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Spying Out the Land.

THE Sudbury nickel district and the Hutton township iron area were last week visited by the party of one hundred and sixty members of

the Institute of American Mining Engineers who a few days previously had examined the Cobalt region. The works of the Canadian Copper Company at Copper Cliff, the Creighton Mine-the most important nickel producer in the world-and the Moose Mountain iron mine were inspected with an interest that contained much of wonderment at the resources and development displayed. Previous indifference, and even scepticism, as to Canada's mineral wealth are owned to by more than one member of the party; but, beginning with the delegation's arrival at Cobalt, enthusiasm has been growing steadily till the Institute's Ontario trip is considered by many as being the most memorable trip in a memorable series. To the Province, and the Dominion, the verdict of so many qualified judges must prove of great service in hastening mining development.

While the party was at Cobalt, systematic inspection was made of the principal mines under the guidance of Hon. Frank Cochrane, Provincial Minister of Lands, Forests and Mines, and Professor W. G. Miller, Provincial Geologist. Dr. Raymond, of New York, the distinguished head of the visiting association, only expressed the unanimous verdict when he remarked: "This is an amazing field, almost unbelievable in its richness; but seeing is believing." He was so impressed with the possibilities of the district that he ventured the prediction that in 21 years New Liskeard would have a population of 236,000. Evidently the doctor aims at precision in figures, judged by the odd thousands. Professor L. D. Hemtoon, of Yale University, after stating that he had visited nearly all the great mining fields of America, added: "I have been blinded by your rich strikes of silver; it is almost beyond belief." Regarding the law-

abiding nature of the district, even in a time of strike, more than one visitor remarked that "Cobalt is a lesson to the world in the conduct of a mining camp."

These expert opinions are of more then ordinary interest-and of more than ordinary value to legitimate mining development-coming as they do at a time when speculative reaction may have caused some questionings as to the permanency and real value of the district's riches. In the words of a New York visitor, of a few weeks since: "The camp may now be said to be in the third stage of development that always occurs in a real mining camp. First, there is the big boom; then comes the relapse, and finally comes hard work, which gives depth and shows operators what they really have."

It is inevitable that there should have been undue booming of some properties, blind speculation on the part of a too-sanguine public, and consequent bitter disappointment in scores of individual cases-but that is not the fault of Cobalt's natural endowment. The Star of Toronto sums up the situation with facetious common sense when it remarks: "Geologists tell us that it is a sort of hasty pudding left there by Nature, stirred and cooked by the elemental forces, full of plums. However that may be, there are many fingers in the dish now-so many in fact that some have had to go outside for pickings. This explains why everyone who buys Cobalt stock does not become rich beyond the dreams of avarice. As all is not gold that glitters, so all is not silver that calls itself Cobalt."

N undoubted factor in world-A wide financial conditions has World Pinance been the action of Japan as a borrower. It will be remembered that during 1904-5 Japan's borrowings of many millions sterling were for the "sinews of war"; but beginning with November of the latter year its loans have been of a more pacific character. At that time there was an issue of £25,000,000 with the object of repaying the nation's internal debt. In March, 1907, came a 5 per cent. loan representing the conversion of two series of 6 per cent. into one 5 per cent. loan. More recently came the South Manchurian Railway Company's issue of £4,000,000 5 per cent. sterling bonds, carrying a guarantee by the Japanese Government—the first loan of an outside company having national backing of this nature, and also noteworthy as the first loan which had as its object future production rather than recuperation from past losses.

Regarding Japan's loan operations, The Economist of London sees a possible danger of the Mikado's Government regarding European and American investors as having an inexhaustible supply of wealth, to be tapped on every occasion when the need appears. Even considering the 6 per cents as cancelled, the amount of money borrowed by Japan in Europe and the United States -but chiefly in Great Britain-during and since the war period is no less than £108,000,000, bringing up the total foreign indebtedness of Japan to about £115,000,000. At the same time the nation's internal debt has increased by well on to £60,000,-000 until the total debt, foreign and domestic, is almost £220,000,000. An increase of foreign indebtedness from £7,000,000 to £115,000,000 within three years or so, is an expansion whose effects cannot but be world-wide in addition to the strain that is put upon the nation itself. Undoubtedly Japan has experienced a remarkable growth in revenue, but a considerable part of this is still due to special war taxation.

While there is the assurance that the proceeds of recent foreign loans will ultimately be largely spent in Great Britain-in payment for materials -The Economist considers that the long-continuance of conditions under which Japan is one of the largest holders of cash balances at every leading monetary centre is a circumstance not without its drawbacks. At times it doubtless contributes to the intricacy of the financial outlook, and, in Great Britain especially, "tends to make the resources of the money market, as displayed in banking statistics, greater than they actually are." Japan's large holdings of cash in London, Berlin, Paris and New York, have doubtless done much to maintain Japanese exchange despite a trade balance that has been heavily against the country. At present it would seem that every effort is being made to stimulate the export trade, so that, as cash balances abroad are decreased, it will be possible to meet the service of the external debt without

any damaging effect upon exchange. "At the same time," The Economist concludes, "the extent to which the foreign debt has grown must necessarily, for a while, be a considerable source of embarrassment to Japanese finance ministers, and we should be performing a poor service to our ally if we were to allow her to imagine that the rapid growth in her foreign operations is unnoticed by investors here."

British Journalists
Reach the Coast.

On Monday the British journalists who have been touring the Dominion at the invitation of the C.P.R. reached Vancouver.

Mr. Ernest Brain of the London Times apparently expressed the views of the entire party when he said:

"It is difficult to sum up in a brief compass one's impressions of a country so vast as Canada. From the time of our landing at Quebec till that of our arrival at Vancouver the journey has been as instructive as it has been delightful. For my own part, I frankly confess that the country surpasses my anticipations, great as they were before I set eyes on the soil. Then the apparently boundless plains of the West, approached from the northern shores of Lake Superior, with the twin cities of Fort William and Port Arthur, and the great and flourishing city of Winnipeg, are an earnest of the incalculable possibilities of the new Canada opened up to civilization by the great enterprise famous throughout the world as the Canadian Pacific Railroad."

Railway Rates E

The complaint of the Western

Boards of Trade as to alleged rate
discrimination by the Canadian
Pacific Railway against eastbound
on passed upon by the Board of Rail-

traffic has been passed upon by the Board of Railway Commissioners. The judgment of the majority of the commissioners is to the effect that the complaint should be dismissed except in so far as relates to the classes of traffic for which reduced rates are given under the special act authorizing a subsidy to the Crow's Nest line.

Chaiman Killam in his statement pointed out that careful examination had showed that the rates from Vancouver to Calgary were really lower as compared with those from Winnipeg to Calgary than if they were based upon the proportionate expense.

The report of the traffic officer further showed that the rates from Vancouver eastward were lower than those on the United States lines.

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GOVERNMENT BONDS AS CASH RESERVES.

THE CHRONICLE published an article two weeks ago dealing with the subject of purchases of Dominion Government bonds by the banks. It was explained how the banks might quite properly and with profit to themselves invest some part of their reserves in the new Government bonds about to be issued. It will be worth while to follow that subject a little and to investigate the character of the bank reserves as they now stand.

In the statement for 30th June last, the banks' liabilities are shown to amount to \$781,075,593. Before proceeding to consider the reserves held against this amount it is advisable to discover something of the nature of the liabilities.

There are three items among the lot which are payable on demand, at the same time having a preferential right to redemption. The Bank Act says that its notes in circulation shall have the first claim on the assets of a failed bank, deposits of the Government of Canada shall have the second, deposits of provincial governments shall have the third, while holders of all other claims are to be considered as ordinary creditors.

Then, the amounts due to banks in Great Britain are on a special footing, as they are secured debts; probably some of the amounts due to banks elsewhere are also on this footing. Summarizing the liabilities the following is obtained:

Preferred and special liabilities		109,254,000
Ordinary claims payable on demandOrdinary claims payable after notice or on fixed	*	255,698,918
date		436.122.596

* 781,075,514

 Deposits elsewhere than in Canada included here. They would be partly payable on demand, partly after notice.

Now the reserve held against these liabilities was made up as follows.

Specie	\$ 24,101,603
Dominion notes	45,554,182
Notes of and cheques on other banks in Canada	29,516,911
Deposits in other banks in Canada	9,267,438
Due by banks in United Klngdom	10,300,165
Due by banks elsewhere	14,771,776

\$ 133,512,075

Carried forward	\$133,512,075
Call loans elsewhere than in Canada	55,298,873
Call loans Canada	49,481,179
Dominion and Provincial Government securities	9,666,951
Canadian Municipal, etc., securities	21,674,369
Railway and other bonds	41,381,810

\$ 311,015,257

With regard to the specie the practice has been to increase it gradually and steadily. Only the subsidiary coins go into general circulation. So the bulk is stored in vaults as reserve money, or basis for loans. The amount of Dominion notes held, also increases steadily. The law provides that at least 40 p.c. of the cash held shall be in Dominion notes. As yet this law has not been a factor in determining the size of the holdings, as the banks find the large legals most convenient for settling and reserve purposes, and the increases made in their holdings are made voluntarily. The other three items in the first lot serve a double purpose. They form a part of the first line of reserves, and they are used also in the exchange operations of the banks, inland and foreign.

