

GOVERNMENT WILL TAKE NO ACTION.

In replying to a question of Mr. David Henderson in the House at Ottawa, on Thursday, Mr. Fielding said:

"The government have no reason to doubt that the exercise of the powers given to the liquidators, and the proceeding now engaging the attention of the Courts of Justice in Toronto, will lead to a full investigation into the disclosure of all the affairs of the bank. Should anything arise later to indicate that the investigation is insufficient, the question as to appointing a Royal Commission can be further considered. The government deeply regrets that a number of people, who are not well able to bear the loss, are likely to suffer from the failure of the bank, but, in the judgment of the government, it would not be wise to exempt them from the provisions of the banking Act."

In the Banking and Commerce Committee of the Commons, when a bill to incorporate the Hudson Bay Mortgage Corporation was under consideration. The suggestion was made by Mr. S. Barker, Hamilton, that at least half of the proposed capital of \$100,000 should be "deposited in cash" in some chartered bank prior to organization. Hon. Mr. Fielding accepted the suggestion.

Hon. W. J. Bowser's insurance bill passed second reading without opposition at the British Columbia Legislature recently. The bill would not affect mutual insurance companies within the province to a great extent and no outside company could operate in British Columbia without a license for which \$250 must be paid, besides a deposit of \$20,000 being placed in the treasury. Anyone insuring in an unlicensed company must do so by correspondence and must pay to the government a taxation of two per cent. per annum on his insurance premiums. The superintendent of insurance would be given power to examine the books in the head office of the licensed company, though such head office might be outside the province. If the company refused to allow inspection the Minister of Finance might cancel its license.

Mr. H. W. McBride, president of the Life Underwriters' Association of Canada, is to make an extensive trip in Ontario, visiting the various local associations. His itinerary is as follows:—March 1st, Wednesday, Windsor; 2nd, Thursday, St. Thomas; 3rd and 4th, Friday and Saturday, London; 6th and 7th, Monday and Tuesday, Brantford; 8th, Wednesday, Guelph; 9th, Thursday, Waterloo Assurance; 10th and 11th, Friday and Saturday, Stratford; 13th and 14th, Monday and Tuesday, Owen Sound; 15th to 18th, Wednesday, Thursday, Friday, Saturday, Toronto; 20th to 21st, Monday and Tuesday, Hamilton; 22nd, Wednesday, St. Catharines; 23rd to 24th, Thursday and Friday, Peterboro; 25th and 27th, Saturday and Monday, Belleville; 28th, Tuesday, Kingston; 29th, Wednesday, Brockville; 30th and 31st, Thursday and Friday, Toronto.

According to advance figures, the new life assurance of the Phoenix Assurance Company, Limited, of London, England, last year amounted to \$9,050,000 gross, and \$6,736,500 net. Consideration money received for immediate annuities granted amounted to \$415,500. Sinking fund and investment assurances effected amounted to \$2,944,000 gross, all of which figures compare favorably with those of the previous year. The directors have decided that the reversionary bonus on full bonus policies in force on December 31st, 1910, shall be \$17 per \$1,000 on the sums assured as against \$16 per \$1,000 declared at the previous valuation. The interim bonus for next quinquennium will be \$17 per \$1,000 on endowment assurances, which mature therein, and \$12.50 per \$1,000 on whole life and endowment assurances which may become claims by death. The head office of the company for Canada is at Montreal. Messrs. R. MacD. Paterson and J. B. Paterson are joint managers; and Mr. H. B. F. Bingham is life superintendent.

A return presented to the House of Commons by the Railway Department shows that the Dominion Government has paid in subsidies to the Atlantic, Quebec & Western Railway, the enterprise in which so much money of the Charing Cross Bank of London was sunk, a total sum of \$396,902. There have been completed 53.75 miles, and there remain to be constructed 48.65 miles. The return states that the total cost of the part constructed has been \$2,451,550, but in his examination in bankruptcy in London on January 26th, A. W. Carpenter said that he had expended £800,000 (nearly \$4,000,000). The department estimates the cost of completion at \$769,568, but Carpenter said that it could be completed for £30,000 or £40,000. All the subsidies were paid over to the Bank of Montreal, which held a power of attorney for the company. The company has been asked to furnish a list of its shareholders, directors and officers, as well as a statement of the amounts paid out for directors' fees and for promotion expenses, together with a statement as to whom the amounts were paid.

