

## STOCKS IN MONTREAL.

2.45 o'clock, July 11, 1877.

Stocks.	Lowest Point in Week.	Highest Point in Week.	Total Transacted in Week.	Buyers.	Sellers.
Montreal.....	161	162½	444	160½	161½
Ontario.....	97	98	31	96½	97½
Consolidated ..	84	84½	40	84	85
Peoples.....	87	87½	195	87	88
Molson's.....	108	110	29	108	110
Toronto.....	150	154		150	154
Jacques Cartier ..	Books closed				
Merchants.....	66	62½	603	66½	66½
Commerce.....	114	115	796	113½	114
Metropolitan.....	17	21		17	21
Maritime.....					
Exchange.....	76	83		76	83
Hamilton.....					
Union reg.....					
Montreal Tel.....	108½	110½	1199	110	110½
Dominion Telegraph					
Gas.....	148	148	10	147½	149½
City Pass.....	65	65	188	63	67½
R. C. Insurance.....	77½	79	199	78	79½
Sterling Exchange ..					
Gold.....					
Richeieu & Ont. Nav.	60	64½	429	62½	64

## Insurance.

## THE ROYAL CANADIAN.

## REVOCATION OF ITS LICENSE IN N. Y. STATE—A HIGH-HANDED ACT OF INJUSTICE.

Had Mr. Superintendent Smyth, of Albany, exhibited half as much vigilance in looking after the numerous insolvent insurance companies belonging to his own State during the past year or two, as he has shown in his precipitate and indefensible action towards the Royal Canadian Company, it would have redounded not only to his own credit, but would have immensely benefited the commercial interests of the Empire State. But there would seem to be one law with the Superintendent for native companies and another for foreign. The former have been allowed to drag along in a state of hopeless insolvency until they came down with a crash, whilst the latter, with ample funds deposited in the State to meet far more than their liabilities, are crushed out by a high-handed and unjust proceeding.

We do not agree with our morning contemporaries, who take exception to the capital of an insurance company being taken as a liability. In doing this, Superintendent Smyth, according to the law of his State, is right, and he has no discretionary power vested in him. In Canada the law is different, and the paid-up capital is held as an asset to which the policy-holders have to look. But the subject of paramount importance to Mr. Smyth and those he represents is: Have the policy-holders in New York State full and sufficient security for any claims they may have to prefer against the Royal Canadian while the company is doing business there? We hold that they have ample security, in fact far more than their own laws even demand. According to Mr. Smyth's statement, the company has \$681,550 invested in American assets, as security to the policy-holders. This sum is made up of \$450,000 in the hands of three trustees in New York; and \$200,000 deposited with the State authorities, the remainder being deposits in other States. It is admitted that it would only take \$350,000 to re-insure the risks outstanding in the whole of the United States, so that even if this sum were taken from the assets in New York, it would leave a large balance in favor of the company. Now we maintain that when satisfied of the security being ample for the protection of those interested in his own State, the Superintendent should have been courteous at least, if not lenient, with a company that has been suddenly

involved in heavy and unforeseen home losses by a great calamity. If the security in the State of New York was ample before the fire, in what respect has it been impaired by the fire? Has one dollar of the deposits been withdrawn? Not one; nor is there any intention of doing so, even if the company had the power. We will scarcely go as far as some people openly do, and charge the State officials of New York with a desire to drive out Canadian companies from their domain, but there can be no doubt of the unfair distinction that has been made between the Royal Canadian and the Paterson Fire Company—an American institution. In the former, the certificate is revoked without any condition, whilst in the latter the authority has been withdrawn only "until such time as said certificate shall hereafter be renewed by this department."

Now a comparison between these two companies shows the Royal Canadian to be in a far better position than the other, and yet no such clause as that in italics is added to the published notice of the Superintendent.

The Royal Canadian has a body of directors who have gained valuable knowledge by painful experience, and they have placed in the management, as the beginning of a new and sensible policy, one of the most conservative and cautious insurance men to be found. After the difficulties which have arisen from the St. John calamity are surmounted, as they will be, and the new policy lately adopted carried out, the company will get into smooth water and enter upon a prosperity to which the errors of the past has kept it a stranger.—*Montreal Star*.

