

ingots into rail blooms instead of hammering them. The fly-wheel of the engine that is to drive this train weighs 70 tons, and the cylinder is 44 inches diameter and 50-inch stroke. This mill will roll 4-rail ingots. All the reheating will be done by four Siemens's heating furnaces. The blooming mill will be put in operation in the course of two or three months, but the company will continue to make hammered rails for parties who prefer them."

The Pennsylvania Steel Company has a capital of two million dollars. It owns 100 acres of land at Baldwin, on which, in addition to the works described, it has erected thirty-seven dwelling houses, a store, and a church edifice. The works were commenced in 1865, and have been in operation eight years. They have doubled their product within two years, and will turn out about 45,000 tons of finished rails this year.

The maximum price of rails last year was \$75 per ton; this year, \$65. And when we consider that a large protective tariff guards it, and that our government bought steel rails in the lowest English market at an equivalent with freight to about \$52, we can see the advantages to be derived at home. About 100 tons of bituminous coal, 90 of anthracite, and 30 of coke are consumed every twenty-four hours. The furnaces, rail mills, and forge are run day and night, with double and triple sets of hands. About 1,500 men are employed.

It will readily be admitted by the advocates of free trade that if we sought to develop the resources by contracting with a company like this in the Dominion the results would react favorably on our progress as a manufacturing nation, and that the revenue alone furnished by the working classes so employed would yield a direct profit to the Government which would thus be a *quasi* partner in the enterprise. The *Sun*, in speaking in another column of the growth of settlement along the Union and Central Pacific Roads, says: "Their financial experience in the creation of a traffic in the wilderness through which they were built gives ample proofs that trans-continental routes will pay as an investment."

#### THE MERCHANTS' MARINE INSURANCE COMPANY.

There are those who, whilst reading Shakespeare's "Merchant of Venice" scoff at the woes of Antonio, and say that he was rightly served for not taking out proper insurances on those

"Argosies with portly sail,—"  
the loss of which reduced him to such dire extremity, as, for a few ducats he might have been saved from

"Plucking the grass to know where sits the wind;  
"Peering in maps for ports and piers, and roads."

Although to his bantering friend he would reply:

"My ventures are not in one bottom trusted,  
"Nor to one place; nor is my whole estate  
"Upon the fortune of this present year."

yet the subsequent events proved the fallacy of his trust, and demonstrated the necessity of just such organizations as the one whose title heads this article.

It is true that similar institutions exist in different parts of the world as well as in our own Dominion, but it is very generally understood that it has been very difficult for our merchants to obtain such guaranty of indemnity from marine disasters as they have found necessary. Local and mutual organizations do not meet the want, as local ones are correctly described by one of our contemporaries as paying losses out of one pocket into the other, whilst mutual ones are always unreliable. The Merchants' Marine Insurance Company is composed of merchants from all the Provinces of the Dominion, officered by experienced and influential gentlemen; it has \$100,000 of paid up capital, of which \$50,000 is deposited with the Dominion Government. There remains \$400,000 of guarantee capital in case of necessity, as twenty per cent. only has been called in. It commences with a good business, under favorable auspices, and, of all our joint stock companies, seems to have the very surest prospects of success, without any fear of exciting any jealousies or rivalries by entering the field for active operations.

The annual meeting of the shareholders was held in the office of the Company, 55 St. Francois Xavier street, on the 14th inst. The chair was occupied by Mr. Wm. Darling, Mr. J. K. Oswald acting as Secretary. There was a large attendance of shareholders. Among them were noticed Messrs. Edward MacKay, Robert Benny, C. H. Gould, J. C. Hatton (the solicitor of the Company), J. Hodgson, James Lord, L. E. Morin, Sam. Waddell, James MacDougall, James O'Brien, T. W. Ritchie, Q. C., Capt. R. W. Shepherd, James Tasker, W. A. Charlebois, of Montreal; John Smith and W. B. Scarth of Toronto; Messrs. Dobell, Laird and Pemberton of Quebec; Mr. Wyld, of Halifax, and a number of others. A report of the position of the Company was presented. It appears that the license from the Government was obtained on the 24th of February, and that the Company are now in a position to commence business at once. Some conversation took place in reference to

the transfer of the business of the Quebec Fire and Marine Company to the Merchants' Marine. The best feeling prevailed throughout the meeting, and the Company commence operations with a strong Board, a fair business already secured, and the prospects of a long career of usefulness and profit. The following are the Board of Directors elected:—Messrs. William Darling, A. W. Ogilvie, Edward MacKay, C. H. Gould, Hon. P. Mitchell, Alex. Walker, James McDougall, James Lord, James O'Brien, W. B. Oswald, S. Waddell, A. Cantin, of Montreal, and Messrs. W. Withall, F. M. Audet, and D. C. Thomson, of Quebec.

#### AMERICAN COMPANIES AND THE PROPOSED LIFE INSURANCE BILL.

Correspondence from the Capital gives the names of a large and influential deputation of insurance men from American Companies who waited on the Finance Minister to protest against the proposed Insurance Bill. The following is the clause specially objected to:

"If, from the annual statement, as hereinafter provided for, or after examination of the affairs and condition of any Company, it appears that its liabilities to policy-holders in Canada, including matured claims and the full reserve or reinsurance value for outstanding policies, as hereinafter described, exceed its assets in Canada, including the deposit in the hands of the Receiver-General, then the Company shall be called upon by the Minister of Finance to make good the deficiency, and on failure to do so within thirty days, he shall withdraw its license.

"The assets, to the value as aforesaid, shall be vested in two or more persons resident in Canada, in trust for the Company, for the purposes of this Act, such Trustees to be appointed by the Company and approved by the Minister of Finance, and the said Trustees may deal with such assets in any manner provided by the deed of trust appointing them, so, however, that the value held by them shall not fall below that required by this section."

The object of the visitors is given in the *Gazette* thus: "Deputation explained that Mutual Companies could not give a preferential claim to Canadian policy-holders over their other patrons by making a special deposit for their benefit," and another correspondent makes them object to the retroactive aspect of the clause.

As we read the Bill, American Companies have little cause to complain. Had they been held to make the required deposit in Canadian securities, or if a