MONTREAL STREET RAILWAY

Company Applies to Quebec for Charter—Perpetuity Clause Occasions Discussion—Action Cause of Much Comment

Monetary Times Office,

Montreal, February 22nd.

Few were prepared for the announcement from Quebec, concerning the Montreal Street Railway Company. The company has applied to Quebec to obtain a charter for the Montreal Tramways Company, with capital of \$20,000,000. Authority is asked to acquire under a capitalization acceptable to the Public Utilities Commission, four properties, namely, the Montreal Street Railway, Montreal Park and Island, the Montreal Terminal Railway and the Public Service Corporation, which latter was formerly the Montreal and Surburban. These companies are owned by the Montreal Street Railway and operate under different charters in different parts of the island. Two of them are under Federal and two under Provincial charters, so that the Public Utilities Commission has power over only two of them. The issued securities of the companies is now as follows:—

	Bonds.	Pfd. stock.	Com. stock.
Montreal Street Railway	\$14,426,034	\$.....	\$10,000,000
Montreal Park and Isd..	1,025,000	315,000	720,900
Montreal Terminal Ry..	613,000	1,000,000
	\$16,064,034	\$315,000	\$11,720,900

Powers are asked to operate on the roads of the Island of Montreal, Isles Jesus and Bizard, and to carry freight and passengers, under such regulations as may be approved of by the Public Utilities Commission. The company also asks power to build and operate underground railways throughout the districts mentioned, all of which are in the vicinity of Montreal.

Perpetuity Clause Occasions Discussion.

A clause occasioning discussion is that by which the company asks for the exclusive right, in perpetuity, of carrying out and performing the services referred to. Another clause provides that if the city and the company cannot agree upon the terms by which these services are to be performed, within thirty days from the publication of the Act in the official gazette, the whole question will be placed in the hands of the Public Utilities Commission of the Province of Quebec, which will have the right of deciding upon the terms by which the Montreal Tramways Company and the city shall deal with each other.

The present effort at Quebec is only a link in the chain of financial events, which Montreal has been watching for some time past. Mr. E. A. Robert, the president of the Montreal Street Railway, and the vice-president of the Canadian Light and Power Company, first came prominently before the public in connection with a fight between him and a subsidiary company of the Montreal Light, Heat and Power Company. Mr. Robert had given an option on a waterpower near Montreal, subject to certain conditions. Apparently the Montreal Light, Heat & Power Company did not want the new waterpower at the end of the option period, but neglected to so inform Mr. Robert. A long legal fight ensued and the matter went before the Privy Council. Mr. Robert won and came out of the deal with somewhere about \$350,000.

Mr. Robert Meets With Opposition.

Next Mr. Robert acquired the waterpower in the old Beauharnois Canal. At every step in the formation of a company and in the development of the power he met opposition from established interests. About this time Mr. J. W. McConnell became interested and the financing of the Canadian Light and Power Company, with the Beauharnois power as its basis, thenceforth, became easier.

Last year exceptional activity appeared in Montreal Street Railway and the price advanced many points, while an enormous turnover took place. It was reported that the Canadian Power interests were the purchasers. It was the Canadian Power people, but now strengthened with some of the strongest and most aggressive people, in the Dominion. The old board of the Street Railway resented the action of the "new regime," but they had practically lost control before they knew what was going on. When the annual meeting came the merger between the Montreal Street Railway and the Canadian Power was not brought forward since received any public attention. The directors of the two concerns are practically identical.

Company Receives Complaints.

With surprising unanimity complaints concerning the overcrowding of cars, infrequency of operation, etc., developed all over the city, in the daily press and down at the