INSURANCE WRECKERS.—The *Montreal Gazette* has the following on the same subject:

But apart from this view of the case, there is besides an element of the greatest unfairness in this statement. The losses for instance in the St. John fire are assumed as a liability—as, of course, they are—but no account is taken of the fact that the company promptly made a call of five per cent., to meet those losses. It would certainly be only fair, at a time of great calamity such as that which has overtaken a portion of the Dominion, to have awaited the result of this call before attempting to crush the company, as is done in this case. How unfair this taking advantage of the fire at St. John is, may be inferred from the facts as they exist. It is well known that the company, in order to meet this remarkable method of account, which assumes capital paid up as a liability to policy holders, after the Act of last session, made a call of five per cent. There is one-half of that call still to be paid equal to \$150,000. The five per cent. call made on account of the St. John fire, makes \$300,000 more, in all the sum of \$450,000 of calls about to accrue due, or one hundred and eleven thousand dollars more than the St. John losses, even as estimated by the State Insurance Superintendent.

Now, had Mr. Smyth been influenced by that high sense of duty which he claims to influence him, he would certainly not have ignored the fact that these calls had been made, and would be paid in as a means of meeting the extraordinary liability brought about by the national calamity which has befallen us through this fire. Indeed even Mr. Smyth, we think, could be compelled to cancel his revocation of certificates if the company should do, as they have authority under the Act of last session to do, reduce the capital one half, and thus at once cut off three hundred thousand dollars of that remarkable liability, "paid up capital." We know nothing of their intentions in this regard. In spite of this attempt to injure the company, we are quite sure that the public will continue its confidence in it. The very figures which are presented by Mr. Smyth will serve to

confirm that confidence; and the fact that even he is compelled to admit that he "found the books and accounts of the company in perfect order and the officers and directors of the company, business men of high standing and moved by motives of honesty beyond question," will prevent the result which it is too greatly to be feared, has been the object of the insurance wreckers who have prompted this ungenerous and unfair attack, at a moment when every consideration of decency should have secured a liberal and candid interpretation of the company's position.

Campbellford, Ont., July 9.—A fire broke out in the barn of the Victoria Hotel. The principal losses are estimated as follows:—Geo. W. Uman, of the Victoria Hotel, barns and sheds, five horses, etc., \$3,000; insured in the Beaver & Toronto for \$500. Wm. Cassidy, cabinet shop, stock and machinery, \$1,500; insured in the Beaver and Toronto for \$700. Walter Fogg, furniture dealer, \$600; no insurance. M. A. Hawley, brick house damaged, \$400; fully insured.

Guelph, July 10.—Gossitt's Agricultural Works were burned. Loss, \$12,000; insured \$3,000 in the Waterloo Mutual and \$2,000 in the Canada Fire and Marine Insurance Companies. A large number of men are thrown out of employment.

Toronto, July 6th.—The storehouse upon the refinery premises of Messrs. Duncan Clarke & Co., in this city, was burned. Insured in Western \$800; contents in Hartford \$1,000.

Montreal, July 8.—An extensive fire broke out in a paint shop, corner of St. Andre and St. Catharine streets, which was consumed with a wood yard and six tenement houses; loss nearly \$10,000.

THE GRAND TRUNK RAILWAY.—"Peace and profit," said Captain Tyler at the meeting, was the policy of the Board. Those objects the Board attend to keep steadily in view, and his concluding words were—"In spite of all we have gone through we do not yet despair of ultimately achieving them (peace and profit) as the aim, the end, and the consummation of our labours."

It is perfectly clear that it has now such a body of traffic on it that with fair ordinary rates and under an expenditure for the permanent way rendered economical by steel rails, &c., that its future may be regarded with hope, hope that hitherto has been long deferred, and which has rendered many a heart sick, but of the fortunes of a great railway planted in a rising country we should never despair. The histories of the Dutch Rhenish, the Caledonian, the West Flanders, and many other railways which for lengthened periods were in adversity, yet finally achieved prosperity, warn us not to despair, and where there are certain indications, to hope. In the teeth of adverse circumstances the following groundwork of future prosperity has been laid:—1st. The line has been steeled almost through-

2nd. The exceptional gauge has been changed to the national standard.

3rd. The line is very fairly equipped.

4th. It is now carrying quite a large traffic, but at rates that are too low.

Again we say it is but a question of rates with the Grand Trunk, the "war of rates" cost the Grand Trunk last year no less than £500,000, which would be so much profit lost. £500,000 additional profit would have paid the full dividends on the 1st and 2nd preference, and upwards of 3 per cent. on the 3rd preference, and of course had anything like this been achieved we should have had quite a different state of things in the Grand Trunk.

An new agreement has been lately arrived at by the various contending companies as to the rates, and it is hoped that this may "be more