

deeply deplore being the instrument of forcing upon them. With regard to the humanitarian side of this question, it would seem doubtful whether Mr. Plimsol ever told his sympathisers in the House of Commons this fact, that large numbers of British sailors sail under foreign flags, over which your legislation in your own ports, so far has had no control, and very large numbers of foreign sailors sail under the British flag. In fact the position is this, that English sailors may be drowned with impunity in foreign ships, but foreign sailors must be protected from such a calamity in British ships even at the ruin of commerce. I give Mr. Plimsol credit for ignorance of this fact, because, if he knew it and was silent, he would be in the position of a traitor to the poor English sailor he pretends to serve. This brings me to a brief and general view of the subject of load line. If the establishment of a load line is to protect life, the fact just stated is an unanswerable argument for imposing it upon every ship loading in ports of the United Kingdom. The Canadian Parliament have made a law relating to deck load, and they apply it to every ship in Canadian ports, whether Canadian, English, or Foreign. They made a law by which grain cargoes are to be loaded, and they compel every ship without distinction to load under its provisions. No one will doubt the right of the British Government to make laws controlling the loading of all cargoes shipped from ports of the United Kingdom, but every ship coming into such ports, should be made to submit to those regulations. I will venture on behalf of Canadian shipowners to say, that upon this point they will ask no advantage. They want but a fair field and no favour, and are prepared to compete with the world upon equal terms.

In conclusion, permit me to add, I believe it is due to Mr. Plimsol, to admit he has done some good; but as a rule fanatics spoil their good by not knowing when to stop. They are swept on by the current they have been the means of creating, and often ruin both themselves and the cause they advocate. I trust the Government will stand in the way, and prevent such an issue in this case.

So far as harmonising any coming legislation with what Canadian shipowners consider their rights, the process is exceedingly simple, with the exception of the Port Regulations for loading, to which I have already alluded. Legislate for your ships as you do for your factories and schools, and confine the powers of your Board of Trade to ships registered in the United Kingdom, leaving the Canadian Parliament to the exercise of the rights you have so unconditionally conceded to them.

I have the honour to be, Sir,

Your obedient servant,

THOMAS POTTS,

*Emigration Commissioner for the Dominion of Canada.*

A rather severe commentary on the manner in which some stocks are subscribed may be seen any day during banking hours, conspicuously posted up in the office of a certain financial institution on one of our side streets. A reasonable dividend has lately been advertised, and shareholders are notified that

dividends will not be paid to those who are in arrears for stock, but will be placed to their credit on account of arrearages. This making what a man owes productive of profits by which his debts may be paid reminds us of the effort of the man who tried to lift himself by his boot straps, only that while the latter is impossible, the former is no worse than a paradox.

#### THE ROYAL CANADIAN INSURANCE COMPANY (FIRE AND MARINE.)

REPORT OF BUSINESS FOR YEAR ENDING 31st DECEMBER, 1875.

*To the Shareholders of the Royal Canadian Insurance Company.*

The Directors in presenting their third Report (being the second annual one as provided by the charter), feel that there is cause for congratulation in the increase of business, and the satisfactory results thereof, particularly when consideration is taken of the almost unprecedented commercial stagnation, both in the Dominion of Canada and the United States, which has made itself so severely felt during the past year.

The total number of Policies issued by your company during the year, including Marine, has been 47,763, and the total amount covered thereby was \$112,905,825.

This largely-increased volume of business must be principally attributed to the extension of your business in the United States; where we now have branches at New York, Boston, Philadelphia, Baltimore, Detroit, Chicago and San Francisco, having under their control upwards of seven hundred sub-agents. The number of Fire Policies granted in the United States has been 27,510, covering a total amount of \$61,218,450, of which \$55,193,938 is now under risk. And it may be here stated that this business, notwithstanding heavy preliminary expenses, has been profitable; the insurance field in the United States is very extensive, and the American people hail with satisfaction the advent of a sound and solid Company. Your Directors desire to record their appreciation of the frank and cordial manner in which they have, generally been met in the neighbouring States; of course rivalry and jealousy have not been without their exponents there, as well as in Canada, and false, damaging statements were disseminated. Yet your Directors confidently believe that they were enabled to remove all impressions that might have been thus made; and the rigid examinations which were made consequent upon the above reports by the Insurance Superintendents of the States of New York and Michigan, terminated to the entire satisfaction of those gentlemen, both as to the stability of the Company and the thorough manner in which they found its business conducted. The management hailed with pleasure the investigation thus forced upon them, desiring nothing better than "a fair field and no favour."

Your Directors would submit to the consideration of the new Board, that the business of the Company has now assumed that magnitude as to require the utmost vigilance in the selection and appreciation of risks, and the reducing of expenditures to the lowest limits, being convinced that attention to these two points

will prove much more profitable in the long run than a large expansion of business without such precaution. The surplus remaining on the year's business (after providing for re-insurance at 50 per cent., and contingencies) is \$166,784.58, from which a Dividend of ten per cent. has been declared; the balance remaining to the Reserve Fund.

The Directors desire to call attention to the recent legislation at Quebec, seeking to impose onerous taxes upon Insurance Companies, while these institutions are subject to the control and direction of the Dominion Government only, from whom this Company receives license to carry on its business, and to whom it furnishes all information and particulars.

The capital of the Company is 60,000 shares, representing \$6,000,000, of which 57,978 shares have been subscribed, and ten per cent. thereon (\$579,780) paid up in cash.

The outstanding balance is made up of 99 shares, upon which partial payments only have been made; and the Bonus shares, per resolution 15th September, 1874, together with double the amount of the latter, which was reserved to be subscribed for, by those taking up the Bonus stock.

It is desirable to have those stock accounts brought to a close, and, therefore, the defaulting stock should be sold in accordance to law. With regard to those subscribers who have not taken up their Bonus stock, together with the new subscription consequent thereon, it may be stated that they have been called upon, not only by the passing of the above resolution, but by circulars, at different times and personal applications. There now remain shareholders who are entitled to shares of Bonus stock and shares of first issue, making a total of \$192,300. It is recommended that these 1,923 shares should be publicly sold, and anything realized over and above the liabilities to the Company be paid to those who were entitled to the Bonus shares.

The Marine Department, in accordance with the expressed views of a number of shareholders, has been carried on during the past year on a conservative and limited spirit; little ocean business having been taken beyond cargo risks per steamers from Montreal. The result of the year's operations show a net gain of \$78,932.71, after providing for all contingencies. The number of Policies was 6,017, covering a total amount of \$20,190,784, now all run off except \$400,000.

It is recommended that authority should be sought for a change in the election of Directors, whereby one-third, or three members only, should retire annually. This, it is considered, would better secure the interests of the shareholders, and avoid the risks of serious disturbances in the management of their large interests.

The statement of the affairs of the Company are herewith submitted; the whole of which, together with the books of the Company, have been audited and verified by Messrs. Court & Macintosh, Official Auditors of the Company. It will be seen that the gross assets amount to \$1,411,355.20, available to meet liabilities.

Your Directors again desire to tender their sincere thanks to the Local Boards for the valuable assistance rendered by them, and to