order respecting the construction of the railway viaduct at Toronto's Harbour front.



Provincial Loan of \$3,500,000.

THE GOVERNMENT OF THE PROVINCE OF ON-TARIO, under the authority of Chapter 8 of the Statutes of Ontario, 1909, invites subscriptions from the public for a loan of \$3,500,000 on bonds of the Province of Ontario, or "Ontario Government Stock."

The bonds will be dated 1st June, 1909, and payable on the 1st June, 1939, in denominations of \$1,000 each, with coupons at-tached for interest at the rate of four per cent. per annum, payable half-yearly on the 1st June and 1st December in each year at the office of the Provincial Treasurer, Toronto, or at the offices of the Bank of Montreal, in Montreal, Canada, and in New York, N.Y, at the holder's option. Bonds will be made payable to bearer, but on request will be registered in the office of the Provincial Treasurer and endorsed as payable only to the order of certain persons or corporations, and on request of holders will be ex-changed for "Ontario Government Stock" at any time. "Ontario Government Stock" will bear interest from the 1st

day of June, 1909, principal payable on the 1st day of June, 1939, and interest at the rate of four per cent, per annum will be paid half-yearly by cheque on the 1st day of June and 1st day of De-cember in each year. "Ontario Government Stock" may be subscribed for in sums of \$50 or multiples thereof, and will be transferable in the books of the Treasury Department only by the bolder or bis attorney in similar meaner to transfer other to the

transferable in the books of the Treasury Department only by the holder or his attorney in similar manner to transfers of bank stock. The issue price during the month of June, 1909, will be 102 for each \$100, and after the 30th day of June, 1909, will be 102 for will be 102 and interest accrued from the 1st June, 1909. ALL BONDS AND INSCRIBED STOCK ISSUED UNDER THE AUTHORITY OF THE SAID ACT ARE FREE FROM ALL ONTARIO PROVINCIAL TAXES, CHARGES, SUCCESSION DUTY AND IMPOSITIONS WHATSOFVER SUCCESSION DUTY AND IMPOSITIONS WHATSOEVER. Purchasers of Stock or Bonds will be required to send certified

cheque with the application, payable to the order of the "Provincial Treasurer of Ontario.

This loan is raised upon the credit of the Consolidated Revenue Fund of Ontario, and is chargeable thereupon.

Subscribers should state whether they desire bonds or "Ontario Government Stock.

Example : A subscriber for \$1,000 will have the option of taking either a bond or "Ontario Government Stock." A sub-A subtaking ender solution of \$1,000. bonds are only in the denomination of \$1,000. A. J. MATHESON, Provincial Secretary. .85

Treasury Department, Parliament Buildings, Toronto, 3rd June, 1909,

Newspapers inserting this advertisement without authority from the Department will not be paid for it.



THE DEEPENING OF THE ST. LAWRENCE CHANNEL to thirty-five feet, from Montreal to the sea, will be actively commenced by the Marine Department next year. The thirty-foot channel will be prac-tically completed this year. With good reason the Government is now preparing to continue the good work of the past few years in making Montreal available to the largest class of ocean-going vessels. Whatever may be the claims of alternative routes to the upper lakes, below Montreal the navigation policy for Canada admits of no doubt.



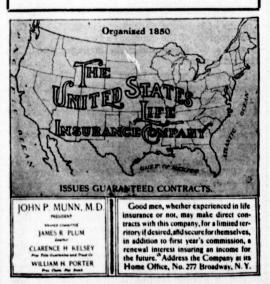
9 St. Francols Xavler Street

LOVELL'S MONTREAL DIRECTORY

1909-10.

\$7.50 each

JOHN LOVELL & SON, LIMITED, PUBLISHERS, 23 TO 29 ST. NICHOLAS STREET, MONTREAL.



1007

Stock Exchange Notes

MONTREAL, 10TH JUNE, 1909.

Trading generally continued to broaden during the early part of the week, but latterly the outburst of transactions and the con-tinued upward tendency in Dominion Iron Common overshadowed the rest of the market, and on a business of over 56,000 shares it advanced to 46, reacted to 43[‡], advanced to 45 again, and closed at 43[‡] bid, a net gain of 5[‡] points. The market for Dominion Iron Common was a runaway one, and caution is now necessary. The tendency for stocks in general, however, is an upward one, The tendency tor stocks in general, nowever, is an upward one, and this phase is likely to continue as long as money remains cheap and plentiful. The advances in Detroit United, Montreal Street and Toronto Railway were prominent features, and these stocks all close at substantial gains. The interest in our purely local stocks is one of the prominent factors in the trading. The Part of Featured termines unchanged. Bank of England rate remains unchanged.

Call money in Montreal	40/
Call money in New York	4% 2% 2}% 84%
Call money in London	200
Bank of England rate	21%
Consols	84%
Demand Sterling	91%
Sixty days' sight Sterling	91% 91%
The quotations at continental points were as follows :-	-4/0

The state of th	Market.	Bank.
Paris	11	3
Berlin	21	31
Amsterdam	18	3
Brussels	21	4
Vienna	1 13-16	3

SUMMARY OF W Security.	Sales.	Closing bid.	Closing bid.	N	let
		June 3rd.	to-day.		
Cauadian Pacific	947		184	+	3
"Soo" Common	1,896	5 1394	140	+	-010
Detroit United	2,74	1 57	60	+	- 3
Halifax Tram	14		115	+	2
Illinois Preferre 1	1,963	3 95	961	+	11
Montreal Street	2,738	8 2131	218	+	44
Quebec Railway:	16	7 53	53	-	
Toledo Railwave		. 9	91	+	1
Toronto Railway	1,90	4 1251	126	+++ ++	1
Twin City	: 1,20	0 1053	1053	-	
Richelien & Ontario	2,27	3 831	84	+	j.
British Can. Asbestos		. 914	911	-	
Can. Con. Rubber Com	50	0 91	91		
Con. Con. Rubber Pfd	25		1191		
Dom. Coal Com	2.73	6 741	76	+	11
Pom. Iron Common	56,60	3 374	434	+	5.4
Dom. Iron Preferred	3,92	8 1197	1231	+++1	14553
Dom. Iron Bonds	. \$95.00	0 90	91	+	1
Lake of the Woods Com.	66	4 1185	1171	-	18
Mackay Common	1.10	0 82	81	-	i"
Mackay Preferred	1	5 74 -	741	+	1
Mexican Power	1.55	3 69	67	-	142 00000
Montreal Power	3.436	6 1235	124	+	8
Nova Scotia Steel Com	80	1 698	68		18
Ogilvie Com	2.44	1 1251	1264	4	14
Rio Light and Power	30				
Shawinigan				_	
Can. Colored Cotton	3/		50 X D	-	•••
Can. Convertors	660		43	+	11
Dom, Textile Com	6.050	71	74	+	11
Dom. Textile Preferred .	1.760	1081	1074	-	-1
Montreal Cotton	290		126	+	24
Penmans Common	2.094		55	I	i
Crown Reserve	. 13.350	3.45	345	-	
	-				•••

