

## Minimum Price Schedule

Minimum prices as fixed by the Montreal Stock Exchange:

	Minimum price
Abitibi Power .....	48
Do. pref. ....	90
Ames Holden .....	16
Do. pref. ....	47
Asbestos Cor. ....	15
*Do. pref. ....	44%
Bell Telephone .....	180
B.C. Fishing & P. ....	40
Brazilian F. L. & P. ....	32
*Brompton Paper .....	89
Can. Car. & F. ....	18½
Do. pref. ....	49½
Can. Cement .....	57
*Do. pref. ....	92
*Can. Converters .....	43
Can. Con. Rubber .....	90
Do. pref. ....	97
Can. Cottons .....	48½
Do. pref. ....	76
*Can. Forgings .....	143
Can. Gen. Electric .....	102
Can. Locomotive .....	61
Do. pref. ....	84½
Can. S.S. Lines .....	39½
Do. Voting Trust .....	39½
Do. new Vol. Trust .....	39½
*Do. pref. ....	76
Carr. Factories .....	15
Do. pref. ....	58
*Civic Investment .....	68½
C. Mining & Smelt .....	25
Crown Reserve .....	23½
Detroit U. Ry. ....	104½
*Dom. Bridge .....	128
Dom. Cannery .....	23½
Dom. Coal, pref. ....	94½
Do. Iron, pref. ....	88
Do. Steel Corp. ....	52
Do. Textile .....	80½
Do. pref. ....	100
Gould M'fg. ....	100
Do. pref. ....	100
Goodwins, Ltd. ....	..
Do. pref. ....	45
Hillcrest Collieries .....	15
*Howard Smith .....	65
*Illinois Traction .....	35
Do. pref. ....	80
Laurentide .....	152
Lake of the Woods .....	120½
Lyall Con. ....	62
MacDonald .....	13½
Maple L. Milling .....	99
Mont. Cottons .....	50
Do. pref. ....	95
Mont. Loan & Mortgage .....	15
Mont. Telegraph .....	120
*Mont. Tramways .....	150
Do. Debentures .....	72½
N. S. Steel & Coal .....	79½
Ogilvie Milling .....	140
Ont. Steel Prod. ....	22½
Ottawa L. H. & P. ....	77
Paton M'fg. ....	130
Penmans, Ltd. ....	65
*Do. pref. ....	81½
Price Bros. ....	120
Quebec Ry. L. H. & P. ....	15
Riordon Paper .....	117½
Do. pref. ....	92
Shawingon .....	107
Sherwin Williams .....	60
Do. pref. ....	99
Smart Woods .....	53½
Do. pref. ....	86

## EGGS IN COLD STORAGE.

Toronto, March 14.

W. F. O'Connor, Cost-of-Living Commissioner for the Minister of Labor, in his monthly report, states that the amounts of food commodities in store March 1st were:

	Lbs.
Butter .....	4,300,131
Cheese .....	5,886,612
Eggs (doz.) .....	260,141
Beef (fresh and pickled) .....	29,984,111
Pork (fresh and pickled) .....	19,895,869
Bacon and ham and smoked meats .....	13,180,044

Spanish River .....	13
Do. pref. ....	50
*Steel Co. of Canada .....	49½
*Do. pref. ....	85½
Toronto Ry. ....	60
Tooke Bros. ....	19
Do. pref. ....	72½
Tuckett's Tobacco .....	18½
Do. pref. ....	80
Wayagamack .....	50
West India Elec. ....	77
Winnipeg Ry. ....	48

## Banks—

British North America. ....	112
Commerce .....	185
Hochelaga .....	140
*Merchants .....	167
Molson .....	179½
*Montreal .....	210
*Nationale .....	148
Nova Scotia .....	248
Ottawa .....	201
Royal .....	208
Union .....	136

## Bonds—

Asbestos Corp. ....	72
Fell Telep. ....	92½
Can. Car & Fdy. ....	97½
Can. Cement .....	96½
Can. Converters .....	82
Can. Cottons .....	81
Can. Forgings .....	105
Can. Locomotive .....	88
Can. Con. Rubber .....	94
Can. S.S. Deb. ....	78½
Carriage Fact. ....	90
Cedars Rapids .....	84
Dom. Cannery .....	89½
Dom. Coal .....	81
Dom. Cotton .....	99½
Dom. Iron & Steel .....	86½
Dom. Textile A. ....	97½
Do. B. ....	97½
Do. C. ....	97½
Do. D. ....	..
Do. War Loan 1937 .....	..
Do. War Loan 1931 .....	..
D. War Loan 1925 .....	..
Lake of Woods .....	99½
Laurentide .....	101
Lyall Cons. ....	93
Mont. Power .....	82
Mont. Street Ry. ....	97
Mont. Tramways .....	95½
Nat. Breweries .....	81
N.S. Steel & Coal .....	82
Ogilvie Milling .....	102½
Do. Series B. ....	102½
Do. Series C. ....	102½
Ont. Steel Prod. ....	86½
Penmans Ltd. ....	86
Porto Rico .....	80
Price Bros. ....	81½
Quebec Ry. ....	60
Riordon Paper .....	95
Sherwin Williams .....	97
Spanish River .....	81½
Wayagamack .....	80
West Kootenay .....	100
Winnipeg Elec. ....	92
Winnipeg St. Ry. ....	90
Windsor Hotel .....	80

