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R. WILSON-SMITH.

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United States Foreign Trade.

In the United States, this year promises to have the largest foreign trade on record. This year, up to 1st October, the total imports were \$872,548,900 as against \$751,394,300 in 1904, and \$758,798,200 in 1903. The total exports up to same date were \$1,102,575,000 as compared with \$985,468,800 in 1904, and \$989,276,400 in 1903. Of the exports the food stuffs amounted to \$289,790,600, against \$209,683,100 last year. The total foreign trade in merchandise exclusively aggregated \$1,975,124,700 this year up to 1st October. Yet, with all this enormous volume of exports going out and being realized on promptly there has been gold sent to the States from Europe and some even from Canada, mainly to meet the necessity of more currency for harvest purposes and for general financial purposes.

Manufacturers' Association Insurance Department.

In the report of the Treasurer of the Canadian Manufacturers' Association presented at the Quebec Convention in September last, we find the following:

"Insurance Department. — The expenditure under this heading of \$2,895.61 with receipts of \$1,711.56 shows an apparent deficit of \$1,185.05. I am glad to say that this apparent deficit is only temporary, as from the information secured from the Insurance Department, we may expect that the department will not only fulfil its promise to be self-sustaining, but, it is quite possible that it may, in the future, be a revenue producer. The revenue statement of this department shows a deficit to date of \$563.44."

The treasurer's explanation of this apparent discrepancy was that one was a statement of receipts and disbursements, whereas the other represented the actual standing of the department, including all assets and liabilities.

A Reformed Calendar for Russia.

Very general gratification is being expressed at the prospect of Russia abandoning the old calendar and adopting the one in use in other civilized countries. All dates in Russia for a long period have been from 12 to 13 days behind the rest of the world. The trouble this caused was an intolerable nuisance. Every dated document sent out of Russia had to be re-dated to bring it into conformity with the almanac date of other countries.

The new style was adopted in France, Italy, Spain, Denmark, Holland, and Portugal in 1582, in Germany in 1584, in Switzerland in 1583, Hungary, 1587, Scotland, 1600. In 1751 the Earl of Chesterfield introduced a Bill for establishing the new calendar in England. As the change suddenly made everybody 11 days older by Act of Parliament, there was a great outcry, but the new style was adopted. Not only was the date pushed forward, but New Year's Day was made January 1, instead of March 25. In 1752, 11 days were skipped, the 3rd of September being fixed as the 14th September. The difference between the old and new style up to 1600 was 10 days, according to the Calendar of Pope Gregory XIII., but the difference was afterwards lengthened.

It is to be hoped this reform is part of a movement for bringing Russia "up to date" in all matters of Government and social order and economic conditions, in which she has been so woefully behind the times.

Insurance Legislation Overdone.

A remarkable statement has been made to our New York contemporary, "The Spectator," to the effect that during the past five years over seven hundred bills have been introduced in different State legislatures relating to the business of life insurance. A majority of these proposed measures provided for additional taxation of the

life companies under one form or another, and all contained restrictions upon the free transaction of the business. Had these bills been enacted into laws, the life insurance companies would have been practically legislated out of existence, for they could not have supported the additional burdens, estimated at \$15,000,000 annually, for the three giant companies that would have been imposed upon them. For the protection of their policyholders and the trust funds confided to them, the managers of companies were forced to employ attorneys at the various State capitols to appear before the committees having the bills in charge and present arguments to show that they were calculated to work injury to hundreds of thousands of persons who were carrying insurance upon their lives. This service was costly, for lawyers expect liberal payment for their services, but the company managers felt that it was their duty to protect the interests in their charge, and that they were justified in resisting, by every legitimate means, the proposed raids upon them, and they had to meet it. They have testified to the facts before the legislative investigating committee, and the sensational papers have accused them of "bribery and corruption," but have not said anything in condemnation of those legislators who planned the attacks upon them. Thus the victims of legislative corruption are made to suffer for defending their policyholders from strikers and blackmailers. In the sworn testimony before the committee, Presidents McCall and McCurdy have most positively denied all knowledge of any attempt on the part of their attorneys or others to bribe any legislator. While over seven hundred bills have been introduced, as stated, antagonistic to life insurance interests, the number that has been presented at the instance of the companies asking for relief from existing oppressive measures, can be counted on one's fingers. In other words, the attitude of the companies towards legislative matters has been purely defensive, and not aggressive.

**A State
Governor on
A Valued Policy
Bill.**

In a message vetoing a valued policy bill the Governor of Illinois is quoted by the Insurance Superintendent of Wisconsin as saying:

"Insurance is an indemnity, not a speculation. It is intended to protect a man against loss, not to give him something for nothing. Its object is to make a man whole, so that he shall be no worse off after a fire than before. The principle involved in the valued policy bill would enable a man in many cases to be twice as well off after a fire as he was before. There would be a standing bribe, a perpetual inducement to allow his property to burn down—I will not say have it burn down—and, when it is remembered that a fire in one building always endangers and frequently destroys property near by, which often is not insured, it would be bad policy for the State to permit a condition of affairs to exist, which, to say the least, tended to increase fires."