The second lot is composed of call loans and investments in securities.

The call loans in Canada have lately shown a steady decrease; call loans elsewhere decreased till the end of April, after which they show an increase.

It may be admitted that call loans in Montreal and Toronto are hardly to be compared with call loans in New York or London as available reserves. Large sums cannot be forcibly withdrawn from the markets here without creating a disturbance; and they can be so taken from the other markets. But for all that Canadian call loans have a high value as reserves when handled judiciously.

Coming now to the bond investments it is noteworthy how small the Dominion Government bonds bulk. The only form a part of the total of \$9,-666.951.

Evidently the banks are in good shape to increase their holdings. Some of the profitable uses to which these bonds can be put were mentioned in the previous article. Reference was made, for one thing, to the banks drawing bills of exchange against the bonds when deposited with London banks, and using the funds for making call loans at favourable rates. Though it does not appear so at present, it is quite possible that New York call loan rates may not be nearly so high in the course of a year or two. It is not so very long ago since 1 p.c. money was the rule there, practically for more than a year at a time. And, sooner or fater, it will be so again. Under those circumstances Dominion Government bonds bearing 3 p.c. interest and lodged in a good London bank which would undertake to accept bills against them, would be, in many respects, better than New York call loans. Anyway a bank owning them could take advantage of any rise in call loan rates to draw against its bonds and loan at call.

It is hardly to be supposed that the banks would realize on their existing call loans in order to buy government bonds. Most institutions are averse to deranging or changing their investments in such manner. But in the ordinary course the bank resources will be steadily increasing and, with the increase, they will find it necessary to add to the various classes of their liquid reserves. It would be quite feasible for them to allow a large part of their increases in reserves to take the form of Dominion Government bonds instead of some of the other forms into which they have been accustomed to go, at least until the holdings of Government bonds reached a respectable total. Apart altogether from the support they would thereby give to Canada's securities it is quite possible that they might be serving their own interests better than if they put their increased reserves into call loans in New York.

At the same time it is desirable that any movement made by the banks in this direction should be entirely voluntary.

A DECADE OF MINING.

In this issue of THE CHRONICLE is published a table which gives the values of Canada's mineral products for the years 1895 to 1905-the last year for which returns have been classified for the whole Dominion by the staff of the Geological Survey of Canada. It will be seen that the grand total of the mineral production of Canada for 1905 was valued at \$69,525,170. The years 1902, 1903 and 1904 showed a falling off from the preceding two years, but much more than mere recovery was experienced in 1905-the total value for that year being more than \$5,000,000 greater than in 1900, and nearly \$50,000,000 greater than in 1895. In other words the value of Canada's mineral production was well on to three and one-half times as great as a decade earlier. That the 1005 increase -practically 16 p.c. for the year-was not due merely to a sudden "find" in any one section is evident from the following table.

It is certain that the Dominion's showing for 1906 will be still more remarkable. The past year's activity in Cobalt and the steady if comparatively quiet revival of mining industry in British Columbia are two factors that will largely contribute to the aggregate for 1906 and 1907. As recently noted in these columns the latter province alone showed a production value of almost \$25,000,000 for 1906—an advance of 11.2 p.c. upon that of 1905, 31.6 p.c. upon 1904, and no less than 42.8 p.c. upon 1903.

Increases and Decreases in Va	lues for the	year 1905.
PRODUCTS.	INCREASES.	DECREASES.
Copper	24,252 1,059,411 3,331,373 63,880 1,570,580 276,907 928,032 39,608 211,694 52,185	79,867 8,547 920 39,973
	10,373,195	1,981,429

The foregoing table of increases would seem to indicate a growth of greater permanence than the sudden jump in total value experienced in the year 1900, when gold production reached practically \$28,000,000-almost double the 1905 showing of \$14,610,395. Still, while coal rather than gold now heads in the list of values, the Dominion's known resources of the yellow metal are far from insignificant. British Columbia produced over \$5,500,000 of it in 1906, and there is little doubt that vast riches are yet to be uncovered there. Nor is the Yukon by any means a "back number." During the past week the Government received a report from the Mine's Department on the resources of that region. The Department's geologists estimate that there is still almost \$64,-000,000 to be taken out of the gravels from which \$110,000,000 has already been secured.

CANADIAN ANNUAL REVIEW.

Its sixth year of issue finds the Canadian Annual Review of Public Affairs with an established-and somewhat unique-place among current works relating to the Dominion. It is more than a statistical reference book, as in its six hundred and fifty odd of closely packed pages, Mr. J. Castell Hopkins, the editor, has dealt with scores of topics relating to the affairs and material progress of the Dominion during the year 1906. These condensed but readably interesting "short chapters on Canada" are grouped under twelve main divisions, relating to: development of natural resources, transportation, water and electrical power, finance and insurance, municipal conditions, immigration and labour, commerce and industry, provincial affairs, interprovincial relations, Dominion affairs, Imperial matters and relations with the United States. A Canadian obituary record and a list of Canadian books of the year are also included in the volume.

The book is one that cannot but prove of use and interest to any man of business and affairs. It is published by The Annual Review Publishing Co., Toronto.

Mineral Production of Canada.

Calendar Years 1895 to 1905.

PRODUCTS.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
METALLIC.			8		\$				\$	\$	\$
Antimony ore				20,000 .			2 000 501	4 511 202		5 200 625	7 497 660
Gold	836,228 2,083,674	1,021,960 2,754,774	1,501,660	2,134,980 3,775,420 2	2,655,319	3,065,922	24.128.503	4,511,383 21,336,667	8.843,590 1	6,462,517	4,610,395
Pig Iron	2,000,011					583,158	1,212,113	1,043,007	707,838	1,007,804	1,002,110
ron ore	238,070	191,557	130,290	152,788	240,542	126,642	392,582	695,847	384,927	174,000	175,500
Lead	531,716	721,159 1,940	1,396,853	1,206,399	977,250	2,760,521	2,249,387	934,095	768,562	1,617,221	2,676,632
Mercury	2,343 1,360,984		1,399,176	1,820,838	2,067,840	3,327,707	4,594,523	5,025,903	5,002,204	4,219,153	7,550,526
Platinum	3,800	750	1,600	1,500			457	46,502	33,345	10,872	500
Palladium							••••	86,014	61,952	18,564 . 36,620	100,000
Cobalt	1 020 200	2,149,503	2 222 205	2 592 929	2 032 658	2,740,362	3,265,354	2,238,351	1,709,642		3,617,675
Zine	1,000,200			36,011	46,805	9,342		6,882	48,600	24,356	139,200
Total value, Metallic	6,087,114	8,030,633	3,780,314	21,741,865	29,282,823	40,521,807	41,939,500	35,924,651	33,210,147	30,924,897	37,400,204
NON-METALLIC.											
A attacks							2 196	4,400	9 100		
Actinolite			1,845		4,872	22,725	3,126 41,676		15,420	903	2,693
Asbestos	368,175	429,856	445,368	491,197	485,898	748,431				1,213,502	1,486,359
A sbestic										12,850	16,900
Chromite	41,300 6,739,153	27,004 7,226,462	32,474 7,303,597	24,252 8 224 288	21,842	27,000	16,744	13,000 15,210,877	51,129 15,942,833	67,146 16,592,231	93,301 17,520,263
Corundum	6,139,133	1,220,402	1,303,331	0,224,200	10,200,401	300	53,115	84,465	80,180	109,545	149,10
Feldspar	2,545	2,583	3,290	6,250	6,000	1,112	10,700	15,152	18,966	22,166	23,40
Fire-clay	3,492	1,805	5,759	1,680	1,295		5,920		3,523	8,592 11,760	6,09 16,73
Graphite Grindstones	6,150 31,932		16,240 42,340	13,698 44,775	24,179 43,265		38,780 45,690			42,782	62,37
Gypsum	202,608		244,531	232,515	257,329					373,474	586,168
Limestone for flux	32,916	36,140	30,258	31,153	44,286	39,332				177,595	235,10
Lithographic stone				1 200	90.004		4,820	4,062	9 775	2,740	1,72
Manganese ore	8,464 65,000		1,166 76,000	1,600 118,375	20,004 163,000	1,800 166,000				160,777	178,23
Mineral pigments-	00,000	00,000	.0,000	110,010	100,000	100,000	100,000		1 10 2		
Baryta		715	3,060	5,533	4,402					3,702	7,50
Ochres Mineral waters	14,600 126,048		23,560 141,477	17,450	20,000		16,738			24,995 100,000	34,670 100,00
Molybdenite	120,040			100,000	100,000	75,000	1				
Moulding sand	13,530		10,931	21,038	27,430					6,790	
Natural gas	423,032	276,301	325,873	322,123	387,271	417,094	339,476			328,376 2,400	379,56 26
Peat Petroleam	1,086,738	1,155,647	1,011,546	1,061,747	1,202,020	1,200	1,008,27			935,895	856,02
Phosphate (Apatite)	9,565		3,984	3,665	18,000						8,42
Precious stones										194 099	195 40
Pyrites	102,594	101,155	116,730	128,872 570	110,748 1,260		130,54	138,939	127,713	134,033	125,48
Quartz	160,455		225,730		254,390	279,458	262,32	3 292,581	297,517	321,778	320,85
Soapstone	2,138		350								
Structural materials, &c		1 000 000	1 000 000	1 000 000	0 105 000		2 100 00	9 502 000	2,882,000	2,983,200	3,933,92
Bricks Building stone	1,670,000								1,975,000	1,930,000	1,830,00
Cement, natural		60 500	65,893							50,247	10,27
" Portland	173,675	(141,101	209,380							1,287,992	1,913,74
Flagstones	6,687		7,190								7,65
Granite Lime	84,838	650,000	650,000								
Marble	2,000	2,405									
Pottery	151,588			214,675	185,000	200,000	200,00	0 200,000	200,000	1	
Roofing cement Sands and gravels	3,153	80,100		90,498	101,640	101,66	117,46	5 119,120	124,006	129,803	152,80
Sewer pipe								5 301,96	317,970	440,894	382,00
Slate	58,900			40,791	33,400	12,100	9,98				21,56
Terra-cotta	195,123 210,000				220,258 225,000						260,00
Tale	210,000	225,000	220,000	225,000	220,000	5,000					
Tripolite		9,960	150	16,660	15,000			10 47			3,60
Total structural mate			1.000.000		4.45			2 004 02	0 440 5	9 100 100	0 600 06
rials, &c		4,327,542				1		6 7,896,83			
All other non-metallic.	9,442,435	9,866,081	10,066,109	11,100,420	13,482,899	17,225,97	16,761,27	5 19,090,14	19,786,619	20,666,897	22,216,69
Total value, non	14 100 000	14 102 400	14 454 000	16 270 500	19 651 100	99 500 07	23 565 11	1 26 996 99	3 28 220 200	28 849 000	31 824 94
Total value, metallic	6.087 114	14,193,623 8,030,633	13,780 314	21.741 865	29.282.82	23,598,870	7 41,939,50	0 35, 924, 65	1 33,210,147	30,924,897	37,400,20
Estimate of product	0,001,111	0,000,000								1	
unannoided	250,000	250,000	250,000	300,000	300,000	300,000	300,00	0 300,00	300,000	300,000	300,00

