

Insurance Rates on the Atlantic Route.

The question of insurance rates on vessels and cargoes arriving at or departing from Canadian ports is of such great importance to the trade of the Dominion generally that no opportunity should be lost of urging on those chiefly concerned the desirability of bringing such rates more into conformity with those charged on vessels trading with other ports on the continent.

The Shipping Federation of Canada, the Dominion Marine Association, and the Canadian Manufacturers Association, have at various times taken this matter up with the Government, and although on some points there have been slight modifications, it is still evident that Canada is being discriminated against by the underwriters so far as the rates of marine insurance upon the St. Lawrence, and in fact in the whole of British North America, are concerned.

The Department of Trade and Commerce has recently prepared a statement of the rates of marine insurance between Canadian Atlantic ports, including those in the Gulf of St. Lawrence and the Bay of Fundy, and ports in the United Kingdom, also between Boston and New York and ports in the United Kingdom, and what change, if any, has been effected in the rates between Canadian and United Kingdom ports by the establishment of aids to navigation during the past ten years. The statement shows the various rates for each year from 1903 to 1912 inclusive, but for purposes of comparison the rates on hulls for 1903 and 1912 only are quoted, as follows:

Name	1903	1912
Allan	8s 0d	87s 6d, 92s 6d, 100s 0d
C. P. R.	84s 0d	105s 0d 107s 6d 110s 0d
Donaldson	150s 0d, 180s 0d,	
Elder Dempster	120s 0d	120s 0d excess of 3%, partial damage.
Furness, Withy and Manchester Liners.	168s 0d	120s 0d
Thomson	160s 0d, 200 0d, 252s 0d	160s 0d to 360s 0d
Oceanic Steam Nav. Co.		75s 0d

The above rates are in shillings per £100. Changes in rates are in some cases due to different policy conditions, these being affected by a variety of conditions. Insurance which is not covered by the underwriters is undertaken by an indemnity club, a mutual association of shipowners who take certain risks, such as under 3%, accidents to crews, etc.

It would appear from the figures given that there has been a general increase in the rates on hulls since 1903. The rates on vessels trading between United States ports and the United Kingdom for 1903 and 1912 were as follows:—

Name	1903	1912
Allan	80s 0d	87s 6d, 92s 6d, 100s 0d
Atlantic Trans- port	50s 0d, 60s 0d, 70s 0d	15s 0d in excess of £200,000.
American Line	80s 0d	
White Star	50s 0d	
Furness, Withy and Manchester Liners	126s 0d	120s 0d
Hamburg American	27s 6d total loss	20s 0d total loss and general average.
North German Lloyd	60s 0d	
Cunard	50s 0d, 60s 0d	50s 0d to 100s 0d

It will be noted from this that the rates on the Allan Line vessels are the same in each case, Montreal being the chief Canadian port in the summer, and Portland, Me., the chief port in the winter, and that the rates on the Furness Withy, and Manchester Liners, are also the same for Canadian ports as for U.S. ports, there being a reduction of 28½% in the Canadian rate, and about 5% in the U.S. rate, during the past 10 years. No practical comparison can be made in the cases of the other companies, as so many conditions, comprising ownership, age of vessel, etc., enter into the making of a rate. The rates on cargoes, and more especially on grain, are perhaps of more direct importance to the Great Lakes trade, as it is claimed that that is the cause of such a large proportion of Canadian grain passing through U.S. channels. The average season rate of insurance on grain from the St. Lawrence to United Kingdom ports, with the

exception of Manchester, was 25½c for each \$100 insured, the Manchester rate being 32½c, and for tramp steamers with full cargoes of grain, 61c. As against this, the rates, via New York, Boston, etc., were 15c in first class vessels, 17½c in second class vessels, and 50c in tramp steamers with full cargoes of grain. Since 1909, when the rate on the St. Lawrence was 35c, for Manchester 39c, for tramp steamers 80c, and the U.S. port rate 17½c and 20c, for first and second class vessels respectively, and 50c for tramp steamers, there have been reductions of 9½c in the St. Lawrence rate, 6½c for Manchester, and 19c for tramp steamers; and in the U.S. rate a reduction of 2½c, the rate for tramp steamers remaining stationary. Although this comparison of rates serves a certain purpose, it should not be taken as a perfectly fair one, as towards the close of the St. Lawrence navigation season, when there is apt to be a rush of grain shipments, the insurance rate is increased materially, while, of course, the U.S. rate is the same all the year round. Thus, during the 1912 season, the rates were as follows:—May 1 to Sept. 15, 25c; to Sept. 30, 27½c; to Oct. 15, 30c; to Oct. 20, 37½c; to Nov. 15, 40c; and to the close of navigation, 45c; all to Liverpool. On the winter routes from Halifax, or St. John, the rate is 22½c, against the U. S. rate of 15c, while the rate on Furness Withy and Manchester Liners for 1912 was 30c, exactly 100% higher than the U.S. rate.

