

This statement alone explains the withdrawal of so much insurance capital during the past five years. Of the companies withdrawn in that time were a number seemingly strong and recognized as both honest and influential, who had established themselves in the agency field at great expense, were affording reliable protection to insurers, yet they could not stand the continued strain of inadequate charges for insurance, and considered withdrawal under such circumstances as absolutely necessary for the protection of their stockholders.

There was some notable instances of compulsory and final retirement of fortunately but a few companies at a direct loss to both stockholders and policyholders, because they were unable even to pay for and protect by reinsurance their outstanding policies.

These latter have left mourning stockholders and an undisguised feeling of detestation for dishonest management, while the others carried with them into retirement the honest regrets and the respect of their associates.

#### STATEMENT FOR TEN YEARS.

While we have given above in condensed form the actual results of the underwriting account for the year 1902, and also for five years past, the following clearly shows the results for the ten years, indicating an underwriting profit of less than one-half of 1 per cent. for that period:

##### TEN YEARS, 1893 TO 1902, INCLUSIVE.

Premiums, fire and marine.....	\$1,385,787,340	.....
Losses paid.....	.....	\$817,629,430
Increase in liabilities during the period (outstanding losses, unearned premium and all other claims).....	.....	51,368,419
Actual expenses.....	.....	510,324,602
Profit for the period, 46-100 per cent. of premium.....	.....	6,464,889
Totals.....	\$1,385,787,340	\$1,385,787,340

Thus practically the dividends paid to stockholders on their investments, and in additions to surplus where shown, have been drawn altogether from interest earnings. Surely this great business should earn a reasonable profit from the underwriting.

Reasonable profit indeed, why, the fire companies are making millions in profits, says a Montreal critic. Turning to the official record of the Canadian business, we find their experience to have been as below.

Year.	Premium receipts.	Losses.
	\$	\$
1902.....	10,636,554	4,158,958
1901.....	9,650,348	6,774,956
1900.....	8,331,948	7,774,293
1899.....	7,910,492	5,182,038
1898.....	7,350,131	4,784,487
1897.....	7,157,661	4,701,833
1896.....	7,075,850	4,173,501
1895.....	6,943,382	4,993,750
1894.....	6,711,369	4,589,363
1893.....	6,793,595	5,052,690
Totals.....	\$78,561,330	\$52,185,869

Total losses in 10 years, 1893 to 1902.....	\$52,185,869
Total general expenses at the average of 32.6 per cent. of premiums.....	25,610,999
Total outlay for losses and expenses in 10 years....	\$77,796,868
Total premiums in 10 years .....	78,561,330
Total excess in 10 years of premium income over losses and expenses.....	\$764,462
Average annual excess do do .....	76,462
Percentage of excess on premiums.....	0.97 p. cent.

If the five years, 1898 to 1902, are taken, the results are as follows:—

Total premiums in the last 5 years.....	\$43,879,473
Total losses " " .....	31,674,732
Total general expenses " .....	14,304,717
	\$45,979,449
Excess of outlay over income in the past 5 years...	\$ 2,099,976

When the statistics of the fire companies are examined, as officially reported for 10 years past, it is found that, instead of their clearing "millions in profits every year," as was recently stated, they had a surplus of premiums over losses and expenses in 10 years that only amounted in the decade to \$764,462, and the whole of that and more was practically mortgaged to provide an unearned premium fund, so that really, not one cent of profits in the ordinary commercial sense, was realized by the fire companies between 1893 and 1902.

#### ATTACK ON CANADIAN PACIFIC RAILROAD STOCK.

BY AN ALLEGED PROMINENT BANKER!

EVIDENTLY SOME ONE IS "SHORT" OF PACIFIC.

An anonymous circular is being sent out from New York to bankers and others which reads as follows:—

"A Prominent Banker says:—'Canadian Pacific Railroad Stock is quoted at an absurdly inflated price. It should not sell any higher than stocks like Northern Securities, Southern R. R. Preferred or Atchison Preferred. Canadian Pacific ought to fall to 90, and probably will. Railroad experts consider \$90 a share a very fair price for it.'"

What is the position of the C.P.R., financially and as regards traffic?

The position of the C.P.R., is unique, its conditions are such as to render a fair comparison of this enterprise with other railways quite impossible. The line extends across this continent, then it has direct connections with Great Britain by its line of Atlantic steamers, and with the far East by its own Pacific fleet. Thus it is the only enterprise which has an unbroken line of ships and railway that connect Europe with China and Japan. It has also its own telegraph and express service, it owns and operates all the restaurants and news stands on its line, as well as a number of high class hotels. These are all contributors to its revenue. It also owns 15,000,000 acres of land in the Northwest, 3,933,000 in British Columbia, and on the comple-