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Canadian help asked for an English Enterprise.

The change that has taken place in the financial relations between Canada and the mother country in recent years is nothing less, in some respects, than a reversal of their respective attitudes towards each other. It is within living memory when Canada was described by an eminent authority on banking as being "a country without capital." This is the invariable condition of new countries, for owners of capital are never pioneer settlers, nor does capital flow freely towards or accumulate within a new country until its resources have been demonstrated to be promising for good returns. An almost dramatic change of our relations with the old land is exhibited by these two facts: Canada years ago, derived money to build its canals from England; this year, the capitalists interested in the Manchester Ship Canal have asked pecuniary assistance from Canada towards a line of steamships to run through that waterway to Canada. At an interview between the minister of agriculture for Canada, and a number of Manchester merchants, an appeal was made to him to give encouragement to the trade passing through the Manchester Ship Canal. Mr. Alderman Southern said: "I went some time ago to Canada to see what the Canadian Government would do to help them by giving a subsidy and so encouraging those who were putting their money into what was practically a novel investment, and now I think Manchester had carried out most if not all of the promises then made". For the capitalists of one of the wealthiest cities in the world to have asked financial aid from Canada for an English enterprise is a most significant incident; it proves that Canada's monetary resources are now regarded as sufficient to allow of a contribution towards an essentially and exclusively British enterprise.

U.S. Railway Accidents.

The report of the Interstate Commerce Commission give statistics of the accidents which occurred last year on American railways, which have especial interest to accident insurance companies. They are not, however, of a character to give any serious concern to railway travellers, though to certain classes of men engaged on the lines the statistics must be reminders of the risks of their occupation.

The total number of casualties to persons on account of railway accidents during the year 1900 was 58,185. The aggregate number of persons killed in consequence of railway accidents during the year was 7,865, and the number injured was 50,320. Of railway employees 2,550 were killed and 39,643 were injured. With respect to the three general classes of employees, these casualties were distributed as follows: Trainmen, 1,396 killed, 17,571 injured; switchmen, flagmen, and watchmen, 272 killed, 3,060 injured; other employees, 882 killed, 19,012 injured. The casualties to employees resulting from coupling and uncoupling cars were: Number killed, 282; injured, 5,229. The corresponding figures for the preceding year were: Killed, 260, injured, 6,765. Trainmen, switchmen, flagmen and watchmen seem to be the most exposed to danger. A large number of accidents to employees arise from carelessness arising from familiarity with danger. A trainman informed us that he left the service as he found himself getting the habit of running needless risks from a spirit of bravado, or contempt for known dangers, which, he said, led to a large number of fatalities and injuries, so he entered safer calling.

The number of passengers killed during the year 1900 was 249 and the number injured 4,128. The corresponding figures for the previous year were 239 killed and 3,442 injured. In consequence of collisions