MONTREAL BANK CLEARINGS for week ending June 10th, 1909, were \$39,988,559. For the corresponding weeks of 1908 and 1907 they were \$28,252,149 and \$29,2027,130 respectively. CANADIAN BANK CLEARINGS for the week ending June 3rd, 1909, were \$104,250,900. For the corresponding weeks of 1908 and 1907 they were \$80,829,217 and \$90,252,201 respectively. Tomosro CLEARINGS for week ending June 10th, 1909, were \$28,881,408. For the corresponding weeks of 1908 and 1907, they were \$21,843,396 and \$25,962,201 respectively. CANADIAN BANK CLEARINGS for the month of May totalled \$402,694,637, as against \$320,988,559 a year ago. I HE BANK OF EXCLAND Statement this week shows reserve to have increased by £1,204,000 to £27,368,000. The ratio increased from 45.61 p.c. to 48.70 p.c. OTTAWA BANK CLEARINGS for the week ending June 9, 1909, were \$3,461,677.42 For the corresponding week of 1908 they were \$3,626,078.60

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 RAILWAY.

Year to date,	1907.	1908.	1909.	Increase
May 31 \$1	7,210,596	14,173,685	\$14,719,877	\$546,192
Week ending.	1907.	1908.	1969.	Increase
May 7	866,920	708,320	714,028	5,703
	880,062	708,979	742,672	33,695
· 21	858,059 1,303,633	704,477 974,448	742,672 751,983 1,031,108	47,506
June 7	854,859	614,856	638,306	56,660
		PACIFIC R		43,450
Year to date.	1907.	1908.		
May 31	7 697 (00 4	1908.	1909.	Increase
Week ending.	1907.	1908.	\$28,54,000	\$3,988,000
June 7	1,554,000	1,222,000	1,424,000	Increase 202,000
		NORTHE IN F		202,000
Year to date.	1907.	1908.		
	2,613,900	\$3,030,100	1909. \$3,224,800	Increase
Week ending.	1907.	1908.	1909.	\$198,700 Increase
May 7	171,400		159,500	2 800
* 14	178 900	150,200	175 800	2,800 25,600 15,700 21,100
* 21	201,100	155,900	171,600	15,700
	319,200 208,100	192,1.0	213,200	21,100
June 7	208,100			42,600
Du	LUTH, SOUT	TI SHORE &	ATLANTIC.	
Week ending.	1907.	1905.	1909.	Increase
May 7	67,719	48,218 45,375	52,289	4,071
* 14	68,187	45,375	57.023	11,648
" 21	68,021	43,397	55,019	11,622
	MONTREAL	STREET R.	AILWAY.	
Year to date.	1907.	1908.	1909.	Increase
May 31	\$1,334,198	\$1,412,162	\$1,481,127	\$68,965
Week ending.	1907.	1908.	1909.	Increase
May 7	64,284	66,598	69,595	2,997
	64,963 67,390	64,987	72,191	5,204
" 21	67,390	70,003	71,463	1,460
" 31	95,003		109,162	5,982
NORTH MARY IN		STREET RAD	LWAY.	
Year to date.	1997.	19:8.	1909.	Increase
May 31	1907. \$1,290,456	1918. \$1,371,305	1909. \$1,481,750	\$110,445
May 31. Week ending.	1907. \$1,290,456 1907.	1918. \$1,371,305 1905	1909. \$1,481,750 1909.	\$110,445 Increase
May 31. Week ending. May 7.	1907. \$1,290,456 1907. 61,111	1918. \$1,371,305 1905. 62,553	1909. \$1,481,750 1909. 67,736	\$110,445 Increase 5,183
May 31. Week ending. May 7.	1907. \$1,290,456 1907. 61,111 60,283	19:8. \$1,371,305 1905 62,553 65,858	1909. \$1,481,750 1909. 67,736 70,576	\$110,445 Increase 5,183 4,718
May 31 Week ending. May 7 " 14 " 21	1997. \$1,290,456 1907. 61,111 60,283 62,735	19(8, \$1,371,305 1905, 62,553 65,858 65,630	1909. \$1,481,750 1909. 67,736 70,576 71,952	\$110,445 Increase 5,183 4,718 6,322
May 31. Week ending. May 7 " 14 " 21 " 31	1907. \$1,290,456 1907. 61,111 60,283 62,735 91,941	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059	\$110,445 Increase 5,183 4,718
May 31. Week ending. May 7. " 14 " 21 " 31 Two	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA	1918. \$1,371,305 1905 62,553 65,858 65,630 101,768 APID TRANSIT	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 г Сомрану.	\$110,445 Increase 5,183 4,718 6,322 11,291
May 31. Week ending. May 7. " 14. " 21 " 31 Year to date.	1907. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907.	1918. \$1,371,305 1905. 62,553 65,630 101,768 APID TRANSIT 1908.	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 г Сомраху. 1909.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase
May 31. Week ending. May 7. " 14. " 21. " 31. " 31. " Year to date. April 30.	1997. \$1,290,556 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867	19(8. \$1,371,305 1905. 62,553 65,630 101,768 MPID TRANSIT 1908. 7 \$1,880,53	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Company. 1909. 26 \$2,067,683	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847
May 31. Week ending. May 7	1907. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907.	19:8. \$1,371,305 190~. 62,553 65,858 65,630 101,768 APID TRANSIT 1908. \$1,880,53 1908.	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 г Сомраху. 1909. 6 \$2,067,683 1909	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase
May 31. Week ending. May 7. " 14 " 21. " 31. " Wear to date. April 30. Week ending. Week ending. May 7. " 44	1907. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 108,597	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 NPID TRANSIT 1908. 7 \$1,880,53 1948. 114,990	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 г Сомраху. 1909. 36 \$2,067,683 1909. 123,399	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186.847 Increase 8,409
May 31. Week ending. May 7	1997. \$1,290,556 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 108,597 109,865 112,272	19:8. \$1,371,305 190~. 62,553 65,858 65,630 101,768 APID TRANSIT 1908. \$1,880,53 1908.	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 36 \$2,067,683 1909 123,399 121,947	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase 8,409 7,049
May 31. Week ending. May 7 " 14 " 21 " 31 Week ending. May 7 " 14 " 14 " 14 Week ending. May 7 " 21	1907. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 108,597	1918, \$1,371,305 1905, 62,553 65,858 65,858 65,858 101,768 NPID TRANSI? 1908, 7 \$1,880,*3 1978, 114,898	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 г Сомраху. 1909. 36 \$2,067,683 1909. 123,399	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186.847 Increase 8,409