CONTINGENT FIRE INSURANCE COMMISSION.

A fortnight ago the Arkansas Association of Fire Insurance Agents approved the action of the National Association in recommending that fire insurance business-getting should be remunerated on a basis of 15 p.c. flat commission and 10 p.c. contingent. The multiple and dual agency practice was condemned at the same session by a unanimous report. From the latter circumstance it would seem probable that the Arkansas agents are more alive to the logical outcome of introducing contingent commissions than are some others of the advocates of the system.

It is only recently that the question of contingent commissions has become much more than a matter for utopian theorizing and academic discussion. But in the southern field especially, United States agents are making the matter more and more a practical issue. So decided has the movement become that the Southeastern Association has provided for a committee of company officers and managers to meet and discuss the desirability and feasibility of the plan.

As with every other plan there are arguments not a few, pro and con. On behalf of the contingent commission it is urged that the interests of both agents and companies will be mutually promoted for at least three reasons. First, the agent from self-interest will seek to increase the company profits in which he is definitely to share. This will involve careful scrutinizing on his part of every risk assumed—alike as to physical and moral hazard. Secondly, he will become a self-constituted inspector, seeing to it that the hazard is not afterwards increased through neglect or fraud. In the third place, rate-cutting will be much less likely, as the agent will realize that unduly low rates will mean loss to himself as well as to the company.

Such reasoning in the abstract seems well nigh conclusive. But there are practical difficulties to be considered. So long as agents continue to represent two or more companies, will not self-interest tempt them to discriminate in placing the business? Suppose that a particular company represented by an agency has sustained local losses which would for the year put it out of the profit-making class. Would not the agent's impulse-he's but human, after all-be to slight that company during the year ,by putting the best risks elsewhere and using it for any business about which he was not so hopeful? He would, of course, be sure of the flat commission on the dubious risks, while by putting the "cream" of the business into the profit-paying companies he would secure the maximum of contingent additions to his income. From the companies' standpoint the resultant effect would be strongly reminiscent of the scriptural statement

regarding him that hath and him that hath not. Certainly under multiple and dual agency conditions the practical working of the contingent commission plan is more than doubtful.

FIRE RESISTING CONSTRUCTION.

It is a matter for some encouragement that insurance journalism is at last receiving some cooperation from other branches of the public press in preaching the gospel of fire-resisting building construction. In the July issue of Moody's Magazine, New York, F. W. Fitzpatrick writes forcefully of the public duty of fire prevention. Fire he terms a "municipal cancer," whose tremendous blighting effect upon American cities is preventible only by fire-proof construction of buildings.

"Fire constitutes the greatest single tax levied upon us. Even in a normal year fire costs us \$200,-000,000. No country on earth, not even Japan or China, has such a fire record as that of America, and yet we pretend to be the most civilized! This year promises to be a phenomenal one in the building world. We hope to complete \$750,000,000 worth of buildings. What think you of a people that destroys-wantonly, negligently, carelessly, criminally-5-7ths of what it produces and then cackles over being a great producer? An absolutely fireproof building means one whose exterior cannot be damaged by external fire and will not permit fire to gain access to the interior. The frame must be of steel completely and perfectly protected with brick or tile or other non-damageable fireproofing material, or the construction may be of reinforced concrete. The interior fittings and furnishings should be of incombustible material. The windows should be of wired glass and metallic sash, the stairs and elevators should be closed in absolutely fireproof partitions and self-closing doors, so that every story constitutes a unit by itself, and further, the units of space in those stories should be as small as possible, so that any fire originating in the contents of a room would be confined to a limited area in which it would be easy. to combat it."

BRITISH BOARD OF TRADE STATISTICS for 1906 show that the total imports from foreign countries and British possessions during the year amounted to \$3,039,442,500, as against \$2,825,099,585 in 1905, while the exports were \$1,877,876,690 in 1906, as compared with \$1,271,170,300 in 1905. The total value of the imports from British possessions and protectorates in 1906 was \$710,826,200. The total exports to British possessions and protectorates were valued at \$606,706,390.

TWEEDLEDUM AND TWEEDLEDEE IN LIFE INSURANCE.

The literary versatility of Mr. Miles M. Dawson was displayed in The Toronto Globe of Saturday last-to the extent of over three full columns. No extracts from his volume of poems were included. The occasion of Mr. Dawson's public reappearance at this time was an article published recently in Office and Field of Toronto, characterizing the "appointment of this American actuary, Mr. Miles Menander Dawson" as the "first great mistake made by the commission, the results of which have shown it was a fatal blunder." The article went on to say that "Mr. Dawson's pronounced sympathy with the Armstrong legislation was the final influence needed to turn our commission into the Armstrong rut and to ensure that our Canadian report would be, both in style and in recommendations, little more than an imitation of the New York report."

Perish the thought! The actuary-poet now tells us that "in order that the benign purposes of he Royal Commission might not be thwarted by just such tactics as those which Office and Field has now resorted to, it was necessary that its report should be as free as possible from any influence of mine, and I was careful that such should be the case." Then follows a detailed list of the things which Mr. Dawson did and did not do; and, accepting his own appraisal of services rendered, he apparently did rather less than has been generally supposed. This journalistic controversy is strongly reminiscent of the one waged some months ago against and by Mr. Dawson with regard to the Armstrong provisions. It would seem that in the earlier stages of both the New York and Canadian investigations the impression was somehow conveyed that Actuary Dawson was a directing influence. That Mr. Dawson himself greatly regrets any such misunderstanding is evident from his subsequent modest explanations that he really did but little. But it must not for a moment be thought that Mr. Dawson feels aggrieved that the Commissioners did not more fully avail themselves of his services. After stating that the report and recommendations of the Royal Commission and its counsel are wholly their own, "the work of able, conscientious, patriotic Canadians, whose talents and motives are both beyond question," he adds: "To have been associated with them in this great work, in any capacity, however humble, was a privilege and a pleasure."

In every respect he considers the report and recommendations a credit alike to the commissioners and counsel and to the Dominion, and would not have it inferred that he does not approve their findings.

Nor does he make an exception "even in the one matter as to which my counsel was sought, and concerning which they determined otherwise-the substitution of what is called 'modified preliminary term' valuation for 'select and ultimate.'" Surely the "privilege and pleasure" of "any capacity, however humble" could not conduce to a more generous equanimity than is here evidenced! To be sure, Mr. Dawson does seek to avoid complete selfeffacement to the extent of adding that he considers the form of valuation adopted by the commissioners as virtually equivalent to his own cherished select and ultimate method, and adds: "I concur that they acted wisely, since the Can-Life Managers' Association preferred 'tweedledee to 'tweedledum.'" But that the suggested new Canadian method is so nearly the same as the select and ultimate seems hardly the case. This will be clear to all who have studied the comparison between the two, as outlined in THE CHRON-ICLE of July 5, by Mr. C. C. Ferguson, who devised the Canadian method which was recommended by the Life Officers and adopted (mirabile dictu!) by the Commission. The latter method obviates the unfavourable feature of the select and ultimate plan, namely its permanent impairing of loading. As Mr. Ferguson there remarks:

"If the loading be calculated on the Ultimate net premium, it is true that this impairment will disappear, but, when the Select net premium is used, part of the loading on every premium after the first is hypothecated and the Select table is actually the basis of the Select and Ultimate method of valuation."

