

The Bill to incorporate the Canadian Credit Indemnity & Guaranty Company (Toronto), has been reported by the Banking & Commerce Committee of the House of Commons. The object of this Bill is fully set forth in the title. Capital stock \$1,000,000.

The Committee also reported the Bill to incorporate the Dominion Fire Insurance Company, which has been organized at Vancouver, B. C., capital stock, \$500,000.

Another Bill reported was that of the Ottawa Fire Insurance Co., capital stock \$1,000,000. The new company is made liable for the obligations of the old company. The Century Life Insurance Co. was granted another year in which to obtain its license.

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The Bill respecting the Canada Life Assurance Company met with some criticism that led to its being ordered to stand over until the next meeting of the committee:

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The following evidence was given at the inquest on the victims of the Slocum steamboat horror:

Witness, one of the crew first learned of the fire when he heard the people shouting. Then he ran to the hose. It *coiled and burst* when the water pressure reached it.

"What did you do then?" he was asked.

"I heard Flanagan shout, 'Get another hose.' I ran and got the rubber washing hose, but the *coupling would not fit the standpipe*."

Imagine some 1200 lives being jeopardized by rotten hose, and other fire protection equipments so defective!

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The employees of the Toronto Street Railway decided early yesterday morning to abide by the agreement reached with the Company by the conciliation committee. The agreement is to be binding on both parties for three years. The Company is preparing to carry out a pension scheme for the men. This very gratifying news results from the course being adopted which was recommended in this journal.

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Mr. J. Lorne McDougall, Auditor General, has resigned after many years most honourable service in that position. The causes that led to his withdrawal we shall not discuss, but are fully satisfied we voice the conviction of all those competent to judge, of both political parties, in declaring Mr. McDougall to have been a most efficient, high minded, public officer, who has richly merited the gratitude of his country.

MR. GEORGE H. SHAW, of Des Moines, Iowa, has been appointed manager for Iowa, of the Union Mutual Life, of Portland, Maine. Mr. Shaw had been for some time with the Equitable Life, New York.

QUERIES COLUMN.

In order to furnish our readers with information, we propose to devote this column to replies to correspondents. Letters should be addressed to "THE CHRONICLE, Enquiry Department, Montreal."

Answers will only be given to such communications as bear the writer's name, not for publication, but as evidence of good faith, and only to questions referring to matters of general interest in regard to which the Editor of Queries' Column will exercise his own discretion.

1219.—M. H. D., Deseronto.—The Great Northern Railway Company of Canada has an authorized capital of \$4,500,000, Common stock of which \$3,000,000, has been issued. There is also an authorized issue of \$450,000 preferred and \$3,000,000 debenture stock, but these have not been used. The funded debt is as follows:—1st mortgage bonds 5 per cent., due 1950, issued \$4,002,000. Car trust 6 per cent., \$274,000, and Quebec terminal 5 per cent., \$118,000. The company owns and operates 175 miles of railway, and has an arrangement with other roads, giving a through line from Parry Sound to Quebec.

1220.—H. A. H., Quebec.—The Detroit United Railway Company owns and controls the following companies, and operates all the street railways in Detroit and suburbs as well as having lines in Windsor, Ont:—

Detroit and Northwestern Ry. Co., Detroit and Pontiac Ry. Co., Wyandotte and Detroit River Ry. Co., Detroit and Flint Ry. Co., Detroit Citizens Ry. Co., Detroit Electric Ry. Co., Detroit Suburban Ry. Co., Detroit, Ft. Wayne and Belle Isle Ry. Co.

It also owns the stock of several other companies, which are operated independently.

1222.—G. A. F., St. Jerome.—The subsidies granted to the Quebec Bridge Company, were as follows:—By the Dominion Government, \$1,000,000, by the Province of Quebec \$250,000, and by the city of Quebec, \$300,000. Mr. M. P. Davis was contractor for the substructure and the Phoenix Bridge Co., the superstructure.

1226.—S. O. P., Toronto.—The Mahoning Coal Railroad was chartered in 1871, and road opened in 1873. In 1884 it was leased in perpetuity to the Lake Shore and Michigan Southern Railway; pays 5 per cent. on Preferred and 10 per cent. on common. Has always been considered a good investment.

1225.—M. E. C., London.—The present Union Pacific Railroad Company was organized July 1, 1897, under act of Legislature of Utah. The company controls the Oregon Shore Line and the Oregon Railway and Navigation Companies through ownership of stock. The three properties are treated as one in the report of the Union Pacific Co.

1227.—H. J. T. Collingwood.—Henry S. Ives, secured control of the Cincinnati, Hamilton and Dayton road about June, 1886, paying 147 for some 13,200 shares. The capital stock was \$3,500,000 common and \$1,000,000 preferred; this was increased by Ives to \$4,000,000 common and \$11,000,000 Preferred. Ives' schemes collapsed and he spent two years in jail awaiting trial, which resulted in a disagreement of the jury.