ROYAL INSURANCE COMPANY;—Continued.

LIFE DEPARTMENT.

During the year 3,153 new Policies were issued for **$6,680,050**, the corresponding Premiums being **$288,-610**. Of the sum assured **$400,000** was reassured with other Offices, at premiums amounting to **$16,090**. The Proposals declined during the period amounted to **$486,660**. The total income from Premiums, after deducting Reassurances, amounted to **$3,405,125**, and the Interest received from Investments, exclusive of that on the Annuity Fund, was **$157,805**.

In the Annuity Branch the Purchase-money received for new Annuities, together with the Premiums on contingent Annuities, amounted to **$474,945**, and the interest to **$10,290**. Fifty-two Annuities expired during the year, the annual payments on which amounted to **$8,225**.

LIFE ASSURANCE ACCOUNT.

1905.		1905.	
Amount of Life Assurance Fund at the beginning of the year	$41,235,570	Claims under Life Policies including Reversionary Bonuses after deduction of Sums Reassured)	$2,626,435
Premiums after deduction of Reassurance Premiums	3,405,125	Surrenders	273,769
Interest	1,517,805	Bonuses in Cash	505,245
Assignment Fees	1,530	Commission	186,945
		Expenses of management	241,750
		Amount of Life Assurance Fund at the end of the year, as per Balance Sheet	42,325,895
	$46,160,030		**$46,160,030**

ANNUITY ACCOUNT.

1905.		1905.	
Amount of Annuity Fund at the beginning of the year	$3,058,770	Annuities	$277,960
Consideration for Annuities granted	474,950	Commission	7,075
Interest	110,290	Expenses of Management	5,070
		Amount of Annuity Fund at the end of the year as per Balance Sheet	3,353,905
	$3,644,010		**$3,644,010**

$5 taken as equivalent to £1 stg. in above.

Examined and found correct.

JAMES M. CALDER,
JOHN DEMPSTER,
Auditors.

Liverpool, 3rd May, 1906.

LONDON LETTER.

FINANCE.

London, June 9, 1906.

It is rather unfortunate that just at the time when trade generally is looking good that there should be substantial reasons for anticipating depression in shipbuilding. There is a remarkable dearth of new orders, and during the last three months in particular the number of contracts signed for cargo carrying tonnage have been extremely few. Of course specifications are out for the building of twenty steamers for the Brazilian Lloyd and it is also stated that an order is about to be placed by the British India Steam Navigation Company for twenty up-to-date steamers to be built by Belfast and Sunderland builders. There may be work enough on hand at the various shipyards to last over the autumn but after that, if new business is not forthcoming the outlook will be serious.

The satisfactory Board of Trade returns which characterized the early months of the year gave promise of full employment for shipping; but, unfortunately, freights ruled low. To-day homeward business in the Black Sea, Eastern, River Plate, and Baltic markets is disappointing and many owners having no use for speculatively-bought boats, are offering them for sale. These are sufficiently numerous to constitute an incubus which must be got rid of before there can be any revival in ordering.

The present state of things has also, no doubt, been accentuated by the new load line, which has added thousands of tons to the carrying power of our mercantile marine. Even old boats have become profitable, and the extra space spread over a company's fleet has been known to be equal to the addition of a new vessel. In fact, one well-known Liverpool company, trading to China and Japan has now an increased cargo capacity of 8,000 tons for one voyage of their fleet. Some judges, however, are of opinion that the deeper loading now possible may lead to a revival in the industry. Greater cargo space, they contend, means cheaper freights, which, in turn, should lead to trade development and, consequently brisker demand for tonnage.

INSURANCE.

Just for a moment there is something of a breathing space in the insurance tumult. When giants are in conflict periods of fatigue must intervene just as surely as they do when persons of normal magnitude are engaged in heated controversy. It is regretable to notice that some other insurance companies have followed the example of the North British and Mercantile in endeavoring to secure the support of the policy-holders in the Mutual Life of New York. One prominent Scottish Company has issued a circular with that object in view. The great pity is that the less responsible companes may feel themselves justfied in making impossible offers.

The Manufacturers' Life of Toronto is steadily at work in endeavoring to build up a substantial connection in this country. At its head quarters at Ludgate Hill several keen minds are at work planning out extensive campaigns. Its undeniable, however, that the American "scandals' have erected a big berrier in the way of doing business by a new American company quickly. The people at the head of the Manufacturers' Life's London branch are in no way dismayed, however, and are confident that it can equal the success of the Canada Life here in time. The success of the company last mentioned over here has of course, been extremely creditable.