May 31. Week ending. May 7	1997. \$1,290,-556 1907. 61,111 60,283 62,735 91,944 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218	1918, \$1,371,305, 1905, 62,553, 65,858, 65,630, 101,768, 101,768, 1908, 7 \$1,880,*3, 1998, 114,990, 114,898, 118,020, 174,898,	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Company. 1909. 1909. 123,349 121,947 127,540	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase 8,409 7,049
May 31. Week ending. May 7 " 14. " 21. " 31. " Year to date. April 30. Week ending. May 7. " 14 " 21. " 31. " " 31. " 31. " "	1997. \$1,290,-556 1907. 61,111 60,283 62,735 91,944 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 101,768 1908. 7 \$1,850,*3 1978. 14,898 114,990 114,898 118,020 174,898 UNITED RAI	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compasy. 1909. 123,399 121,947 127,540 LWAY.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase 8,409 7,049 9,520
May 31 Week ending. May 7	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 1907.	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 spid Transr 1908. 14,990 14,998 114,990 114,998 118,020 174,898 United Rai 1904.	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Company. 1909. 6 \$2,067,683 1909 123,399 121,947 127,540 LWAY. 1909.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase 8,409 7,049 9,520 Increase
May 31 Week ending. May 7 " 14 " 31 " 31 " Year to date. April 30 Week ending. May 7 " 14 " 21 Week ending. May 7 Week onding. May 7 " 14	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428	1918. 1918. 1915. 62,553 65,858 65,630 101,768 MPID TRANSIT 1908. 7 \$1,880,*33 104,898 114,898 114,898 114,898 114,898 114,898 118,020 174,898 118,020 174,898 116,009	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Compasy. 1909. 123,339 123,339 121,947 127,540 LWAY. 1909. 129,369	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase 8,409 7,049 9,520 Increase 12,460
May 31 Week ending. May 7 " 14 " 21" " 31 " Year to date. April 30. Week ending. May 7 " 14 " 14 " 21 " 21 " 21"	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 121,428 121,723 126,465	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 spid Transr 1908. 14,990 14,998 114,990 114,998 118,020 174,898 United Rai 1904.	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compasy. 1909. 123,399 121,947 127,540 LWAY. 1999. 129,369 133,824	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 9,520 Increase 12,460 12,376
May 31. Week ending. May 7 " 14 " 21 " 31 Week ending. May 7 " 14 Week ending. May 7 " 21 " 21 Week onding. May 7 " 14 " 21 " 31	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106	1918. 1918. 1915. 62,553 65,858 65,630 101,768 MPID TRANSIT 1908. 1948. 114,990 114,898 114,998 114,898 114,898 114,898 114,898 114,898 114,898 116,009 121,448 127,537	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Compasy. 1909. 123,339 121,947 127,540 LWAY. 1949. 129,369 133,824 139,600	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase 8,409 7,049 9,520 Increase 12,460
May 31. Week ending. May 7 " 14 " 21 " 31 Week ending. May 7 " 14 Week ending. May 7 " 21 " 21 Week onding. May 7 " 14 " 21 " 31	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106	1918. 1918. 1915. 62,553 65,858 65,630 101,768 MPID TRANSIT 1908. 1948. 114,990 114,898 114,998 114,898 114,898 114,898 114,898 114,898 114,898 116,009 121,448 127,537	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Compasy. 1909. 123,339 121,947 127,540 LWAY. 1949. 129,369 133,824 139,600	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 9,520 Increase 12,460 12,376
May 31. Week ending. May 7 " 14 " 21 " 31 Week ending. May 7 " 14 Week ending. May 7 " 21 " 21 Week onding. May 7 " 14 " 21 " 31	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT	1918. 1918. 1915. 1915. 62,553 65,858 65,630 101,768 MPID TRANSIT 1908. 1948. 14,898 14,898 114,998 114,898 114,898 114,898 114,898 114,898 116,909 121,448 127,537 RIO TRAMWA	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Compasy. 1909. 123,339 121,947 127,540 LWAY. 1979. 129,369 133,824 139,600 X Co., LTD.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 9,520 Increase 12,460 12,376
May 31. Week ending. May 7 " 14	1997. \$1,290,556 1907. 61,111 60,283 62,735 91,941 1907. \$1,805,867 1907. \$1,805,867 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT Rail	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 05,858 101,768 101,768 1908. 7 \$1,850,*3 1968. 114,990 114,898 118,020 174,898 118,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 1944. 1964. 1964. 1964. 1964. 1964. 1964. 1964. 1965. 1975. 1	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compaxy. 1909. 123,399 121,947 127,540 LWAY. 1999. 129,369 133,824 139,600 x Co., LTD.	\$110,445 Increase 5,183 4,718 6,322 111,291 Increase \$186,847 Increase 8,409 7,049 9,520 Increase 12,460 12,376 12,063
May 31 Week ending. May 7 " 14" " 14" " 31" " Week ending. May 7" " Week ending. May 7" " 14" " 21" " 31" Week ending. May 7" " 14" " 21" " 31" Week onding. May 7" " 14" " 21" " 14" " 21" " 14" " 21" " 14" Week ending. May 7	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 1907. 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT Rail 1907.	1918. \$1,371,305 1905. 62,553 65,650 101,768 SPID TRANSIT 1908. 14,990 114,598 118,020 174,598 UNITED RAI 1904. 116,909 121,488 121,488 121,448 121,437 RIO TRAMWA may Beceipta 1905.	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 36 \$2,067,683 1909. 121,947 127,540 LWAY. 1999. 133,824 139,600 Y Co., LTD. 1909.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 9,520 Increase 12,460 12,376 12,063 Increase
May 31 Week ending. May 7 " 14 " 21 " 21 " 21 " 31 Week ending. May 7 " 21 " 21 " 21 " 31 Week ending. May 7 " 21 " 31 Week onding. May 7 " 14 Week ending. May 7 " 14 Week ending. May 7 " 14 " 14	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY R4 1907. \$1,805,867 1907. \$1,805,867 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT Rail- 1907. 2,946 2,757	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 MPID TRANSIT 1908. 14,980,73 1948. 14,980,73 1948. 14,980 174,898 118,020 174,898 122,448 122,537 1904 122,448 122,537 1905	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 123,399 123,399 124,947 127,540 LWAY. 1999. 129,369 133,824 139,600 X Co., LTD. 1909. 3,363	\$110,445 Increase 5,183 4,718 6,322 111,291 Increase \$186,847 Increase 8,409 7,049 9,520 Increase 12,460 12,376 12,063
