

The insurance which amounted to \$38,500 will be a total loss to the following companies:

| | | |
|---------------------|--------------|----------|
| | On Building | |
| Hand In Hand..... | | \$5,000 |
| Royal..... | | 5,000 |
| Norwich Union..... | | 5,000 |
| Alliance..... | | 5,000 |
| Etna..... | | 2,000 |
| Metropolitan..... | | 5,000 |
| London-Mutual..... | | 5,000 |
| | | <hr/> |
| | | \$32,000 |
| | On Contents. | |
| Standstead..... | | \$2,500 |
| Anglo-American..... | | 4,500 |
| | | <hr/> |
| | | \$3,500 |

SAN FRANCISCO.

We have before us a letter from the Editor of our esteemed contemporary, "The Pacific Underwriter," San Francisco, from which we are glad to learn, that notwithstanding the havoc wrought by the earthquake, and the resultant inconvenience in the publication of journals, the management have surmounted all difficulties and with one exception have issued the paper regularly since April 17.

Judging by reports from San Francisco, the fire companies, transacting business there, have not so far inserted in their policies any new earthquake clause. This may come later on. In the meantime quite a number of companies, are raking in the premiums.

The Nothern Assurance Company, London, Eng., have adjusted and paid claims to the extent of \$3,020,848.

The Hartford Fire Insurance Company have paid claims to the extent of \$5,370,000 for losses sustained by the recent conflagration, in San Francisco.

RAILROAD SECURITY HOLDINGS.

On the 30th June, 1905, the item "Acquired Securities" stood in the Canadian Pacific Railway's balance sheet at \$52,300,534, and the par value of the securities making up this total amounted to \$97,404,078; in the balance sheet for 30th June, 1906, just issued, the securities are carried at \$52,492,909, and the schedule accompanying the balance sheet shows their par value to have been \$97,669,353. The acquisitions were:

| | | |
|--|------------|------------|
| St. John Bridge and Ry. Extension..... | Com. Stock | Par value. |
| Kingston and Pembroke Ry., Second Pfd. | " " | \$200,000 |
| Do | Ord. | 250 |
| | | 5,025 |
| | | <hr/> |
| | | \$205,275 |

As the increase in acquired securities amounts to \$191,819 the presumption is that this sum was paid for the lot. The reason for the acquisition of the St. John Bridge stock is set out in the 1905 Report. Following is the quotation "On all your traffic to and through St. John, N.B., you have been required to pay tolls to the St. John Bridge and Railway Extension Company, owners of the bridge between your terminus at Carleton and the City of St. John. With the increase in business these tolls became burdensome and your directors decided to ask your authority to build another bridge unless some more favourable agreement could be made with the proprietors of the present structure. An arrangement has been made that gives your company absolute control of the property at a cost of \$200,000, and a resolution will be brought before the meeting authorizing capital expenditure to that amount * * * * *

This transaction will, on the basis of last year's traffic represent to your company an annual saving of over \$30,000."

Considerable interest has been manifested in this matter of railroad holdings of securities since the Pennsylvania Railroad recently announced the sale by it of more than two thirds of its holdings of Baltimore and Ohio, and Norfolk and Western stock. Though the Pennsylvania holdings did not constitute a majority in the case either of Baltimore and Ohio or Norfolk and Western, they were large enough to permit it to dominate the policy of both roads. Of course, now that most of the stock has been sold it can no longer do this. There are a number of conjectures as to why this action was taken. The heavy interest in these two railroads, as well as that which it acquired in others, was secured for the well defined purpose of improving the rate situation and of doing away with disastrous competition. Apparently the Pennsylvania officials think there is little danger of a recurrence of those evils. They have shown themselves somewhat more sensitive to criticism than are the officials of certain other great systems controlled by what is known as one-man-power. Lately there has been a good deal said and done by Congress, and by the people, in opposition to the control by railroads of competing lines. Possibly the desire to avoid further investigations and enactments may have had something to do with influencing the directors to part with the above mentioned stocks. And it is pretty certain that the tight money market conditions were another factor. To provide funds for carrying on its enormous reconstruction programme, the Pennsylvania has had to come into the market time and again with offers of new issues of stocks and bonds. And just now the money market is not in the most favourable mood for entertaining fresh propositions. If more money was needed, as is altogether