THE BANKS OF THE UNITED KINGDOM.

STATEMENTS FOR YEAR TO 30TH JUNE, 1905.

During the year 1904-5, ended 30th June last, there were a number of changes in the banks of the United Kingdom owing to the absorption of private banks and of smaller institutions by the larger ones. This movement, which has been going on for many years, seems likely to eliminate private banks altogether. From there being several hundred in England, there are now only 12 of any standing, and several of these are likely to be taken over at an early date.

In the very constitution of a private bank there is an element which develops a high rate of mortality. The founder of a private bank was, necessarily, a man of enterprise, of financial experience, of capital, of high local credit, of wide business connections, of personal popularity. His neighbours usually had made him their banker, to some extent, before he opened an office for the business.

In many private banks the proprietor in early years combined all the usual offices of a staff in his own person. He served at the counter, kept the books, negotiated all loans, wrote all letters, opened and closed the office with his own hands. A certain degree of dignity became associated with even the merely mechanical work of a bank owing to its being done by the banker himself, who was usually a person of social prominence. Business was very economically and safely conducted under such conditions, as the banker knew all about each of his customers, whose ideas of borrowing, crediting and discounting were so conservative as to entail small risk.

When business grew and wealth increased, the original banker had to entrust some of the duties to a manager and subordinates who were still under his direct supervision. In some cases the son who succeeded to the business inherited the founder's banking skill, but, in most cases, a new system came in with a new generation. The owner looked on the bank only as a source of income; he took no other personal interest in its affairs, and his manager being under pressure to make profits as large as possible, spread out in a way that led to embarrassment from lack of capital. This situation brought insolvency, or conversion of the private bank into a joint stock company, or, amalgamation.

When the old-time bankers who had a natural gift, a "calling" for the business, disappeared, there was a demand for a class of trained officials to serve as managers, who usually went through a course of service from junior upwards. The law of "natural selection" came into force amongst the officials, those who had a natural gift for the business which had been developed under years of training and study being in demand as managers. The

BANKS IN THE UNITED KINGDOM.

TABLE SHOWING THE TOTALS IN THE STATEMENTS FOR 1905 AND 1903 OF THE BANKS IN UNITED KINGDOM AND THE COLONIAL AND FOREIGN BANKS WITH OFFICES IN LONDON.