Mr. Ferguson while seeking to do full justice to the Select and Ultimate method, and in fact, removing some misapprehensions existing about it, has made clear, we think, the following advantages of the Canadian Method:

- It makes the maximum allowance for the cost of new business consistent with the necessarily conservative attitude of the Government on this point.
- (2) It makes reductions in reserve values, which are satisfactory in amount and well graded from the first duration to the fifth.
- (3) Its application presents the minimum of difficulty. When the level net premium reserve is calculated, it is an easy matter to pass to the reserve according to the Canadian method, and it is important to know the amount of the difference between the two valuations.
- (4) It does not require the construction of a select table, but gives satisfactory results when applied to all tables, aggregate or select.
- (5) It does not suggest the puzzling gains from mortality.

All of which seems to dissipate part of the twin

brother resemblance between "tweedledum" and "tweedledee.".

What Mr. Dawson doesn't invent he is sometimes willing to adopt, as he naively explains when disclaiming responsibility for recommending restricted cost of new business in New York State: "My conversion to the necessity of restriction-as well as publicity-of the cost of new business came after the Armstrong Committee had reported." It does appear somewhat remarkable that his conversion did not lead to his even expressing the faith that was in him while associated with the Canadian Commission. But on this point he says clearly: "I made no recommendation relative to the restriction of cost of new business and first saw this in the completed report; nor did I endeavour in any way to influence commissioners or counsel to put it in. The logic of the facts was sufficient." Mr. Dawson owns however "to preparing from the returns the evidence which the counsel should present and bring out," and possibly the difference between this and "any influence" may be another case of "tweedledee" and "tweedledum."

The resemblance between the Armstrong laws and the Canadian recommendations is, however, explained by Mr. Dawson thus: "If some of the remedies recommended are similar to those now to be found in the laws of New York, it is because in these regards the same evils were found." Surely, a strange forcing of the "logic of facts"! An Indian "medicine man" has been accused recently of ending an aged patient's delirium by fatally strangling her. Ottawa physicians would scarcely consider the "logic of facts" sufficient ground for their adopting "similar remedies" when "the same evils were found." And it is to be hoped that the legislators of the Dominion while there assembled will not too readily accept the remedies proposed by the Commission, even in cases where corresponding New York enactments may be working fairly well.

It will not do to assume that United States and Canadian conditions are analogous in all respects. And where there is similarity it does not, even then, follow that American remedies are the best conceivable. We are still of the opinion that greater care should have been taken, to ascertain the views of British actuaries and managers. To be sure, Mr. Dawson and the Commissioners tell us that such opinions were obtained, but the impression persists that they were not given the prominence they merited, nor were obtained in a way most practicable. For a British actuary to have expressed a comparatively off-hand view at long range, might be very different from conclusions arrived at after several weeks in Canada devoted solely to the matter under consideration. Without in any way impugning Mr. Dawson's motives, it seems unfortunate that the Commission should not have sought more widely for advice on matters with which they

could not themselves be technically versed. Whatever criticism may be made upon the proposals heretofore credited to Mr. Dawson-several of which, as it now transpires, were not his suggestions-there should, of course, be no acerbity shown to him personally. No man is to be blamed for accepting an engagement of his professional services and nothing is to be gained by belittling efforts sincerely made. But would it not have been better for the interests of the Canadian public-and for Mr. Dawson personally-if he had been called upon not as the consulting actuary, but possibly as an associate with, say two others, a British fellow from both the Faculty and Institute of Actuaries-to a fellowship in which latter body, indeed, Mr. Dawson's attainments have admitted him.

NATIONAL ASSOCIATION OF LIFE UNDERWRITERS.

President Frank E. McMullin, of Rochester, has addressed an admirable letter to the members of the National Association of Life Underwriters, regarding the approaching conventions of that body and of the Canadian Underwriters' Association, and touching also upon life insurance con-

ditions in general. In part he says.

"Our Eighteenth Annual Convention to be held in Toronto, Canada, August 21-23, will be one of the most important in the history of the Association. Life insurance has been passing through a crisis the burden of which has largely and unjustly fallen upon the great body of honourable agents throughout the country. No fault has been found with the agents, indeed in no sense have they been on trial, but have suffered severely because of the misdeeds of others, and as a result of much unnecessary and ill-advised legislation.

"Our association has always stood for clean business methods and from its inception has strongly advocated many needed reforms. In truth, had the voice of the association been heeded by those in executive authority, there would have been no cause for the investigations of the past two years, the hardships of which have fallen heavily upon those who were not responsible for it, but

who have suffered as a consequence.

"The meeting at Toronto will afford the greatest possible opportunity for the agents to discuss conditions as they exist, and give expression to their views upon what they believe essential to the best interests of our association and those connected with it. The Convention of the Canadian body will be held August 19 and 20. The information and inspiration you will receive and impart, by mingling with our foremost insurance men and listening to their able addresses and discussions on the real issues of the day, will repay you for the time and sacrifice, if necessary, to be present. This will be essentially a business convention with a most excellent social programme provided for the ladies and gentlemen by our truly royal Canadian hosts."

THE FINANCIAL OUTLOOK.

That the outlook from a financial standpoint has few bright features at the present time is only too apparent. There seems to be to a certain extent a scarcity of money, throughout the chief centres of the world, although in some cases not so pronounced probably as on this continent. The great era of prosperity which is generally prevalent necessarily absorbs a large amount of money and there seems to be a disposition abroad to go into large enterprises, as well as to keep well abreast of the requirements of the times. This latter would refer more particularly to the great railway systems, which are absorbing enormous amounts of capital more especially in the United States. Indeed it has been stated that the situation in the latter country is one of the chief causes of the general uncertainty and the pessimistic views expressed by financiers. Take for instance, the uncerty regarding the policy of the United States with reference to some of its industries and its railways. Take the recent judgment against the Standard Oil Company of twenty-nine millions of dollars. Although it is quite certain that such a sum, or anything like it will never be paid, yet it affects the minds of the public, and is far reaching in its effects upon other industries. All of the foregoing has the effect of locking up a certain amount of funds, more especially of a private character, which otherwise would be available for circulation. There is this much to be said, however, that when every body is prepared for the worst and looking for it, the worst does not happen and brighter things may generally be looked for.

Coming nearer home to Canada, enormous strides are being made in every class of trade. Our bankers very properly are advising their customers to exercise conservatism and caution. This, no doubt, will have a beneficial effect, but it would have been better still, if this advice had been given earlier. The demands on the banks, for the west, have been comparatively great, and it must be remembered that last year's crop, or a great portion of it, has not yet been moved. When it is moved, of course, there will be a certain amount of ease given to the situation, but then preparations have to be made for the saving of the present harvest. We believe that this has to a large extent, at all events,

already been accomplished.

Then some of our municipalities not content with doing what is absolutely necessary to meet their growing requirements, seem to have developed a craze for rushing into public utilities and they are aided to a certain extent by the facility with which they can borrow money from the banks pending the flotation of their securities. If the advice has been given to the farmers of the Northwest to hold their wheat for higher prices, we think it is not good advice. For it must not be forgotten that there are other grain districts in the world as well as western Canada. Taking the whole situation, caution and conservatism are essentially necessary. On the other hand there are some bright features which have been touched upon and a turn of the tide, although not immediately in sight, may come sooner than expected.

BRITISH INSURANCE PUBLICITY.

A striking illustration of the publicity of procedure characterizing the leading British insurance companies is afforded by the letter and enclosures sent recently to every Canadian policy-holder of the Pelican & British Empire Life Office, regarding the amalgamation of the interests and businesses of that office and the Phænix Assurance Company Limited-the title of the combined offices to be that of the latter company. After referring to the long and friendly association which has subsisted between the two offices for over a century the reasons for a closer bond are detailed. It is stated that application will be made in due course to the Chancery Division of the High Court of Justice in accordance with the requirements of Section 14 of "The Life Assurance Companies Act, 1870," to sanction the amalgamation on the terms contained in the Provisional Agreement an abstract of which is sent with the letter together with a Statement of the nature of the proposed fusion. Copies are also sent of Reports by Mr. Frank B. Wyatt (President of the Institute of Actuaries), and Mr. C. D. Higham (a past President of the Institute of Actuaries and Chairman of the Life Offices' Association), to whom the directors submitted the terms of the Provisional Agreement. Both these gentlemen have reported that in their opinion the transfer will be for the benefit of the policy-holdes.

The life assurance funds amounted on 31st December, 1906, to £5,021,687 and have been found by recent actuarial valuations, on very stringent bases, to be more than ample to meet all liabilities. In addition to this primary security the life policyholders will have the general guarantee of the paid-up and unpaid capital of the combined company amounting to about £2,760,000, in place of the Pelican paid-up and unpaid capital of £1,000,-000, and also that of the other funds of the company of about £1,300,000. It may be here mentioned that the life policy-holders' funds are specially protected by the Life Assurance Companies Act, 1870, from claims under other classes of in-

surance business.

