

FIRE INSURANCE MATTERS.

It is learned from Canada "Gazette" that the Richmond & Drummond Fire Insurance Company has been granted license to do business in Canada. Head office of the company at Richmond, Que.

The council of Richmond, in the Province of Quebec, has passed a by-law for borrowing \$25,000 to improve the town's water system, chiefly, it is stated, with the object of providing efficient fire protection.

A circular issued from Montreal by the Queen Insurance Company of America to its agents, says: "The loss of this company by the great conflagration at San Francisco will amount to \$1,300,000 in round figures, and the individual losses making up this total are even now in process of adjustment and will be closed as speedily as possible and paid forthwith in accordance with the well-known traditions of the company. On January 1st, 1906, the Queen's net surplus to policyholders over all liabilities amounted to nearly \$4,000,000, which surplus has been considerably increased since that date, and we can pay the above loss without appreciably reducing our net surplus."

The Chicago Board of Underwriters, realizing the frequency of spontaneous combustion in soft coal, are becoming nervous over the large stocks of that commodity that have been collected in anticipation of strikes among the operatives. They have sent the Building Managers' Association of that city a request that unusual precaution be taken if they store large amounts on their premises. It is suggested that perforated pipes be run at intervals through the piles, so that water can be forced to the seat of the trouble if fire should break out. The occupant of one large building, however, does not like this proposal, holding that there

are other ways, safer and more economical, of attaining the same result. He declares that a large part of the coal now being stored is not likely to cause a fire hazard, and that the flooding of the coal would be destructive to the steam value of the coal.

At the time of the great conflagration, 1877, in St. John, New Brunswick, which caused a loss of fifteen millions of dollars, San Francisco citizens subscribed \$7,000 towards a fund for the relief of the Canadian city. All the money sent in on that occasion has not been used, not being needed. Now the proposal is made, and the proposal seems to us a proper one, that the unexpended balance of this distress fund be sent to the San Francisco sufferers.

—Judging from despatches we have seen from New York, the authorities of that city are becoming alarmed at the manner in which Montreal is forging ahead as a shipping port to the detriment of the former. Montreal shipping companies, with the co-operation of the railways, are enabled, they see, to use the dock system at practically no cost for their freight business. Mayor McClellan, of New York, has, at the request of the sinking fund commission, appointed a commission to consider the question of rates on pier privileges in the seven great freight piers, which the city has just completed at a cost of \$20,000,000 on the North River front, between Charles Street and Twenty-second Street. He did this because the city dock commissioner declared that the business of the port was steadily growing less, and that the sea ports of Montreal, Norfolk, Boston and New Orleans were profiting because of the niggardly policy of the city.

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The Fox Lumber Co., of Skagit county, Wash., has bought a saw-mill at Gibson's Landing, Howe Sound, B.C., and will make a specialty of cedar for interior finishing purposes.

Water was let in at the Lachine Canal, Montreal, for the first time this season on Saturday afternoon, and dozens of barges have passed through with freight for the ocean steamers leaving port this week. A good many repairs have had to be made to the canal during the past month or so, but in spite of that it was opened two or three days earlier than usual. The new Grand Trunk elevator, located near the Montreal entrance of Lachine Canal, and operated by the Montreal Warehousing Company, was formally opened on Saturday in the presence of a large gathering of prominent railway, steamship, commercial and public men, including Hon. L. P. Brodeur, Minister of Marine and Fisheries. This elevator is regarded as perhaps the most thoroughly equipped structure of the kind on the continent. It is absolutely fireproof, the materials of construction consisting entirely of steel and cement. The bins which contain the grain are rectangular in shape instead of cylindrical. There are 144 of them, and they vary in capacity from 2,750 bushels up to 11,000 bushels. The motive power throughout is electricity, with a total horse-power of 1,408, distributed over nineteen motors. There are ten elevator legs, five of which are used for receiving, and all can be used for delivering. There is also a marine leg for elevating grain from vessels in the Lachine Canal basin alongside, with a capacity of 15,000 bushels per hour.

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