May 31 Week ending. May 7 " 14 " 21 " 31 " Two " Year to date. April 30. Week ending. May 7 " 14 " 21 " 14 " 21 " 31 Week ending. May 7 " 14 " 14 " 14 " 14 " 21 " 14 " 21" " 14 " 21" " 21"	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. \$1,805,867 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT Rail 1907. 2,946	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 SPID TRANST 1908. 14,990 114,998 118,020 114,598 UNITED RAI 1904. 116,909 121,448 127,537 RIO TRAMWA way Receipte 1090. 2,949 2,790 3,047	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 36 \$2,067,683 1909. 121,947 127,540 LWAY. 1999. 133,824 139,600 Y Co., LTD. 1909.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 7,049 9,520 Increase 12,460 12,376 12,063 Increase 414 471 265
May 31 Week ending. May 7 " 14 " 21 " 31 " Two " Year to date. April 30. Week ending. May 7 " 14 " 21 " 14 " 21 " 31 Week ending. May 7 " 14 " 14 " 14 " 14 " 21 " 14 " 21" " 14 " 21" " 21"	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY RA 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT Rail- 1907. 2,946	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 101,768 1908. \$1,880,*3 1978. 14,990 114,898 118,020 174,898 UNITED RAI 1995. 116,909 121,448 127,537 RIO TRAMWA way Receipte 1905. 2,949 2,790	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 123,399 121,947 127,540 LWAY. 1949. 129,369 133,824 139,600 X Co., LTD. 1909. 3,363 3,261	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 9,520 Increase 12,460 12,376 12,063 Increase 414 471
May 31 Week ending. May 7 " 14 " 21" " 31 " Two " Year to date. April 30. Week ending. May 7 " 14 " 21 " 14 " 31 Week ending. May 7 " 14 " 21 " 21"	1997. \$1,290,456 1907. 61,111 60,283 62,735 91,941 IN CITY R. 1907. \$1,805,867 1907. 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT Rail 1907. 2,946 2,757 2,926 4,411	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 SPID TRANST 1908. 14,990 114,998 118,020 114,598 UNITED RAI 1904. 116,909 121,448 127,537 RIO TRAMWA way Receipte 1090. 2,949 2,790 3,047	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 6 \$2,067,683 1909 123,399 121,947 127,540 LWAY. 1999. 133,824 139,600 X Co., LTD. 1909. 3,363 3,261 3,312 4,685	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 7,049 9,520 Increase 12,460 12,376 12,063 Increase 414 471 265
May 31. Week ending. May 7. " 14. " 21. " 21. " 31. Week ending. May 7. " 4. " 21. Week ending. May 7. " 21. " 31. Week ending. May 7. " 14. " 21. " 31. Week ending. May 7. " 14. " 21. " 31. HALI Week ending. May 7. " 14. " 31. HALI HALI " 31. HALI " 31. HALI " 31. HALI " 31. HALI " 31. HALI " 31. HALI " 31. " 14. " 31. HALI " 31. " 14. " 31. " 14. " 14.	1997. \$1,290,556 1907. 61,111 60,283 62,735 91,941 1907. \$1,805,867 1907. \$1,805,867 1907. \$1,805,867 109,865 112,722 163,218 DETROIT 1907. 121,428 121,723 126,465 180,106 FAX ELECT Rail 1907. 2,926 4,411 AVANA EL	1918. \$1,371,305. 1905. 62,553 65,858 65,630 101,768 1908. 114,990 174,898 118,020 174,898 118,020 174,898 118,020 174,898 118,020 174,898 118,020 174,898 116,909 121,448 127,537 RIO TRAMWA way Receipte. 2,949 2,790 3,047 4,362	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 123,349 124,947 127,540 LWAY. 1909. 129,369 133,824 139,600 x Co., LTD. 1909. 3,363 3,261 3,312 4,685 WAY Co. 1909.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 9,520 Increase 12,460 12,376 12,063 Increase 414 411 265 323 Increase
May 31 Week ending. May 7 * 14 * 21 * 31 Year to date. April 30. Week ending. May 7 * 14 * 21 * 14 * 21 * 31 Week ending. May 7 * 14 * 31 HALI Week ending. May 7 * 14 * 31 HALI Week ending. May 2	1997. \$1,290,556 1907. 61,111 60,283 62,735 91,941 IN CITY RJ 1907. \$1,805,867 109,865 112,272 109,865 112,272 126,465 120,765 120,166 PAX ELECT Rail- 1907. 2,926 4,411 AVANA EL	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 1908. 7 \$1,850,*3 1908. 7 \$1,850,*3 19490 114,898 118,020 174,898 UNITED RAI 1904. 116,909 121,448 127,537 RIO TRAMWA way Beceipte 1904. 2,740 2,740 3,047 4,362 ROTRIO RAIL 208.	1909. 1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 123,399 123,399 124,397 127,540 LWAY. 1999. 129,369 133,824 139,600 X Co., LTD. 1909. 3,363 3,261 3,312 4,685 WAY Co. 1909. 38,237	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase \$186,847 Increase \$409 7,049 9,520 Increase 12,460 12,376 12,063 Increase 414 471 265 323 Increase 3,810
May 31. Week ending. May 7. " 14. " 21. " 21. " 31. Week ending. May 7. " 4. " 21. Week ending. May 7. " 21. " 31. Week ending. May 7. " 14. " 21. " 31. Week ending. May 7. " 14. " 21. " 31. HALI Week ending. May 7. " 14. " 31. HALI HALI " 31. HALI " 31. HALI " 31. HALI " 31. HALI " 31. HALI " 31. HALI " 31. " 14. " 31. HALI " 31. " 14. " 31. " 14. " 14.	1997. \$1,290,556 1907. 61,111 60,283 62,735 91,941 1907. \$1,805,867 1907. \$1,805,867 1907. 109,865 112,272 163,218 DETROIT 1907. 121,428 121,723 126,465 FAX ELECT Rail 1907. 2,946 62,757 2,926 4,411 (AVANA EL 19 34 37	1918. \$1,371,305 1905. 62,553 65,858 65,630 101,768 8,65,630 101,768 1908. 7 \$1,880,*3 1978. 7 \$1,880,*3 1978. 114,990 114,898 114,990 114,898 114,990 174,898 18,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 18,020 174,898 194,537 1968. 2,949 2,790 3,047 4,362 EUTRIO RAIL	1909. \$1,481,750 1909. 67,736 70,576 71,952 113,059 r Compary. 1909. 123,349 124,947 127,540 LWAY. 1909. 129,369 133,824 139,600 x Co., LTD. 1909. 3,363 3,261 3,312 4,685 WAY Co. 1909.	\$110,445 Increase 5,183 4,718 6,322 11,291 Increase 8,409 7,049 9,520 Increase 12,460 12,376 12,063 Increase 414 411 265 323 Increase

