

LIABILITIES

MARINE INSURANCE IN THE ST. LAWRENCE.

Loans from other banks in Canada secured.	Deposits by other Canadian banks, payable on demand or at fixed date.	Balances due to other Banks in Canada in daily exchanges.	Balances due to agencies of the bank, or to other banks or agencies in foreign countries.	Balances due to agencies of bank, or to other banks or agencies in United Kingdom.	Liabilities not included under foregoing heads.	Total liabilities.	Directors' liabilities.
.....	377,314	1,976	5,461	7,254	4,625	13,369,655	716,830
.....	447,942	27,553	51,168	1,239,335	2,709	33,418,490	428,453
.....	.....	61	100,000	158,046	.....	16,862,565	392,000
.....	.....	1,319	.....	421,011	.....	7,556,616	222,288
.....	.....	2,097	.....	502,970	.....	8,438,097	239,528
.....	21,386	5,142	9,806	458,155	.....	15,635,328	122,326
.....	.....	1,862	1,179	42,647	.....	7,179,535	133,607
.....	.....	.....	.....	.....	15,237	10,628,422	333,045
.....	.....	.....	.....	.....	.....	9,164,971	274,672
.....	.....	.....	.....	.....	.....	1,959,836	1,099
.....	1,296,269	57,851	.....	.....	.....	59,496,043	1,048,000
.....	58,036	44,314	217,113	.....	11,920	14,613,377	.....
.....	.....	502	.....	4,352	5,098	1,322,856	47,338
483,333	.....	30,875	79,382	42,308	.....	3,397,507	144,252
.....	.....	.....	.....	.....	87,906	6,134,382	117,954
.....	840,404	7,708	.....	.....	113	14,985,816	333,800
.....	1,402,594	4,995	.....	181,342	11,717	19,858,692	482,419
.....	.....	16,877	.....	54,524	.....	4,753,277	314,027
.....	95,193	5,597	.....	478,061	.....	8,999,751	389,258
.....	879	2,124	.....	.....	.....	8,416,985	24,740
.....	.....	.....	.....	.....	1,347	413,805	12,426
.....	.....	.....	.....	.....	4,500	1,109,082	24,991
.....	.....	10,949	25,161	77,576	.....	6,252,213	235,034
.....	.....	.....	.....	.....	609	14,799,934	96,620
.....	458,006	2,855	91,480	.....	2,457	11,625,819	403,001
.....	324,884	.....	.....	545,456	1,694	2,376,394	163,267
.....	15,137	.....	.....	.....	.....	3,265,182	113,856
.....	22,683	.....	.....	175,173	59,231	3,392,190	18,596
.....	.....	.....	.....	6,008	1,699	650,158	59,387
.....	.....	.....	.....	.....	1,544	217,971	18,075
.....	1,802	.....	.....	.....	1,941	910,028	86,639
.....	.....	.....	.....	.....	.....	2,734,330	16,003
.....	139,036	.....	.....	.....	69	386,596	91,131
.....	523	.....	687	.....	172	431,781	60,274
.....
.....	95,295	5,937	27,331	58,031	174,266	7,331,886	.....
.....	4,958	.....	.....	.....	.....	194,162	8,914
.....	.....	.....	.....	.....	763	419,662	88,481
491,333	5,004,981	223,246	616,882	4,437,249	389,400	322,704 0 0	7,300,781

ASSETS.