The life business will be continued as a going concern, and none of the usual sources of profit of the Life Office will be disturbed or diverted. It is further expressly provided that in no event can any part of the surplus in the participating policy-holders' funds be applied towards payment of shareholders' dividends. The participating policies will consequently form a strictly mutual section. It is anticipated that the amalgamation will in other respects improve the bonus prospects of participating policy-holders.

INSOLVENCIES IN THE DOMINION OF CANADA according to R. G. Dun & Co. were neither numerous nor large in July. Total commercial defaults were 80 in number and \$418,138 in amount of liabilities, against 64 failures last year, when the amount involved was \$295.621. Manufacturing suspensions numbered 35 and liabilities were \$207,-750, whereas in the same month last year there were only 17 for \$69,703. Trading defaults were 54 in number and \$210,379 in amount, against 46 failures last year for \$225,918.

Prominent Topics

Money and Stocks in New York.

Reaction characterized last week's market to its close. The fact that Union Pacific and Southern Pacific weakened, de-

spite the increase from 5 to 6 p.c. in the latter's dividend rate, was taken as evidence that the preceding week's prices were the result of a professional manipulation, the subsequent effects of which have been a general market decline. Disturbed markets abroad doubtless contributed also to the general weakness.

The bank statement was not so bad as anticipated. Cash holdings decreased only \$903,000, whereas it was predicted that there would be a decrease of nearly \$4,000,000. Loans increased \$3,787,000 during the weck and deposits increased \$3,782,000. The result was that the reserves decreased \$1,785,475, and the surplus stood at \$7,473,200. A year ago the surplus was \$14,122,675.

Monday brought dullness intensified to the stock market. The Standard Oil Company fine and the Corporation Commission's report upon the company were taken as indications of the trend of activity regarding corporations. United States Steel showed special weakness and influenced the general market. As noted last week, the reduction in the company's new orders is taken as indicating general trade recession. That such recession should cause pessimism is an extreme view. Rather it seems to show that such caution is now being exercised as to business undertakings, that anything in the nature of violent industrial reaction will be avoided. As the New York Journal of Commerce remarks: "The advertised panic seldom comes.

Interior demands for crop-moving are an imminent factor in the money situation. The gold export movement was resumed on Tuesday with the engagement of \$500,000 of the yellow metal by Heidelbach, Ichelheimer & Co. for shipment to Holland. Since May 21, when the first gold engagement for export to France was announced, there has been drawn from the New York market \$20,550,000 gold, \$25,300,000 for France, \$2,750,000 for England and \$1,500,000 for Holland.

Wednesday's transactions showed considerable increase in volume, the market's weakness being accompanied by an active selling movement. While Standard Oil stock was itself little affected, those securities usually associated with the operations of Standard Oil interests were easily the weakest. Further decline in the price of copper was a weakening factor during the day. There was some rally from profit taking by shorts—but the advance was lost again before the close of the day.

At the World's Financial Centre.

Towards the close of last week the London stock exchange took on a somewhat more cheerful tone. Investment buying

seemed more in evidence than for some time, though business was still on a small scale. The fall of consols earlier in the week to the record depth of below 82½ was considerably due to the Egyptian Government placing a large block of the stock on the market.

Transactions in Americans were restricted by dear money during the week, and affected by New York news. Progress is reported in the matter of increasing the reserves of the joint stock banks of England. Although no agreement common to all the banks has yet been entered into, steps have been taken and in the meantime many of the banks are quietly increasing their reserves, and the Bank of England, by holding its rate of discount at a high point, has during the past six months added \$30,000,000 to its supply of gold reserve.

This week has found money rates somewhat

This week has found money rates somewhat easier on account of disbursements on Exchequer bonds and dividends amounting to \$12,500,000. Discounts were firm on Tuesday. Stock exchange trading was quiet with a decline in Americans following the Wall Street movement after decision on Standard Oil case. Canadian Pacific was affected by the fall in Americans.

Wednesday found money easier again at a 2½ p.c. rate. Discounts hardened with foreign demand for gold. Stock exchange trading was dull with a sagging tending, consols leading. Americans opened fairly steady and improved somewhat during the day.

The proportion of the Bank of England's reserve to liability this week is 46.90 p.c. as compared with 46.74 p.c. last week.

Are Poles and Wires Immoveables?

Mr. Recorder Weir has rendered judgment in an action taken by the City of Montreal against the Montreal

Street Railway Company for arrears of real property assessments from 1902 to 1905. The company is condemned to pay the sum of \$41,533.50. The point at issue is whether such property as poles, wires, and rails, are immoveables or not. The company claims that even if the poles, wires, and rails, are immoveables they are essential to the carrying out of its contract with the city. The Recorder holds that they are immoveables, that the city did not by its contract exempt them from taxation, and in any case never had the right to grant exemption. The judgment is one of considerable importance, as it is liable to affect an extensive class of property coming into existence as public utilities. The judgment suggests one or two interesting questions. For instance, upon what basis are such property as poles and wires valued, or upon what basis is it possible to assess them. The value of anything is what it will fetch in the open market and is regulated by the law of supply and demand. The value of a telegraph pole after it is cut down can hardly be sufficient to pay for the cost of felling it and carting it away. Then there is a danger of the city proving too much in a case of this kind. It is generally assumed that the city has the right to order the removal of poles and wires from its streets. Without stopping to discuss the question whether the city can lawfully compel the removal of what it has undertaken to prove to be immoveable, it is worth while to bear in mind that whenever the companies are compelled to put their wires underground and clear the streets of their property (taxed by the city as immoveable) the question of compensation is bound to be raised and will involve a much larger amount than the taxes sought to be collected. The case will probably be appealed and the city may win once more, but it may be expensive. Oil Fine.

The Standard Oil Company has The Standard been fined \$29,240,000, the highest fine ever imposed by a court of law, for rebating. The company has

been convicted of receiving a concession of 12 cents per hundred pounds from the Chicago & Alton Railway upon 1,462 car loads of oil shipped from the refinery at Whiting, Ind., to East St. Louis, Ill. The Court holds that the lawful rate was 18 cents, which the company denies. The rate actually paid, it is not disputed, was 6 cents. The fine amounts to \$20,000 per car load, the value of each load being \$450. As to the merits of the case it is difficult for the public to judge, but the merits are about the last thing the public will trouble about. The Standard Oil Company is not popular and the great majority of the American people would be quite ready to bring in a verdict of "sarved 'em right" without troubling themselves to hear the evidence. An appeal will be made to the United States Circuit Court of Appeals, which we imagine may be trusted to do substantial justice in the case. Of course the company can afford to pay even this enormous fine, but it is highly improbable that it will be called upon to pay any such amount.

& Power Co.

The Mexican Light & Power The Mexican Light Company is asking authority to issue \$2,400,000 of preferred stock and also to declare

quarterly dividends during 1908, at 4 p.c. per annum. The new issue is required to meet outstanding liabilities and to purchase control of the Robert Electric Company, the Mexican Light & Power Company's only remaining competitor in the Federal District of Mexico. The money which developed the Mexican Company was principally supplied by Canadians, who have invested some millions of dollars in that country, money that is required for the development of our home industries; industries at our doors which we can know something about. Ordinary laymen would consider it good policy to make their investments here, but then this would not have the fascination of being far away and of the investor knowing nothing about it.

Western Crop Prospects.

In a recent crop estimate based on returns from about one hundred correspondents, the Manitoba Free Press summarizes the grain outlook

as excellent except for the lateness of growth. It comments upon the situation to the effect that:

The present month will be one of much anxiety to the farmers and the business men of the Canadian west, and indeed for that matter of all Canada, but there is no occasion for panic. The existence of the west does not depend on the reaping of a bumper crop in 1907, desirable as that would be. If there is a partial crop failure it will be a serious thing, but it will not be a disaster, such as it would have been ten years ago. In any case the truth is best and the west is big enough and prosperous enough to stand it.'

The Dominion Iron & Steel and Dominion Coal Tangle.

The Steel people have given their version of the difficulties and it is expected that the Coal people, will commence giving their side to-

day. Perhaps when the evidence on each side has been heard and the difficulties on each have been given, and the directors of the companies interested have had an opportunity of availing themselves of the strength and weakness of their respective cases, they will go a step further and endeavour from a business point of view to consider what benefit can possibly accrue to either side, no matter what the judgment rendered may be.

Lord Strathcona has arrived in Lord Strathcona's Canada once more and is as Visit. welcome as ever. The High Commissioner says that the All

Red Route is a great thing and that if it is ever carried into execution, Canada will derive much benefit from it. This statement coming from Lord Strathcona will be regarded as significant. His opinion upon such matters is second to none and he has a habit of fulfilling his own predictions. If it be true that the All Red Route is, as alleged one of the chief objects of his visit, there is every probability that the project will be realized.

Service.

The Empress of Ireland has made Fast Steamship another splendid trip. This success of the C.P.R. line of steamers goes to show that if Great Britain

and Canada will give as liberal aid to these enterprises as possible in the form of mail subsidies, competition will do the rest, and do it on a permanent basis, that is to say on business principles.

Personal Notes.

MR. E. F. HEBDEN, general manager Merchants Bank of Canada, has returned from a short business visit to Great Britain. Colonial Preference, Mr. Hebden reports is very generally discussed, and attracting more attention than heretofore. The recent speeches of Lord Milner, Mr. Deakin, and Dr. Parkin, at the Mansion House, London, have been valuable contributions to the matter. As regards financial prospects, Mr. Hebden believes dearer money may be looked for in the autumn.