35,580

34,393

23.....

30

** .. 3,560

3,73

39,140

38,124

JUNE 11, 1909

Guardian Assurance Company

Limited.

Established - - 1821.

THE ANNUAL GENERAL MEETING of this Company was held at London on Friday, May 28th, 1909, when the Directors' Report was presented.

Fire Department.

The PREMIUMS received last year after deduction of Re-assurances amounted to **\$2,716.320** showing an increase of **\$23,070** in comparison with those of the previous year.

The LOSSES after making the same deduction amounted to \$1,535,750, or 56.53 per cent, of the premiums.

The EXPENSES OF MANAGEMENT (including commission to agents and charges of every kind) came to \$989,730 or 36.43 per cent. of the premiums.

Fire A	ccount.	
Amount of Fire Insurance Fund at the beginning of the year, viz.:-\$1,199,250 Premium Reserve due to Policies unexpired on 31st December, 1907 General Reserve Fund	Losses after deduction of Reinsurances Expenses of Management Commission	641,850
S6 617 610		\$6,617,610

TOTAL FUNDS OF COMPANY.

After providing for payment of the proposed Dividend, and other outstandings, the Funds of the Company, as at 31st December last, will stand as follows :-

Capital Paid Up	 	 	 \$5,000,000	
General Fire Reserve Fund and Unearn	Reserve	 	 3,804,750	
Life, Annuity and Endowment Funds	 	 	 20,617,000	
Redemption Assurances Fund	 	 	 10,875	
General Accident Fund	 	 	 543,365	
Officials' Fidelity Guarantee Fund	 	 	 7,010	
Investment Reserve Fund		 	 200,000	
Profit and Loss Balance		 	 762,650	
From and Loss Charles			\$30,945,650	
			\$30,845,030	

HEAD OFFICE FOR CANADA

B. E. HARDS, Asst. Manager.

H. M. LAMBERT, Manager

000 000

MONTREAL

\$6,617,610

List of Leading Stocks and Bonds

REPORTED FOR THE CHRONICLE BY R. WILSON-SMITH & CO., 160 ST. JAMES STREET, MONTREAL. CORRECTED TO THERDAY. JUNE 10th, 1909,

Par value of one share. Closing Per cent'ge of Rest to paid up Capital per cent. on Rate of Capital paid up Capital Rest Fund BANK STOCKS. prices or When dividend Annual Dividend at present \$ 243 100 50 100 \$ 4,866,666 10,000,000 3,983,700 8,000,000 Asked. Bid. Per Cent. \$ 4,866,666 10,000,000 3,983,600 3,000,000 \$ 2,433,333 6,000,000 4,981,969 2,000,000 \$ 50,00 60.00 125.06 Per cent April, October. March, June, Sept., Dec. Jan., April, July, October Jan., April, July, October 185 4 32 12 162 4 93 66,66 Farmers Hamilton Hochelaga Home Bank of Canada Imperial 1,000,000 2,500,000 2,500,000 1,016,100 6,000,000 559.494 2,509,000 2,500,000 949,334 5,000,000 100 100 100 100 2,500,000 2,150,000 297,705 5,000,000 4 March, June, Sept., De March, June, Sept. Dec. March, June, Sept. Dec. Feb., May, August, Nov. 100.00 86.00 31.36 10 145 5 50 ... 8 6 11 100.00 .. La Banque Nationale..... Merchants Bank of Canada...... Metropolitau Bank Moisons... Montreal... 1,954,950 6,000,000 1,000,000 3,500,000 Feb. May, Aug, Nov. March. June, Sept., Dec Jan., April, July, October Jan., April, July, October March, June, Sept., Dec 30 1,941,595 6,000,000 1,000,000 1,050,000 4,000,000 1,000.000 163 54.00 7 8 10 10 162 100 100 100 100 4 91 66.66 2054 252 205 4 86 3,500,000 3,500,000 100.00 83.33 251 14,400,000 New Brunswick. Northern Crown Bank Nova Scotia 100 100 100 100 759,000 2,207,50 3,000,000 3,000,00 1,000,075 2761 4 70 750.00 ... 1,312,500 175.00 13 Jan., April, July, October 2,201,8%6 3,000,000 3,000 000 1,000,000 January, July, January, July, Jan., April, July, October March, June, Sept. Dec. Jan., April, July, October 50,000 5,400,000 3,000,000 300,000 282 2.27 5 12 4 25 4 76 Ottawa. Provincial Bank of Canada..... 210 100.00 30.00 10 Quebec Royal Standard St. Stephens 124 235 100 5 64 2,500,000 2.500.000 March, June, Sept., Dec. Jan., April. July. October Feb. May, Aug. November Ma.ch, September. 1,250,000 5,362,78 2,182.226 50.00 115.01 115.94 27.50 7 10 12 5 233 4,897,800 1,925,150 200,000 1,882,226 50 100 ::: 55,000 504,600 876,300 4,000,000 4,367,500 361,045 1-29,489 4,090,000 4,353,811 St. Hyacinthe..... 100 100 100 75.000 20.77 Sterling. Toronto. Traders Feb., May, Aug., Nov. March, June, Sept., Dec Jan., Apl., July, Oct. 207,372 4,500,000 2,000,000 25.00 112.50 45.95 5 10 Union Bank of Halifax..... Union Bank of Canada..... United Empire Bank..... 1,500,000 3,207,200 635,600 1,500,000 50 100 100 1,200,000 £0.00 56.22 Feb., May, Aug., Nov. March, June, Sept., Dec. 874 3,201,590 503,212 MISCELLANEOUS STOCKS. Bell Telephone B. C. Packers Asen "A" pref. "..... do "B" pref. "..... Can. Colored Cotton Mills Co.... XD 5 33 7 36 7 21 12,500,000 635,000 635,000 Jan. April. July, Oct. Cumulative. Do, 150 147 12,500,000 100 100 100 100 100 777 25 97 94 95 635,000 63 i,000 1,511,440 2,700,000 1,511,400 2,700,000 53 March, June, Sept., Dec. 50 7 54 4 Canada General Electric Com..... do Pfd..... Canadian Pacific.... Detroit Electric St 4,700,000 1,452,385 146,016,000 1,783,500 12,500,000 4,700.000 1,452,385 146,016,000 Jan., April, July, Oct. April, Oct. April, October. Feb, May, Aug., Nov. 100 100 100 100 77774 184 181 8 79 9 25 4.4 48 1.733,500 Dominion Coal Preferred..... do Common Dominion Textile Co. Com do Pfd..... Pom. Iron & Steel Com 3,000,000 15,000,000 5,000,000 1,858,046 20,000,000 117 76 74 107 (5 93 5 23 6 18 6 45 3,000,000 15,000,000 5,000,000 1,858,088 20,000,000 118 100 100 100 100 February, Angust. Jany., April, July, Oct. Jan., April, July, October Jan., April, July, October 1457 764 108 44 do Pfd..... Duluth 5. 5. & Atlantic.... do Pfd.... Halifaz Tramway Co.... Havana Electric Ry Com... 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 7,500,000 124 17 22 115 584 100 100 100 100 124 :::: 18 33 117 59 -----• Jan., April, July, October Initial Div. 5 12 5,000,000 4,575,000 1,600,000 1,200,000 2,000,000 do Preferred..... Illinois Trae. Pfd. Laurestide Paper Com do Pfd. Lake of the Woods Mill Co. Com.... 85 961 125 7 05 6 22 6 38 5 60 5 08 5.000,000 5,000,000 1,600,000 1,200,000 2,000,000 Jan., April, July, October Jan., April, July, October February, August. January, Apl., July, Oct April, October. 100 100 100 100 94j 130 66776 126 118 do Pfd Mackay Companies Com..... Morican Light & Power Co..... Minn. St. Paul & S.S.M. Com..... 100 100 100 100 5 78 4 91 6 33 1,500,000 43,437,900 50,000,000 13,585,000 20,832,000 1,500,000 43,487,200 50,000,000 13,585.000 16,800,000 121 March, June, Sept., Dec. Jan., April, July, October Jan., April, July, October 81 ----81 741 67 1401 75 4 25 April, October. 141 100 100 100 100 10,116,000 3,000,000 17,000,000 700,000 800,000 8,400,000 3,000,000 17,000,000 700,000 800,000 April, October. March, June, Sept., Dec. Feb., Mav August, Nov. Jan. April, July, Oct. Jan., April, July, Oct. 124 1244 874 7 5 64 4 82 8 00 6 60 1234 124 677 85 9,000,000 2,000,000 7,900,000 294,073 4,987,900 4 57 5 06 5 70 9,000,000 2,000,000 7,900,000 294,073 5,000,000 2181 2184 100 40 100 5 100 Feb., May, August, Nov. Jan., April, July, October March, June, Sept., Dec 10 68 67 2,000,000 2,500,000 2,000,000 3,132,000 25,000,000 1.... do Pfi Oglivie Flour Mills Com ... do Pfd. Richelieu & Ont, Nav. Co... Rio de Janiero, ... 120 128 140 844 99 1,030,000 2,050,000 2,050,000 3,123,000 25 000,999 100 100 100 100 6 66 5 46 5 00 5 93 Jan., April, July, October March, September. March, June, Sept., Dec. March, June, Sept., Dec. 8775 1264 84 9,100,000 6,500,000 800,000 12,000,000 8,000,000 1544 100 6 47 9,700,000 6,500,000 800,00 13,875,00 8,000,00 Jan., April, July, October Jan. April, July, Oct. June, December. 153 10 9/ 126/ 4 100 100 100 10 127 6 51 Jan., April, July, October 7'' Trinidad Electric Ry Tri, City Ry, Co. Com. eo Pfd. Twin City Rapid Transit Co..... do Proterred. 1,164,00 9,000,000 2,600,000 20,10^,000 3,000,000 1 164.000 9,000,000 2,000,000 30,100,000 3,009,000 100 100 100 100 Jan., April, July, October 5 -----.... Jan., April, July, Oct. Feb., May, August, Not Jan., April July, Oct. 6 89 87 108 West India Elec. Windsor Hotel Winnipeg Electric Ballway Co...... 100 100 100 Jan. April, July, Oct. 800,00 800,000 109 9 17 5 26 10 May, November. Jan., April, July, Ort 190 ...

