

The receipts of the Canadian Pacific, Grand Trunk, and other railways in Canada up to date of latest returns show increases over those for same period last year. They were as follows as given in the *Canadian Gazette*:

	1895.	1894.	Increase.
C.P.R.....	\$2,296,000	\$2,230,000	\$66,000
G.T.R.....	1,409,936	1,359,262	50,674
Que. Central.....	245,809	220,733	25,076
Windsor & Annapolis....	473,500	433,440	40,060
Calgary & Edmonton	26,702	22,765	3,937
Qu'Appelle, profits made..	6,466	1,996	4,470

The President of the Central Pacific has declared the line incapable of paying its debt to the U.S. government. He is quoted as saying: "It's no use making any bones about it, the road cannot pay the debt, and, what is more, it was never expected that it would. The government can take the road if it wants, with its first mortgage bonds, and run it. But it would be far wiser and better for it to refund the debt at a lower rate of interest, and for longer time, say 100 years, at two per cent." A two per cent. loan for a whole century would be a splendid financial operation for the borrower, but Uncle Sam is not likely to grant it.

Correspondence.

We do not hold ourselves responsible for views expressed by Correspondents.

TORONTO LETTER.

The movement to reduce rates receives a check—The Co-insurance clause as now applied is invalid—The "Merryweather" rejected—Tenders for two new steamers to be called for—The "Stamp" mill grinds "exceeding small"—Some of the grist is good, though—A \$12,000 fire—Accident to J. J. Higman—The last heat of 1895 approaches.

DEAR EDITOR,

I conclude from what I hear and see, that the fire insurance agents of this city are of one mind with the general public, in clamoring for a reduction of the present rates, and indeed they make no secret of their feelings in this direction. The head offices are being pressed, urgently pressed, to grant, at least a reduction in the extra 25 cents rate, imposed last March, as a recognition that the fire appliances have so far been improved, although not yet brought up to the required efficiency and completeness demanded by the Underwriters even before the conflagrations of this year. Unfortunately for the advocates of reduced rates, whilst the managers of companies are supposed to be considering this question, the Toronto Council decided to reject the Merryweather engine. This is likely to postpone for the present any reduction taking place, even if contemplated.

It now appears that the co-insurance clause, which it is a rule to attach to policies with consent of insured, and in consideration of which consent a saving is effected of 20 per cent. of the premium, is of no value and not binding on the insured, unless printed as an "Additional Condition" on the back of the policy as provided by the Ontario Statute. Even then, the value is a questionable one, its application in a loss claim being subject to the decision of the judge, should dispute arise, and he might or might not consider it a "just and reasonable" condition, and judges sometimes take very unexpected views of these matters. This late ruling of the Ontario courts will disturb the fire insurance companies greatly. As regards future contracts, they can protect themselves no doubt in some way; but existing contracts, where the rebate has been allowed in consideration of the attachment of the clause to the policy, are in the predicament of having given a cash consideration for an agreement that it now seems is unlawful, and may be repudiated by the claimant under a loss. It may be that some other clauses

in constant use by the companies operating in Ontario, and for which important reductions of rate are likewise given to the insured, may in like manner be now invalid. Such say as the Average Lumber Clause, etc. I should suppose that if not earlier taken up by the committee having charge of such matters, this new feature in insurance practice in this Province will receive considerable attention at the next meeting of the C. F. I. A.

As you correctly note in last issue, the Toronto City Council has refused to accept the Merryweather engine, and so we are reduced again to two engines, with the permitted use of another, so long as the maker and owner of it chooses to leave it in the City's charge. The objection to the Merryweather was its great weight, 7,462 lbs., as the representative of the firm states. There would be a risk that in certain seasons, and once off certain streets, that the wheels of this engine would sink into the ground and render its progress doubtful. Toronto, unfortunately, is not favored with the hard road-beds you have in Montreal. The Fire and Light Committee have now called for tenders for two steam fire engines, and may purchase one or both of them. One engine is to have capacity to deliver 900 to 1,000 gallons a minute, weight without supplies to be 7,000 lbs.; and the other, a capacity of 800 gallons and a weight of 5,000 lbs. The agent of the Merryweather Co. being still here, it is expected he will tender on behalf of his firm.

It is remarked that an indirect but very important service has been brought out in operating the stamping system here, by the fact that it is absolutely necessary for rating purposes that all policies be fully and correctly worded, not only in the items of construction and roofing, but also as regards occupancy. Instances are only too often met with in the past of policies running along below tariff rates, owing to faulty and deficient wording in the description. Such faults may not always have been intentional, but look that way, as, for instance, a wording as follows:—"On a brick dwelling, detached, situate, etc., etc.," might be rated either as first class or second class, or even third class, if brick-encased was intended. Then the occupation might be charged for as a grocery, ignoring the fact that a second tenant under the same roof of a higher rate (which rate should govern all) was there. It ought to be worth something to the Head Offices to know that their policies now will cover in clear terms, and that they receive the premiums for the exact hazards they are carrying.

The high winds lately prevalent here are responsible for the extent of a smart fire in the Western Cattle Market Annex on the 26th inst., loss said to be \$12,000. Some C. P. R. cars were burned at the same time.

The *Toronto World* has made a rough estimate of the costs of this trial, which is interesting. Crown side—Counsel and attorneys' fees, etc., \$6,000; jurors' fees, \$624; constables (21), \$682; witnesses, \$350; incidentals, \$500; total, \$8,156. If a proportion of his Lordship's salary, clerks, stenographers, etc., be added, the grand total becomes \$9056. The expenses of the defence are, however, vastly greater: Leading Counsel, Mr. Wellman, \$7,800 (\$300 a day); five other associates, \$10,400; Pinkerton detectives and witnesses, \$6,500; incidentals, \$1,300; total \$26,000.

I regret to say that Mr. J. J. Higman, manager of the Marine Department of the British America, some ten days ago met with a serious accident by falling off his bicycle, while crossing in front of a trolley car. His many friends sympathize with him in his trouble, whilst glad it was no worse, and hope for his speedy return to business, although weeks must elapse before this occurs. In my last letter I recorded the death of another representative of the B. A. from injuries received from a similar accident.

As December approaches, and companies draw near to their twelfth and last heat in the running of 1895, their hopes, fears and anxiety increase. So many fair records for eleven months of a year have been spoiled during the last month, and in such