Loans to the Government of Canada.	Loans to Provincial Governments.	Overdue debts.	Real Estate owned by bank not bank premises.	Mortgages on real estate sold by the Bank.	Bank pre-mises.	Other assets not included under the foregoing heads.	Total assets.	Average amount of specie held during the month.	Average amount of Dominion Notes held during month.	Greatest amount of Notes in circulation at any time during the Month.
		10,073	220		200,000		17,530,837	642,060	1,227,700	1,743,000
		313,019	111,835	107,237	824,424	1,290,385	40,731,492	399,000	971,000	3,920,000
		28,185	50,779	9,571	321,940	10,495	20,186,329	710,000	954,000	1,361,000
		550	30,000	10,000	152,900		8,824,825	87,500	201,300	990,400
		21,884			110,767	30,677	10,927,161	167,321	313,325	887,990
		46,524	11,960	116,996	372,217	44,526	19,602,483	531,397	1,085,157	1,691,528
		2,843	9,425	300	159,679	18,040	8,186,196	114,000	299,092	722,635
		41,449		38,763	353,728	91,555	13,311,074	207,000	486,000	1,949,000
		48,287	5,736	11,580	138,621		12,077,682	189,718	626,773	1,395,810
		25,431	42,398	4,250	5,654	10,371	2,485,641	22,994	23,036	304,115
	738,431	74,379	44,305	25,000	600,000	399,648	79,636,708	2,194,000	3,168,000	5,923,385
	912,126	95,588	18,241	3,330	330,000	1,650,025	19,621,598	434,241	963,906	2,138,170
		385,114	518,921	8,455	306,259	7,283	1,298,908	15	56	15,004
		86,360	29,106	65,313	130,000	164,401	4,915,587	11,885	6,062	498,166
		87,639	45,917	41,931	36,842	57,011	8,069,719	243,912	497,908	1,243,912
		84,594	33,931	1,481	190,000	114,588	18,875,999	398,767	723,316	1,937,852
		204,319	34,371	36,623	583,659	142,359	28,649,632	458,349	1,029,37	3,026,779
		28,026	18,259		137,544	32,527	6,300,493	81,055	276,357	1,189,642
		66,871	84,958	37,903	206,715	180,018	12,454,117	216,591	1,167,161	1,695,234
		24,238	149,195	13,236	252,066	10,380	10,988,394	36,263	300,187	1,483,441
		25,422		8,573	14,170	10,997	709,459	6,450	13,900	157,465
		58,106	33,229	70	19,181	22,955	1,538,082	10,836	8,137	983,475
		27,483	49,634	48,838	128,621	61,537	8,712,278	118,607	129,284	1,219,660
	264,266	80,460	1,122	2,000	35,135	6,534	18,727,573	582,580	1,045,119	1,656,371
	159,046	32,011	30,235	35,000	60,000	23,462	15,310,167	463,985	848,749	1,890,648
	40,000	34,338	65,977	2,647	63,277	4,540	3,979,032	34,074	160,456	661,437
		26,076			52,000		4,078,293	53,476	167,276	492,885
	43,602	33,858	6,016		1,800	5,000	4,317,76	70,297	167,020	190,250
	65,000	73,919	9,193		8,000	450	11,041,129	36,932	28,424	86,549
		846			23,442		523,662	3,290	6,213	53,626
	50,749	14,847			22,545	1,687	1,361,149	21,803	25,085	167,872
	26,320				30,000		3,959,656	130,518	188,618	480,050
	5,990				8,500	4,000	731,608	6,801	8,776	110,101
	18,360	42,578			12,000		684,892	9,730	9,430	105,184
	276,292	135,832	98,471		103,229	90,877	8,501,517	789,396	936,872	1,168,240
		3,590			250		260,828	1,479	2,783	39,418
	193	9,113	335	1,133	10,392	5,950	702,083	2,976	4,575	123,132
1,981,663	2,313,145	1,710,865	629,634	6,041,048	4,692,283	117,804,124	9,415,553	17,948,196	42,447,841	

M. COURTNEY, Dep'ty Min. of Fin.

Canada has a grievance in connection with the high rates of insurance that are charged on vessels trading to and from her ports. It can scarcely be called a new grievance, seeing that it has existed for many years, but recent events have tended to bring it more prominently to the front. Within the last few weeks the authorities of Lloyd's have decided that in addition to the guinea per cent., which has long been chargeable all the year round on vessels trading with the Dominion, an additional sum of two guineas per cent. should be paid on them if their voyages are made on and after the 1st of September. This is the last straw that has raised the ire of the shipowning and commercial classes in our North American colony, and has led them to agitate for a complete removal of the discrimination in the insurance rates. With the object of enforcing their arguments on the point, the Hon. R. R. Dobell, one of the members of the Canadian Ministry, has come to this country, and is at present bringing his influence to bear, not only on Lloyd's, but on Chambers of Commerce throughout the United Kingdom. The case he presents seems so strong as to demand serious attention.

At one time, beyond all doubt, the difficulties connected with the navigation of several of the Canadian rivers, and more especially of the St. Lawrence, were calculated to increase the ordinary risks, and to justify the imposition of higher rates on policies. According to Mr. Dobell, however, these difficulties have now been reduced to a minimum. On the St. Lawrence, for instance, where fogs abound, and where warning signals were few, great improvements have been effected, including the erection at Belle Isle of one of the best fog sirens that could be obtained. A new lighthouse has also been erected on the coast of Newfoundland, opposite Point Armour, so that ships can take their course from this light instead of as formerly from Anticosti, and be guided up to what is known as the Traverse. That channel, again, which was previously served by two lightships liable to be moved from their moorings during stormy weather, is now provided with a permanent lighthouse.

As the result of these and other reforms, the casualties in the St. Lawrence are rapidly diminishing. The experience in this respect of the firm to which Mr. Dobell belongs may be taken as typical. Last year, out of 249 steamers loaded by that firm for the navigation of the St. Lawrence, only one was lost. This year, so far, they have sent off 198 steamers without any loss whatever. And yet all these steamers are being called on to pay rates of insurance to an extent that severely handicap them in their competition with American boats. Another illustration of the anomalies that attend this discrimination is to be found in the memorial sent to Lloyd's from North Sydney, Cape Breton. This harbor bears much the same relative position to North American ports that Queenstown bears to those in the United Kingdom. It is free from all dangers of coastal navigation and claims to rank among the safest ports of the world. As a consequence, its trade is advancing rapidly, the coal shipments alone having increased in the last twenty years more than tenfold. All the same it has to bear the burden of the restrictive clause in Lloyd's policies. The Marine Insurance section of the London Chamber of Commerce has passed a resolution in favor of the modification of the existing Canadian rates, and should this example be followed elsewhere, redress ought not to be long in coming.—Glasgow Herald.