BONDS.	Quot	ations	rest	Amount outstanding.	When Interest	Where Interest payable	Date of Maturity.	BEMARKS
	Asked	Bid.	sper sp-					
Bell Telephone Co		1041	5	\$3,363,000	lst Oct. 1st Apl.	Bk. of Montreal, Mtl	April 1st, 1925	
Can. Colored Cotton Co	1003		6	2,000,000	2nd Apl. 2nd Oct.		April 2nd, 1912	
Dominion Coal Co	97}	963	5	5,000,000	lst May 1st Nov.		April 1st, 1940	Redeemable at 105 and Int. after May 1st, 1910
Dominion Iron & Steel Co	914	91	5	7,674,000	let Jan. 1st July.	Bk. of Montreal, Mtl	July 1st, 1929	The alter May 180, 1910
" 2nd Mortg. Bds Dom. Tex. Sers. "A"	96	95	6	1,968,000 758,500	lst Apl. 1st Oct. 1 March 1 Sept.	Bk. of Montreal, Mtl. Royal Trust Co., Mtl	March 1st, 1925	\$250,000 Redeemable Redeemable at 110 and Interest.
" "B"	100	97	6	1,162,000			"	Redeemable at par af.
·· "C"	96	95	6	1,000,000	"		u .	ter 5 years. Redeemable at 105 and Interest.
" "D"		95		450,000				
Havana Electric Railway	. 99		5	8,311,56	let Feb. 1st Aug.	52 Broadway, N. Y	Feby. 1st, 1952 Jany. 1st, 1916	Redeemable at 105
Halifax Tram	1::	100	5	600,000	1st Mch. 1st Sep	Bk. of Montreal, Mtl. Royal Trust, Mtl	Sept. 1st, 1916	Redeemable at 110
Lake of the Woods Mill Co		107	6	1,000,00	1st June 1st Dec,	Merchants Bank of Canada, Montreal	June 1st, 1923	
Laurentide Paper Co	113	110	6	1,036,00	2 Jan. 2 July.	Bk. of Montreal, Mtl	Jany. 2nd, 1920	
Magdalen Island Mexican Electric L. Co Mex. L't & Power Co. Montreal L. & Pow. Co	87	 99	6 5 5 4	6,000,000	all Feb. I Aug.	 	July 1st, 1935 Feby. 1st, 1933 Jany. 1st, 1932	Redeemable at 105 and
Montreal Street Ry. Co N. S. Steel & Coal Co	101	108	4	1,500,00	1 May 1 Nov. 1 Jan. 1 July.	U.B. of Halifax or B. of N.S.Mtl.or Toronto.	May 1st, 1922 July 1st, 1931	Redeemable at110 and
N.S.Steel Consolidated		106	6	1,470,00	Jan. 1 July.	of Historici Poronio.	July 1st, 1931	Interest. Redeemable at 115 and
Ogilvie Milling Co		110	6	1,000,000	June 1 Dec.	Bk. of Montreal, Mtl	July 1st, 1932	Int. after 1912. Redeemable at 105 and
Price Bros		105	6	1,000,000	June 1 Dec.		June 1st, 1925	Interest.
Rich. & Ontario Rio Janeiro	9 6	::	5		1 Mch. 1 Sept. 1 Jan. 1 July.	C. B. of C., London	Jany. 1st, 1935.	
Sao Paulo			5	6,000,000	July 1 Jan.	Nat. Trust Co., Tor. Bk. of Montreal, Mtl	June 1st, 1929 Jany. 1st, 1927	
Winnipeg Electric	106	1	5			do.	Jany. 1st, 1935	

