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**The Equitable's Anniversary.** The fortieth anniversary of the Equitable Life Assurance Society was celebrated at New York this week, and the proceedings occupied three days and some part of three nights. Commencing with a convention in the Waldorf-Astoria, of Equitable agents from all over the country, and ending with a banquet at the same palatial hotel, the celebration was one likely to linger in the memories of those privileged to be present. The hearts of those privileged to be present at the anniversary must have been filled with memories of the famous founder of this truly great company.

**News by Wire.** From Skagway, Alaska, via Vancouver, to New York comes the cheering news that the Dominion Government telegraph line is now completed to Five Fingers (a name very significant of a hand-covered drink, and one calling for parliamentary enquiry). If the present rate of progress in construction is maintained, it is estimated that telegraphing to Dawson will be possible in less than eight weeks from date. There is also some talk of a cable being laid from Vancouver to Skagway, and that London capital has been largely subscribed for this cable in order that the mining market of London may be in telegraphic communication with the gold fields of the interior.

Montreal and London will both benefit by being able to wire the latest news and instructions to Dawson and elsewhere.

**Insurance of Bogus Cargo.** United States insurance papers report the termination of a case which is said to have been in litigation for twenty-seven years. The captain of the British barque "L. E. Cann," with the consignee of a large part of her bogus cargo, which was shipped at Vera Cruz, Mexico, conspired to scuttle the vessel on her voyage to New York. Bills of lading for a supposedly valuable cargo were signed by the captain, and the Thames and Mersey and other companies issued insurance

certificates to the value of \$120,000. About twenty auger holes were bored in the barque, and she was then abandoned at sea as per agreement between captain and consignee. But the boring was not sufficient to sink a British barque, and she obstinately refused to founder, and was actually picked up by steamers dispatched to her assistance by the interested marine underwriters. Upon examination, the valuable and heavily insured cargo was found to consist largely of "refuse from a Mexican farm yard."

Then the trouble and litigation commenced, and the latter seems to have been peculiarly tedious. The barque was abandoned at sea in 1872, and a judge and jury in New York have only just given final judgment in favour of the Thames and Mersey. The report of the decision in this celebrated case merely mentions that none of the insurance money has been collected, and does not state if the precious pair of conspirators who loaded the "L. E. Cann" are still living and at liberty. Insuring and sinking a bogus cargo, although difficult of accomplishment, would seem to be one of the risks incidental to a marine insurance business.

**Canada in London.** The mineral resources of the Dominion are being boomed in Great Britain, and nearly every financial journal published in London gives more or less attention to British Columbia. Investors and speculators are introduced to profitable mining investments by means of glowing accounts of the wonderful wealth of that province. But, lest the character of any Canadian mining enterprise should suffer by reason of misrepresentation or the ill-advised haste of investors, some timely advice is being tendered to the Britishers in search of something good in gold mines. They are reminded that Rossland and other camps can be reached in ten or twelve days from London, and are urged to visit our Golden West and see what Canadian labour and capital is achieving. Canada has plenty of employment for men and money, especially the men and money of the United Kingdom.