Referring to the atmosphere in the streets of London, Mr. Hebden considers it has undergone a complete change for the worse, chiefly caused by the general use of automobiles and motor waggons.

MR. J. HAYDN HORSEY, manager at Montreal of the Dominion Bank, has returned from a visit to England, where he spent a most enjoyable holiday. While in London he learned that tradespeople generally complain of a dull season in business.

On every hand he found indications of a growing interest in Canadian affairs, both financial and political.

The recent visits of the Prime Minister of Canada, and other ministers of the Crown to London, have left favourable impressions, and as Mr. Horsey believe will be productive of much good.

STEEL-COAL TRIAL.

Witnesses for Dominion Iron & Steel Company Continue Evidence as to Coal Supplied.

The testimony of Manager F. P. Jones of the Steel Company, as outlined in THE CHRONICLE of last week, was apparently unshaken by the vigourous cross examination of Mr. J. J. Ritchie, counsel for the Coal Company. Mr. Jones said in part:

"When I gave the notice to the Coal Company on October 18, that we would expect them to live up to the letter of the contract, I thought that, perhaps, the Coal Company would send No. 6 coal, and we would have to reject it. We rejected the coal because it was not free from stone and shale. It was not coal from the Phalen seam. It was not free from sulphur, and was not coal in the commercial sense of the word. I understand the Phalen seam, under the contract, to mean that portion of the territory covered between Lingan Basin and the Big Glace Bay Lake. I don't believe No. 6 is on the Phalen seam."

Mr. Jones also claimed that the Steel Company had absolute right to change the seam, provided coal more suitable for their purpose could be ob-

tained by making the change. Mr. Arthur P. Scott, the Steel Company's chemist, gave technical testimony along the lines of Mr. Jones' contentions as to the quality of coal supplied and its effects when used in the company's furnaces. The essential point in his testimony was that in order to make good steel it was absolutely necessary to have coal with a smaller percentage of sulphur than that from No. 6 mine. Evidence along similar lines to that of Mr. Scott was given by Mr. McCreith, a Harrisburg chemist, by Mr. E. Stansfield, for a time assistant chemist of the Steel Company, by F. H. Foote, and by Mr. Harbord, consulting metallurgical expert for the Indian Government. Mr. J. J. Ritchie, the Coal counsel, made the statement that the Coal Company did not consider the question as to whether or not the coal supplied was suitable for making metallurgical coke as relevant evidence for the Coal Company, but based its case on the specifications of the contract which called for coal being reasonably free from stone and shale.

At Wednesday's afternoon session of the trial . C. Morris, superintendent of transportation for the Steel Company and George Ross, the weight master, gave evidence to the effect that No. 6 coal could not be satisfactorily used. A number of the Steel Company's engineers were also examined and all swore that the coal was hard on the grate bars of the engines, and also that steam could not be kept up. It also made the tubes leak and caused clinkers to form in the fire box.

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THE FIRM OF L. J. FORGET & Co., started by Senator Forget in 1873, and which his nephew, Mr. Rodolphe Forget, M.P., joined in 1876, is announced as having been dissolved. The old firm of L. J. Forget & Co. will be carried on under the same style by Senator Forget and Mr. T. W. McAnulty, who has been associated with him for years, while Mr. Rodolphe Forget will conduct business for himself. Mr. Rodolphe Porget has for years been one of the forces on the "Street" and is at present President of the Montreal Stock Exchange.

A DESTRUCTIVE FIRE broke out on the 3rd inst., on the premises of the Dominion Furniture Manufacturing Company, St. Therese, P.Q., causing as insurance loss of \$50,000 as follows: Atlas, \$2,500; Connecticut, \$1,500; German-American, \$1,500; Guardian, \$4,000; Liverpool & London & Globe, \$1,500; London & Lancashire, \$2,500; North America, \$2,000; North British, \$2,000; Northern, \$2,000; Norwich Union, \$3,000; Phœnix of Brooklyn, \$1,500; Royal, \$2,500; Western, \$1,000; Richmond & Drummond, \$2,000; Standard, \$1,000; Canadian Fire, \$2,000; Anglo-American, \$2,500; London Mutual, \$1,500; Montgomery, \$2,000; Ottawa, \$2,500; York Mutual, \$1,000; Monarch, \$1,000; Traders, \$2,000. Total, \$45,000. On Lumber, Montmagny, \$5,000.

It is Understood that the firm of Burnett, Ormsby & Clapp, who recently purchased control of the Ottawa Fire Insurance Company, are reinsuring its business in the Ontario Fire Insurance Company—from the 1st August. The Ottawa Fire will probably carry special lines in future.

THE EARNINGS OF THE PORTO RICO RAILWAY Co., LTD., for the month of June amounted to \$29,-097.79 gross and \$12,991.76 net, showing an increase of \$4,994.09 gross and \$5,357.35 in the net earnings compared with the corresponding month of last year.

Mr. E. R. Dromgole has been appointed subinspector of the Life Department of the Royal Insurance Company, Limited, with Head Quarters at London, Ont.

THE CANADIAN BANK OF COMMERCE has opened a branch at Creston ,B.C., with Mr. P. B. Fowler in charge.

THE BANK OF MONTREAL has declared a dividend of 2½ p.c. for the current quarter, payable September 3, to shareholders of record August 16.

Stock Exchange Notes

The money situation remains practically unchanged. New money is difficult to secure, and rates for call loans remain high. In view of this, and with the heavy state of the New York market as an added depressing factor, it is not surprising that prices have declined. With the exception of foronto Railway, Dominion Iron Common, and Markay Preferred, quotations throughout the list show lower prices. There are indications, however, that the low level pryvailing is attracting the small investor and a good proportion of this week's trading was absorbed by buying of this class. Toronto Railway, Montreal Power and Dominion Iron Common, in the order named, were the active securities. Soo Common shows the heaviest decline and is down nine points. Action on the dividend on this security is locked for in September and in some quarters a six per cent, dividend is expected. In view of the proposed issue of new stock this is somewhat problematical, but some inducement will be necessary to obtain the new cepital at par.

C. P. R. was inactive and only 135 shares were traded in-The closing bid of 171 shows a less of 4 1-2 points. The earnings for the last ten days of July show an increase of \$351,090. Soo Common sales involved 175 shares and the closing bid of 95 1-2 shows a decline of 9 points. Montreal Street is 3 1-2 points lower and closed with 230 1-2 bid. This is a recovery of 2 1-2 points from the lowest of 193 and 687 shares changed hands. Toronto Rellway closed with 190 bid, a decline of 1-4 point. It was the most active stock and 1702 shares came out. Twin City sales totalled 88 shares and it is 1 1-2 points lower with 89 1-2 bid. Detroit Railway closed with 64 1-2 bid, a loss of 1 1-2 points on transactions of 459 shares. Toledo Railway closed unchanged with 24 1-2 bid and 130 shares were dealt in. Illinois Preferred figured to the extent of 18 shares in broken lots and closed 1 point down with 83 bid. There were no sales in the Havana stocks and in Halifax tram there was one sale of 7 shares at 97.

R. & O. figured in the trading for 64 shares and closed 1 1-2 points lower with 63 bid. Mackay Common declined 2 1-2 points, closing with 65 1-2 bid on sales of 60 shares. There were no transactions in the Preferred which closed unchanged with 66 bid. Montreal Power was the second stock in the volume of trading. On sales of 1685 shares it

closed 1 7-8 points lower with 91 bid

Dominion Iron Common sold up to 22 but reacted and closed unchanged with 20 bid and 1303 shares came out. Dominion Iron Preferred is 1 point lower with 47 bid, but only 85 shares were dealt in. The Bonds closed at a decline of 2 points with 72 bid. The only sale was \$1000 at 74. Dominion Coal Common shows a further loss of 1 point closing with 53 bid. The only sale was 5 shares at 55. There were no transactions in the Preferred, but \$5,000 of the Bonds sold at 97. Scotla Common is 1 point lower with 66 bid and 155 shares were traded in. There were no sales in the Preferred nor in the Bonds.

Lake of the Woods Common sales totalled 38 shares and the last sales were at 70. At this price the stock returns over 8 1-2 per cent. The Preferred figured to the extent of 116 shares which sold at 106. There were no transactions in the Bonds. Dominion Textile Preferred closed unchanged with 84 bid and 20 shares were traded in, 10 at 83 and 10 at 83 1-2, while 100 shares of the Common sold at 45. The closing bid for the Bonds was 87 for each of the four series.

The rate for call loans in Montreal continued to rule at per cent., while in London the rate was 2 1-2 per cent.

	Per cent.
Call money in Montreal	. 6
Call money in New York	. 2 3-4
Call money in London	
Bank of England rate	. 4
Consols	
Demand Sterling	
60 days' sight Sterling	. 8 3-4
The quotations for money at Continental poin	ts were as
follows:	
Market	t. Bank
Paris 3 1-8	3 1-2
Berlin	5 1-2
Amsterdam 4 7-8	5
Brussels	5
Vienna 4 7-8	5

CLEARINGS FOR THE WEEK.