STOCK AND BOND LIST Continued





JUNE 11, 1909

THE CHRONICLE.



Wellington Street, OTTAWA, Canada

Most modern and complete appliances for the production and protection against counterfeiting of BANKNOTES, BONDS, CHECK CERTIFICATES, POSTAGE and REVENUE STAMPS and all Documents of A Monetary value.

The Work executed by this Company is accepted by the LONDON, NEW YORK, BOSTON and other Stock Exchanges.

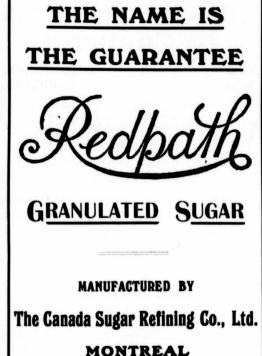
BRANCH OFFICES ; 9 BLEURY STREET, - MONTREAL TRADERS' BANK BLDG. - TORONTO

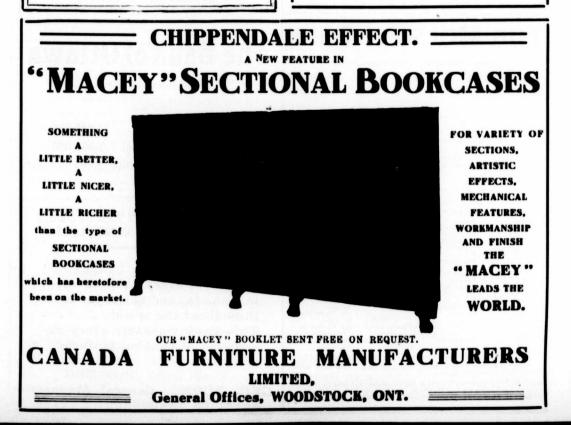
RADNOR..

"Radnor is a purely natural water,brilliant, pleasantly sparkling, and delicate to the taste." The Lancet, London, Eng.

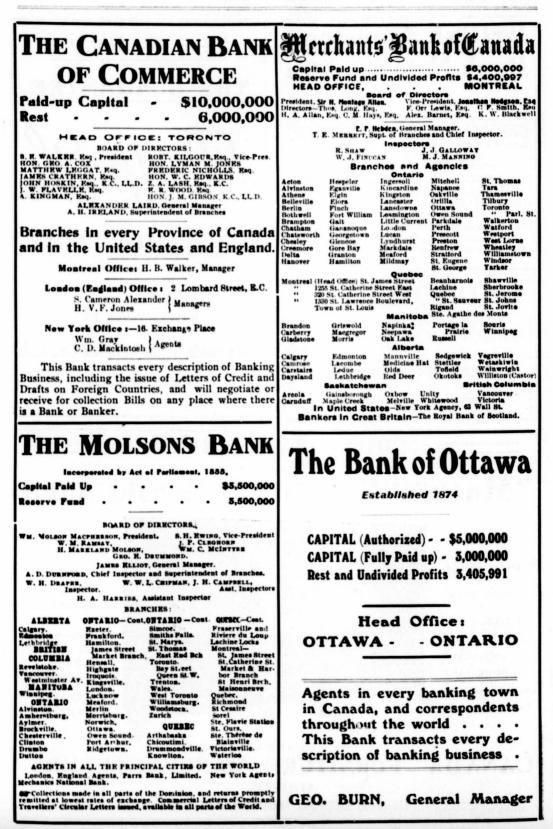
BADNOR IS BOTTLED ONLY AT THE SPRING

For Sale Everywhere



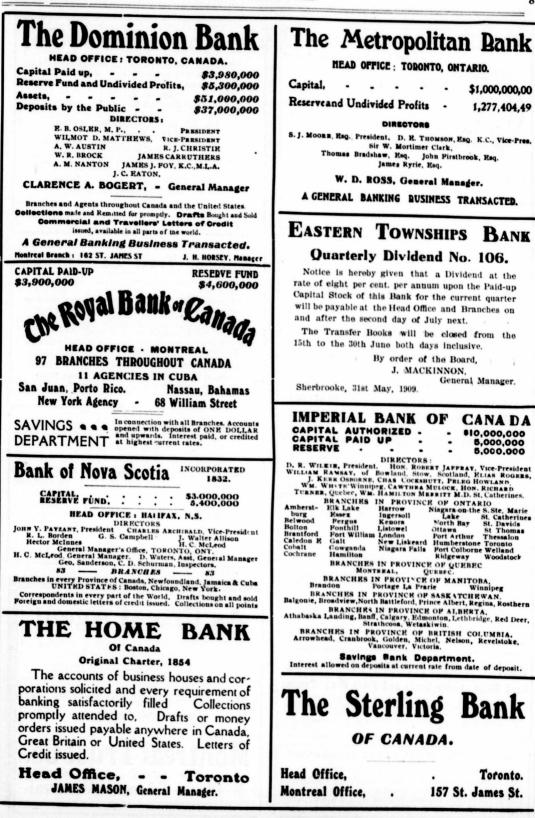


JUNE 11, 1909



JUNE 11, 1909

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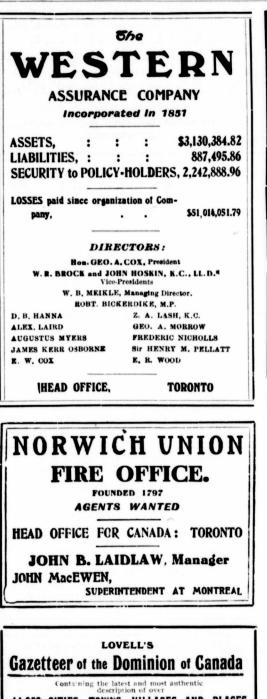
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SAULT-AU-RECOLLET.—20 min. service, St. Denis Street, from 5.20 a.m., and from Henderson's Station from 5.40 a.m.; 40 min. service from 9.40 a.m. to 3.40 p.m.; 20 min. service, 3.40 p.m. to 8.20 p.m.; 40 min. service, 8.20 p.m. to 12.20 midnight. Last car from Sault: 12.40 a.m.; from St. Denis St., 12.20 a.m.