## United Securities.

Dom. Glass. ....	26
Do. pref. ....	81½
Laurentide Power .....	50
Mont. Tram. Power .....	23

\*Ex-dividend.

## MARINE INSURANCE IN GREAT BRITAIN.

Reviewing marine insurance conditions in Great Britain during the past year, the Liverpool "Journal of Commerce," says:

"Marine insurance business has been profitable during the past year. Rates have been augmented considerably since the war began.

"Time Insurances.—It is as yet premature to predict whether time insurances have been profitable or otherwise during the past year, but there is little doubt that in view of the increased submarine activity the 10 per cent increase on the rates, and the increase in the values of the boats, the results will be satisfactory. It is, of course, known that in cases where the vessels are lost by a war peril, even though a few days after the commencement of the insurance for twelve months, that the marine underwriter earns the whole of the premiums, no returns being due. On the other hand, it should be borne in mind that very many repairs have been postponed to a future date, and consequently it will be impossible, for some years to come, to know what the losses on the 1917 account have been. The bills for repairs are now very heavy, having regard to the increased cost of material and labor.

"Voyage insurances—Rates for voyage risks have also been increased very considerably. This has been due in a great measure to the large and the increased values of all commodities. It has also been due to the increased amount of claims arising from collisions, and particularly pilferages. Claims for theft and pilferage have been very heavy during the past year, particularly in France, Mediterranean countries and South America. During 1917 leading underwriters at Lloyd's and the companies agreed not to include theft and pilferage risks in their policies except at an additional premium. This has certainly been a good arrangement. Additional premiums fixed at first for theft were found to be rather low and they have since been raised. The usual additional premium for theft is about 2s 6d per cent, but on goods insured to certain destinations it is considerably higher.

"During the past year, in view of war risk danger in the Mediterranean, a large proportion of steamers proceeding to the East changed their routes to via the Cape instead of via Suez. The change obviously rendered the marine risk heavier and an additional premium of 2s 6d per annum was charged. In the second half of the year, however, in view of some bad losses on vessels proceeding via the Cape, the additional premium was raised to 5s per cent.

"The rates to the Far East at the end of the year were increased on an average by 1s 3d per cent. The F. P. A. or W. A. in tin rate to India, for instance, was raised by the Institute of London Underwriters from 6s 3d per cent to 7s 6d per cent via Suez, with an additional premium of 5s per cent via the Cape.

"When it is remembered that Lloyd's Underwriters in peace time were writing liners via Suez to India at 4s per cent it will be realized that a very decided improvement has taken place in that rate and generally speaking, in all marine rates. Similarly, the rates to the Far East, Australia, and New Zealand have also been raised.

"If figures for marine insurance only were available, it is our opinion that they would show a very satisfactory profit, but of course practically every company in this country has been writing war risks, the only exception known being that of the Merchants' Marine Insurance Company.

"During the year the underwriters who were writing covers 'steamers and, or, steamers' agreed upon a new clause called the conference clause. This reads approximately as follows:—

"Steamers and, or, steamers warranted 100 A1 not over 20 years old or held covered ex lake steamers."

"Underwriters who had covers running 'steamers and, or, steamers' without the above warranty found they were receiving declarations on very old vessels, and particularly on lake-built steamers, which, particularly in winter months, should be rated at many times over the liner rate. A great number of vessels built for the Great Lakes were put on service across the Atlantic. These vessels, of course, were not fitted for North Atlantic trade, and several losses occurred during the year.

"The rate generally charged on lake steamers varies from 2 per cent to 5 per cent on a voyage from America to France or this country and at these high rates the business has paid."

Mutton and lamb .....	3,816,673
Fish, all varieties .....	13,948,408
Fowl, all varieties .....	2,492,190
Comparisons of holdings of February 1st with March 1st, show the following general decreases:	
Butter .....	41 per cent
Cheese .....	21 per cent
Eggs .....	81 per cent
Beef .....	17 per cent
Pork .....	35 per cent
Mutton and lamb .....	4 per cent
Fish .....	16 per cent
Fowl .....	20 per cent
The amount of ham, bacon and smoked meats in cold storage showed an increase of one per cent.	