Montreal Bank Clearings for the week ending August 8 were \$29,773,076. For the corresponding weeks of 1906 and 1905 they were \$28,593,037 and \$23,477,113 respectively.

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 diversity obtainable, compared with the corresponding period for 1905 and 1906, were as follows:

Year to date 1905. 1906. 1907. Increase 1905. 1906. 1907. 1906. 1907. 1907. 1906. 1907. 1907. 1907. 1908. 1907. 1908. 1908. 1909. 1908. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909.	1			B., D		
June 30 \$17,218,208 \$18,910,233 \$21,039,376 \$2,129,143 Increase	1	Vent to date 19		NK KAILW	1907.	Increase
Week ending	١	June 30 \$17.218		910.233	\$21,039,376	\$2,129,143
July 7	١			1906.	1907.	Increase.
14	١	July 7 735				64,688
CANADIAN PAGIFIC RAILWAY. 1905. 1906. 1907. 1107crase 1905. 1906. 1907. 1223,000 1,312,000 1,512,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 1,525,000 219,000 31. 1,506,000 1,331,000 1,525,000 219,000 31. 1,506,000 1,331,000 2,282,000 351,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	!			845,539	912,285	66,746
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Year to date. 1905. 1906. 1907. Increase 1905. 1906. 1907. 1907. 1908. 1907. 1908. 1907. 1908. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1	-	31 1,034	,391 1	,152,853	1,328,645	175,792
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Week ending						
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14.	- 1					
21		14 1.02				225,000
31.	- 1	21 1,01		1,306,000	1,525,000	219,000
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June 30\$5,563,100		CANA		RTHERN R	AILWAY.	Ingresse
Week ending						
July 7 83,700 138,200 207,800 69,60 14			3,100			
14. 91,800				138 200	207.800	
1				135,700	216,600	80,900
DULUTH, SOUTH SHORK & ATLANTIC. Week ending. 1905. 1906. 1907. Increase 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909.		21	92,900		218,200	
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July 7		DULUTE	, SOUTH	SHORE &	ATLANTIC.	
14. 56,369 61,166 69,300 5,734	1			1906.	1907.	Increase
Year to date		July 7 5	6,480	01 100	60.000	8 734
Year to date	ľ	14	0,369	61,100	69,900	0,101
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June 30 \$1,270,299	1					Increase
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July 7	•	Week ending		1906.	1907.	
14. 61.198 67,056 72,986 5,930		Inly 7	58,230		77,960	9,504
TORONTO STREET RAILWAY. Year to date. 1905. 1906. 1907. 1908. 1908. 1909. 1908. 1907. 1908. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909		14	61,198	67,056	72,986	5,930
TORONTO STREET RAILWAY. Year to date. 1905. 1906. 1907. 1908. 1908. 1909. 1908. 1907. 1908. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1908. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909. 1909		21	58,753	67,850		8,153
Toronto Street Railway. Toronto Street R		31	10,910	82,281		9,751
Terr St.					11WAY.	Increase
Week ending		Year to date.				
July 7				1906	1907.	Increase
14.	b			63,069	69,756	
S 21		14	54.527	60,33	8 67,857	7,519
Twin City Rapid Transit Company. Year to date. 1905. 1906. 1907. 1908. 1907. 1908. 1907. 1908. 1907. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908. 1908.	s	21	55,978	61,45	5 67,006	5,551
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Veek ending 1905 1906 1907 101684 127,859 137,608 9,749		Tear to date.				
July 7.	2	Week ending			1907.	Increase
14		July 7		127,859	137,608	9,749
The state of the		14	97,257	110,322		
HALIFAX ELECTRIC TRANMAY Co., LTD. Railway Receipts.		21	95,731	111,484	125,037	13,553
Week ending		HALIFA	X ELECTR	IC TRAMV	AY CO., LTD	•
Week ending. 1990. 1997. 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190 1,190		The second second second				Increase
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10		July 1			4,153	269
Signature Sign		21		3,609	4,799	1,190
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28,874 35,300 6,426		14	30,	084	32.118	2,034
30,800 33,905 2,105		21			35,300	
To the state of th	à	. 28	30,	,800	33,068	2,100

Yorkshire Insurance Company of York, England ESTABLISHED 1824

The Directors have decided to insure properties of every description in Canada at Tariff Rates, in accordance with the needs of the country, and are now prepared to receive

Applications for Agencies from Leading Agents in all parts of the Dominion.

The LIMITS are as large as those of the best British Companies.

The FUNDS of the Company will be invested in Canada by LOANS on Real Estate.

No loss was suffered by the "Yorkshire" through the serious fires in San Francisco and the Pacific Coast.

Address P. M. WICKHAM, Manager, Montreal.

STOCK LIST

REPORTED FOR THE CHRONICLE BY R. WILSON-SMITH & CO., 160 ST. JAMES STREE1, MONTREAL.

CORRECTED TO AUG 7, 1907, P. M.

BANKS.	Closing prices or Last sale.	Par value of one share.	Revenue per cent. on investment at present prices.	Capital subscribed	Capital paid up.	Reserve Fund	Per centage of Rest to paid up Cepital.	Rate of Dividend	When Dividend payable.
British North America Lanadian Bank of Commerce Loven Bank of Canada Dominion. Sastern Townships		\$ 248 50 100 50 100 100	Per Cent. 4 54 4 70 4 90	4,868,666 10,000,000 953,000 3,900,930 2,952,000 607,200	\$ 4,866,666 10,000,000 954,580 3,600,000 2,948,120 385,219	2,238,666 5,000,000 4,547,310 1,860,000	46 00 0.30 100.00 63.14	Per Cent. 7 8 4 12 8	April, October. March, June, Sept., Dec Jan., April, July, Octob Jan., April, July, Octob Jan., April, July, Octob
Hamilton Hochelaga Home Bank of Canada Imperial XD A Banque Nationale	150	100 100 100 190 30	5 33	2,500,000 2,456 900 906,600 4,974,100 1,794,180	2,500,000 2,445,640 847,550 4,825,000 1,787,124	2,500,000 1,600,000 175,000 4,825,000 750,000	100.00 80.00 19.55 100.00 36.28	10 8 6 11 7	March, June, Sept., Dec. June, December. June, December. Feb., May, August, Nov. May, November.
Merchants Bank of Canada Metropolitan Bank Jolsons Jontreal New Brunswick	206 247 246 275	100 100 100 100 100	4 96 4 85 4 04 4 36	6,000,000 1,000,600 3,356,740 14,400,000 709,000	6,000,000 1,000,000 3,305,840 14,400,000 709,000	4,000,000 1,000,000 3,305,840 11,000,000 1,195,295	66.66 100.00 100.00 76.40 168.85	8 8 10 10	March, June, Sept., Dec. Jan., April, July, Octobe Jan., April, July, Octobe March, June, Sept., Dec Jan., April, July, Octobe
Northern Bank Nova Scotia Utawa	2821 279	100 100 100	4 25	1,250,000 3,000,000 3,000,000	1,199,300 3,000,000 3,000,000	59,000 5,250,000 3,000,000	4.20 175.00 100.00	iż 10	Jan., April, July, Octobe June, December.
rovincial Bank of Canada uebec oyal oyal overeign Bank XD tandard XD	134 2324	100 100 100 100 50	4 30	1,004,287 2,500,000 3,900,000 4,000,000 1,548,350	1,004,212 2,500,000 3,900,000 4,000,000 1,535,955	150,000 1,150,000 4,390,000 1,255,950 1,635,955	5.00 46.00 112.56 31.50 106.66		March, June, Sept., Dec. March, June, Sept., Dec. Jan., April, July, October Feb., May, Aug, Nov. March, June, Sept., Dec.
t. Stephens t. Hyacinthe t. Johns terling Bank orento	:::: :::: :::: 216	100 100 100 100	1 62	200,000 504,600 500,200 861,600 3,988,700	200,000 829,515 316,136 774,724 3,984,750	50,000 75,000 10,000 171,151 4,484,750	25.00 52.76 3 33 22.09 112.05		April, October. January, July. May, Aug., Nov Feb March, June, Sept., Dec.
raders nion Bank of Halifax nion Bank of Canada nited Empire Bank cestern Miscellangous STOCKS	148 :::: :::	100 50 100 100 100	4 89	4,441,600 1,500,000 3,000,000 594,000 565,000	4,349,760 1,500,000 3,000,000 455,644 555,000	1,900,000 1,143,752 1,500,000	43.30 76.00 50.00	7 8 7	June, December. Feb., May. August, Nov June, December. April, October
eil Felephone	70 60 70 60 70 60 55 51 1712 171 60 642 642	190 100 100 100 100 100 100 100	6 15 7 27 3 97 6 66 7 51	10,000,000 1,270,000 1,511,400 2,70,100 1,478,000 12,580,000 1,733,500 12,500,000	1,511,400	3,132,876 265,000	::::: ::::	2	Jan. April July Cet January July. April, October March, June, Sept., Dec.
ominion Coal Preferred. do Common cominion Testile Co. Com. do Pfd. com. Iron & Steel Com. do Pfd. puluth S. & Atlantic do Pfd alifaz Tramway Co. lavana Electric Ry. Com linois Trac. Pfd. aurentide Paper Com. XD aurentide Paper, Pfd.	107 55 53 48 86 84 204 20 49 47	100 100 100 100 100 100 100 100	7 20 8 13 6 69	8,000,000 15,000,000 7,500,000 20,000,000 5,600,000 12,000,000 10,000,000 1,350,000	3,000,000			10 110	January, July Api July Oct. Jany. Jan, April July October Jan, April July October
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arentide Paper Com aurentide Paper, Pfd. ake of the Woods Mill Co. Com do. do. lackay Companies Com existen Light & Power Co. Inn. St. Paul S.S.M. do entreal Cotton Co. ontreal Light, Ht. & Pwr. CoXI) ontreal Steel Work, Com. do ontreal Steel Work, Com. do ontreal Regression Co.	68 66 43 40 95‡ 125 92 91 95	100 100 100 100 100 100	6 06 3 82 5 69 6 45 8 76	50,000,000 60,000,000 13,600,000 14,000,000 7,000,000 3,000,000 17,000,000 700,000		907,623		34	January July March June Seat, Dee Feb. May August Nev
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rinidad Electric Ry rt. City Ry. Co. Com do Pfd win City Rapid Transit Co XD do Preferred cost India Elec lindero Hotel innipeg Electric Rallway Co	90 894	100 100 100 100 100 100	5 46 2 90	3,000,000 20,000 000 3,000,000 8,000,600 600,000 4,500,000	2,600,000 18,000,000 3,000,000 8,000,000 600,600 4,000,600		4.54	14.	Jan. April, July, Oct Feb. May August Nov. Dec. March June Sept. May, November Jan. April. J