MOUNTAIN.—From Mount Royal Ave., 20 min. service, 5.40 a.m. to 11.40 p.m. From Victoria Ave., Westmount, 20 min. service, 5.50 a.m. to 11.50 p.m.

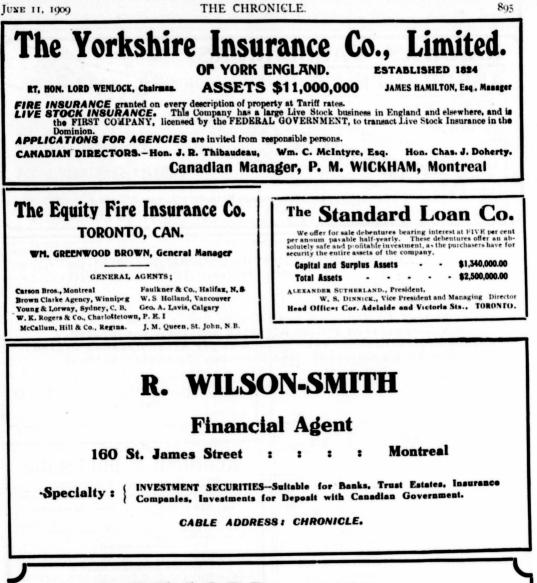
CARTIERVILLE.—40 min. service from Snowdon's Junction, 6.00 a.m. to 12.00 p.m. From Cartierville, 5.40 a.m. to 11.40 p.m. Subject to change, without notice.



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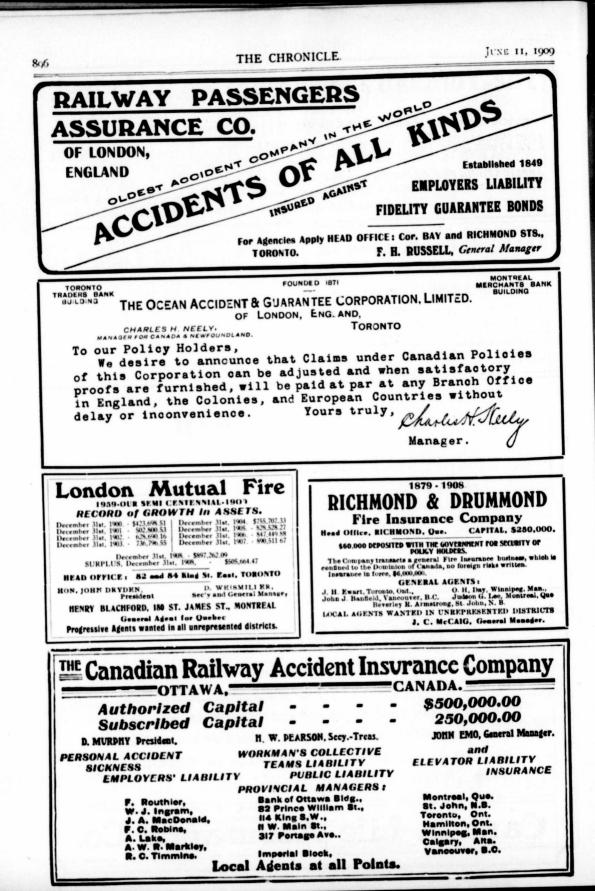
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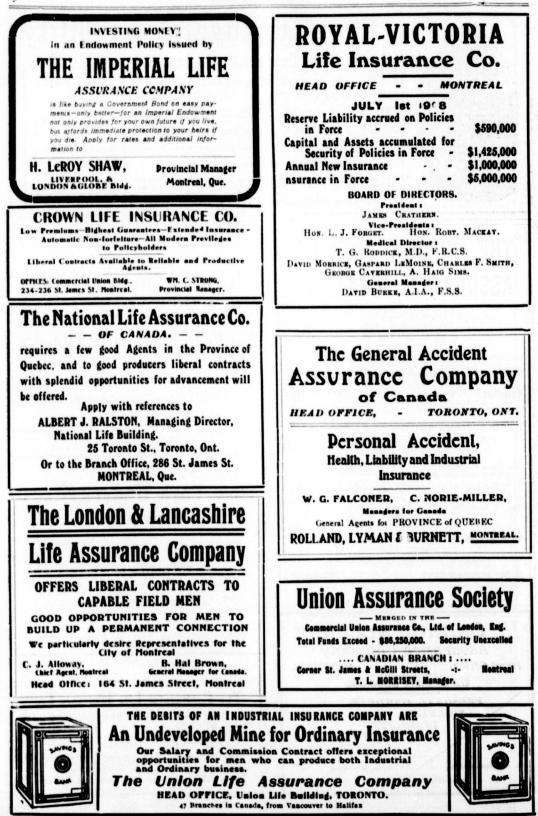
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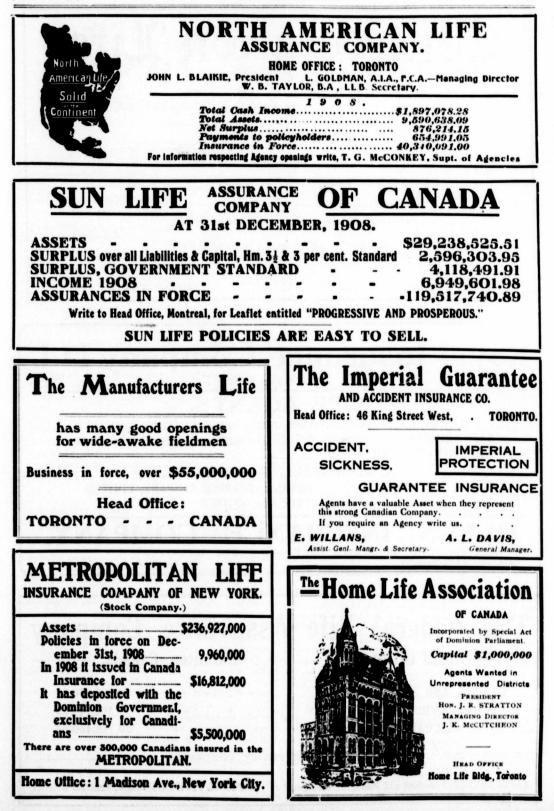
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