During the 1912 lake navigation season, approximately 113,000,000 bush. of grain were shipped from Fort William and Port Arthur by vessels, and of this total 41% passed through U.S. channels. The estimated value of grain shipped from Montreal during 1912 is \$25,000,000, which, if insured at the average rate in 1900 of 56c, would have cost \$140,000; and at the 1912 rate of 25½c, \$63,750, a saving in 12 years of \$76,250. The extra cost of shipping via Montreal, as against New York, on the same basis, would have been \$90,000 in 1900, and \$26,250 in 1912, showing a reduction in extra cost of \$63,750.

List of Steam Vessels Registered in Canada during July, 1913.

No.	Name	Port of Registry	When and Where Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
133535	Acadia	Ottawa	1913 Newcastle, Eng.	170 0	33 7	19 1	846	439	177n.h.p. sc.	Swan Hunter and Wigham Richardson, Wallsend Eng.
133867	Digges	Vancouver, B. C.	1880 Victoria, B.C.	69 3	14 2	6 7	64	44	20 "	A. R. Bissett, Vancouver, B. C.
133933	Geo. Bothwell	Ottawa	1913 Buckingham, Que.	72 8	15 6	6 6	71	42	14 "	River Lieve Navigation Co., Buckingham, Que.
127549	H. C. Henry	Vancouver, B. C.	1909 Greenock, Scotland	360 0	49 0	26 9	4219	2553	446 "	Stemer H. C. Henry Ltd., Vancouver, B. C.
133861	Hero No. 1	Vancouver, B. C.	1902 Ballard, Wash.	50 4	14 9	6 2	31	21	14 "	City of New Westminster, B. C.
133932	Karluk	Ottawa	1884 Benicia, Cal.	125 6	27 0	14 2	321	208	21 "	Minister of Naval Service, Ottawa
133741	Natironco	Toronto	1892 Detroit, Mich.	225 0	35 0	13 7	1079	542	46 "	Canada Interlake Line Co., Toronto (2)
116613	Norcom	Dawson, Yukon	1908 St. Michael, Alaska	130 0	28 6	4 2	508	397	10 "	Canadian Yukon Navigation Co. Ltd., Dawson, Y.

List of Sailing Vessels and Barges Registered in Canada during July, 1913.

No.	Name	Port of Registry	Rig	When and Where Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
137866	D. G. No. 8	Vancouver, B. C.	Scow	1913 Eburne, B. C.	39 0	14 5	4 0	33	Dewdney Gravel Co., Eburne, B.C.
133815	Elma M.	Lunenburg, N. S.	Schr.	1905 Tancook, N. S.	40 2	10 0	5 2	10	Macdonald, Stonehurst, N.S.
133668	F. C. Twobig	Halifax, N. S.	"	1910 Sambro, N. S.	40 0	10 5	5 4	10	A. Twobig, Pennant, N.S.
133971	Gilley No. 5	New Westminster, B. C.	Barge	1909 New Westminster	90 0	30 0	7 6	189	Gilley Bros., New Westminster, B.C.
133879	Granby No. 1	Vancouver, B. C.	"	1875 Bath, Me.	205 6	39 0	24 0	1294	Granby Consolidated Mining, Smelting and Power Co., Grand Forks, B.C.
133972	J. W. P. No. 4	New Westminster, B. C.	"	1913 New Westminster	94 3	32 0	8 0	213	J. W. Pike, New Westminster, B.C.
130436	Lyman M. Davis	Sarnia, Ont.	Schr.	1873 Muskegon, Mich.	123 0	27 2	9 0	198	J. Graham, et al, Kincardine, Ont.
133994	Marie Justine	Chatham, N. B.	"	1913 Caraque, N. B.	44 0	14 7	5 9	22	J. A. Doiron, Caraque, N.B.
133754	Mildred H. Cochran	St. John, N. B.	"	1874 East Haven, Conn.	117 0	32 7	8 8	245	W. B. Bentley, St. Martins, N.B.
133776	Oil Transport, No. 1	Victoria, B. C.	Barge	1913 Victoria, B. C.	90 0	32 0	8 4	201	Victoria Machinery Depot Co., Victoria B.C.
133862	P. S. B. & D. Co. No. 15	Vancouver, B. C.	Scow	1913 Seattle, Wash.	46 0	19 5	5 0	35	West Coast Bridge and Dredging Co., Vancouver
133870	P. S. Co. XXI	"	"	1913 New Westminster	53 5	18 2	4 0	35	Packers Steamship Co., Vancouver, B.C.
133871	P. S. Co. XXII	"	"	1913 " "	53 5	18 2	4 0	35	" "
133934	P. W. D. No. 123	Ottawa	Dredge	1913 Ottawa	90 0	35 0	7 8	404	Minister of Public Works, Ottawa
133864	Paget No. 11	Vancouver, B. C.	Scow	1903 Seattle, Wash.	82 2	24 0	8 0	127	West Coast Bridge and Dredging Co., Vancouver
130880	V. L. I.	New Westminster, B. C.	Barge	1913 New Westminster	88 0	30 0	8 2	187	V. Larson, New Westminster, B.C.