STOCK LIST Continued.

BONDS.	Latest Quota- tions.	Rate of Interest per annum.	Amount outstanding.	When Interest due.	Where Interest payable	Date of Maturity.	REMARKS
Bell Telephone Co	1061	5 %	\$2,000,000	lst Oct. 1st Apl.	Bk. of Montreal, Mtl	April 1st, 1925	
Can. Colored Cotton Co	95	6 %	2,000,000	2nd Apl. 2nd Oct.		April 2nd, 1912	
Dominion Coal Co	98	5 %	5,000,000	lst May 1st Nov.		April 1st, 1940	Redeemable at 105 and Int. after May 1st, 1910
Dominion Cotton Co	95	6 %	1,354,000	1st Jan. 1st July.		Jany. 1st, 1916	
Dominion Iron Steel Co	76	5 %	7,876,000	st Jan. 1st July.	Bk. of Montreal, Mtl	July 1st, 1929	
Havana Electric Railway.	90	5 %	8,061,046	let Feb. 1st Aug.	52 Broadway, N. Y	Feby. 1st, 1952	
Lake of the Woods MillCo.	98	6 %	1,000,000	1st June 1st Dec,	Merchants Bank of Canada, Montreal	June 1st, 1953	
Laurentide Paper Co		6 %	1,200,000	2 Jan. 2 July.	Bk of Montreal, Mtl	Jany. 2nd, 1920	
Mexican Electric Light Co.	77	5 %	6,000,000	1 Jan. 1 July.	" "	July 1st, 1935	
Mexican Light & Power Co.	813	5 %	12,000,000	1 Feb. 1 Aug.	" "	Feby. 1st, 1933	
Montreal L. & Power Co	102	41%	7,500,000	I Jan. 1 July	" "	Jany. 1st, 1932	Redeemable at 105 and Int. after 1912.
Montreal Street Ry. Co	104	41%	1,500,000	1 May 1 Nov.		May 1st, 1922	
N. S. Steel & Coal Co	110	6 %	2,500,000	Jan. 1 July.	Bk. of N. Scotia, Mtl or Toronto	July 1st, 1931	
Ogilvie Milling Co	1203	6 %	1,000,00	June 1 Dec.	Bk. of Montreal, Mtl	July 1st, 1932	Redeemable 115 and Int. after 1912.
Price Bros		6 %	1,000,00	June 1 Dec.		June 1st, 1925	Redeemable at 105 and Interest.
Sao Paulo	95	5 %	6,000,00	1 June 1 Dec.	C. B. of C., London Nat. Trust Co., Tor	June 1st, 1929	
Textile Series " A"	87	6 %	758,50	1 March 1 Sept.	Royal Trust Co., Mtl	March 1st, 1925	Redeemable at 110 and Interest.
" "В"	88	6 %	1,162,00	0 "	" "		Redeemable atpar af-
"C"	87	6 %	1,000,00	0 "	"		Redeemable at 105 and Interest.
" "D"	87	6 %	450,00	0 "	" "	"	
Winnipeg Electric	1054			0 1 Jan. 1 July	Bk. of Montreal, Mtl.	. Jany. 1st, 1935	1

[FIRE]

German American

Insurance Company New York

STATEMENT JANUARY 1, 1907

5, 130,426 13,798,729

AGENCIES THROUGHOUT UNITED STATES AND CANADA.

Insurance.

THE Canadian Pailway Accident Insurance Company. COTTAWA.

Authorized Capital Subscribed Capital

\$500,000.00

206,500.00

D. MURPHY, President. Personal Accident

H. W. PEARSON, Secy.-Treas.

JOHN EMO, General Manager.

Sickness.

Teams Liability.

Public Liability, and

Elevator Liability

Employers' Liability,

Workmen's Collective

PROVINCIAL MANAGERS:

82 Prince William St., Bank of O tawa Bidg.,

II4 King S.t. W., 317 Portage Ave.,

Montreal, Que. Toronto, Ont. Hamilton, Ont. Winnipeg. Man. Calgary, Alta. Vancouver, B.C.

St. John, N.B.

Imperial Block,

Local Agents at all Points.

THE FIRE LOSS of the United States and Canada for the month of July, as compiled from the carefully kept records of The New York Journal of Commerce shows a total of \$18,240,150. The following table gives a comparison by months of the losses this year with 1905 and 1906:

J. Ingram,

A. Lake, A. W. R. Markley, R. C. Timmins

. Pitt, . A. MacDonald, . C. Robins,

anuary ebruary March April May June July	25,591,000 14,751,400 11,961,350 12,736,250 11,789,800 13,175,250	1906 \$17,723,800 18,249,350 18,727,750 292,501,150 16,512,850 13,950,650 12,428,050	1907 \$24,064,000 19,876 600 20,559,700 21,925,900 16,286,300 14,765,000 18,240 150
Total 7 mos \$	106,323,150	\$390,093,600	\$135,717,650

\$135,717,650 During the past month there were no less than 344 fires where the loss reached or exceeded \$10,000 in each instance. The fifth largest fire of the month is given as that which recently destroyed the Edward's Mill and adjacent property at Ottawa.

The opinion is given that so far the year 1907 has been so expensive to the fire underwriters that it is clear the insurance companies will generally show a loss on underwriting, even if the remaining months of the year should entail less than their normal loss.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for additional Front to Wharf at Sorel," was be received at this office until Wednesday, May 2, 1907, inclusively, for the construction of an additional Crib work front to wharf at Sorel, Richellen County, Que, according to plan and specification to be seen at the Department of Public Works, Ottawa, at the office of Mr. J. L. Michaud, Resident Engineer, Merchants Bank Building, St. James St., Montreal, and on application to the Fostmaster at Sorel, Que.

Tenders will not be considered unless made on the printed form supplied, and signed with the actual signatures of the tenderers.

An accepted cheque on a chartered bank, spable to the order of the Honourable the Ministensiable Works, for nine thousand dollars (19,000), Bust accompany each tender. The cheque of the contract of fail to complete the work contracted on the returned in case of non acceptance of the will be returned in case of non acceptance of the contract of fail to complete the work contracted on no bind itself to accept the lowest or any tender.

The Department does not bind itself to accept the lowest or any tender.

By Order, FRED, GRLINAS, Secretary.

Department of Public Works, 1907.

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



ATLAS ASSURANCE

COMPANY, Limited, of London, England.

The Company commenced business in the REIGN OF GEORGE III.

and the following figures show its record :-

At The Accession of Present Time

INCOME. FUNDS.

At The Accession of

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Surplus earned during 1906, \$ 921,721.34 Of which there was distributed to policy-208.658.97 holders entitled to participate that year And set aside to place reserves on all policies issued since December 31st, 1902, on the 3 per cent. basis . . . Surplus over all liabilities and capital (according to the Hm. Table, with 207.763.51 2,225,247.45 34 and 3% interest) Payments to Policy-holders since organi-15,099,223.87 zation .

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Total Payments for Death Claims, Matured Endowments, Surrendered Poliotes, Etc. 8 7,476,529 26 Added present Assets, Dec. 31 ISO7 810,385,539 34 Amount paid to Policy holders and held for them \$17,862,069 io Total Premiums received.

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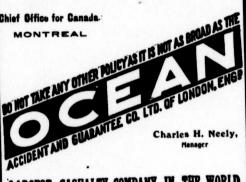
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For information address

ARCH. R. HOWELL, LIFE SUPERINTENDENT, MONTREAL

WM. MACKAY, Manager.

J. H. LABELLE, Asst. Manager.

The Federal Life Assurance Company

Head Office.

Hamilton, Canada. -

\$3,580,702.62 CAPITAL AND ASSETS 247,695.31 PAID POLICYHOLDERS IN 1906 17,884,073.61 TOTAL ASSURANCE IN FORCE

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