ITEMS.	Years.	England and Wales.	Scotland.	Ireland.	Private Banks.	Colonial.	Foreign.
Number of Banks.....	1905	62	11	9	12	32	27
" ".....	1903	67	11	9	..	32	27
Number of Branches.....	1905	4458	1151	613	16	2,136	1,143
" ".....	1903	4230	1129	600	..	1,974	582
LIABILITIES—							
Capital paid up.....	1905	\$ 313,931,000	\$ 46,580,000	\$ 36,546,000	\$ 21,965,000	\$ 177,642,000	\$ 360,600,000
" ".....	1903	314,207,000	46,580,000	36,512,000	24,644,000	196,689,000	294,482,000
Capital Subscribed.....	1905	1,157,307,000	145,815,000	131,746,000	.....	251,760,000	411,790,000
" ".....	1903	1,147,600,000	145,815,000	131,246,000	.....	269,046,000	347,491,000
Market value of Paid-up Capital.....	1905	975,801,000	165,550,150	106,820,000	.....	261,714,000	622,321,000
" ".....	1903	1,000,052,000	153,100,000	111,563,000	.....	237,661,000	665,423,000
Capital liable to call.....	1905	843,376,000	99,235,000	95,200,000	.....	74,118,000	51,190,000
" ".....	1903	833,393,000	99,235,000	94,734,000	.....	72,357,000	53,009,000
Reserve Funds.....	1905	184,728,000	38,648,000	19,912,000	.....	70,875,000	118,195,000
" ".....	1903	186,161,000	37,048,000	19,945,000	.....	60,955,000	100,286,000
Ratio of Rest to Paid-up Capital.....	1905	58.8 %	82.9 %	54.5 %	.....	39.9 %	32.8 %
" ".....	1903	59.0 %	79.0 %	53.2 %	.....	30.9 %	27.8 %
Circulation.....	1905	152,926,000	37,262,000	29,743,000	445,200	55,736,000	21,174,000
" ".....	1903	147,858,000	40,027,000	33,934,000	687,000	57,406,000	17,830,000
Bank of England circulation.....	1905	150,608,000	.....	.....	.....	.....	.....
" ".....	1903	145,158,000	.....	.....	.....	.....	.....
Acceptance Liabilities.....	1905	132,085,000	18,093,000	623,100	.....	12,821,000	133,685,000
" ".....	1903	104,218,000	16,833,000	1,348,000	.....	4,242,000	117,794,000
Deposit and Current Accounts.....	1905	3,361,145,000	507,691,000	267,463,000	133,049,000	1,148,290,000	1,497,565,000
" ".....	1903	3,225,570,000	532,187,000	252,193,000	155,124,000	1,071,485,000	1,088,318,000
Total Liabilities.....	1905	4,175,818,000	662,469,000	360,760,000	159,680,000	1,624,655,000	2,594,322,000
" ".....	1903	4,018,700,000	687,844,000	347,981,000	184,770,000	1,561,200,000	1,889,722,000
ASSETS—							
Cash in hand and at call.....	1905	1,045,826,000	117,539,000	49,901,000	37,246,000	423,561,000	261,392,000
" ".....	1903	901,649,000	129,402,000	52,680,000	39,703,000	370,348,000	238,513,000
British Govt. Securities.....	1905	488,338,000	56,954,000	41,560,000	12,239,000	36,636,000	24,383,000
" ".....	1903	484,008,000	50,343,000	43,944,000	13,167,000	38,752,000	19,337,000
Other Bonds and Stocks.....	1905	341,659,000	99,781,000	55,054,000	36,144,000	109,732,000	151,571,000
" ".....	1903	335,421,000	111,853,000	52,149,000	40,310,000	109,019,000	100,818,000
Total Investments.....	1905	829,997,000	156,735,000	96,614,000	48,383,000	146,368,000	175,954,000
" ".....	1903	819,629,000	162,196,000	96,093,000	53,477,000	147,771,000	120,155,000
Discounts.....	1905	219,715,000	73,857,000	30,855,000	..	17,275,000	3,476,000
" ".....	1903	215,703,000	77,310,000	30,027,000	.....	24,037,000	1,398,000
Loans, Advances, Bills, etc.....	1905	1,914,245,000	273,754,000	178,139,000	18,760,000	974,210,000	2,080,991,000
" ".....	1903	1,885,700,000	280,728,000	163,347,000	85,684,000	964,362,000	1,479,231,000
Total Loans, Discounts and Bills.....	1905	2,133,960,000	347,611,000	208,994,000	18,760,000	991,485,000	2,084,467,000
" ".....	1903	2,101,403,000	358,038,000	193,374,000	85,684,000	988,399,000	1,480,629,000
Buildings, etc.....	1905	166,083,000	40,581,000	5,247,000	5,293,000	62,244,000	67,516,000
" ".....	1903	146,218,000	38,161,000	5,832,000	5,907,000	54,678,000	50,475,000
Total Assets.....	1905	4,175,818,000	662,469,000	360,760,000	159,680,000	1,624,655,000	2,594,322,000
" ".....	1903	4,018,700,000	687,844,000	347,981,000	184,770,000	1,561,200,000	1,889,722,000

SUMMARY.

BANKS.	Paid up Capital.	Deposit and Current Accounts.	Securities.	Cash Reserves.	Discounts and Loans.
England and Wales.....	313,931,000	3,361,145,000	829,997,000	1,045,826,000	2,133,960,000
Scotland.....	46,580,000	507,691,000	156,735,000	117,539,000	347,611,000
Ireland.....	36,546,000	267,463,000	96,614,000	49,901,000	208,994,000
Private Banks.....	21,965,000	133,049,000	48,383,000	37,246,000	18,760,000
Isle of Man and Channel Islands.....	400,000	5,547,000	2,305,000	839,000	3,470,000
Total United Kingdom.....	\$419,422,000	\$4,274,895,000	\$1,134,034,000	\$1,251,351,000	\$2,712,795,000
LONDON OFFICES.....	.....	.....	.....	.....	.....
Colonial.....	177,642,000	1,148,290,000	146,368,000	423,561,000	991,485,000
Foreign.....	360,600,000	1,497,565,000	175,954,000	261,392,000	2,084,467,000
Grand Totals.....	\$957,664,000	\$6,920,750,000	\$1,456,356,000	\$1,936,304,000	\$5,798,747,000

general manager of this day is in the direct line of succession to the old-time Private Banker whose enterprise established and whose financial skill and sagacity were exercised in conducting his own banking institution. It would be difficult to over-estimate the services these pioneer banks rendered in their day to the commercial and financial interests of the old country.

The following is a condensed statement of the returns of the banks in the United Kingdom, for years 1905 and 1903, also of the Colonial and Foreign ones who have offices in London:

	1905.	1903.	Increase or decrease
U. K. BANK.			
Capital paid-up...	419,422,000	421,943,000	Dec. 2,521,000
Deposits and current accounts..	4,274,895,000	4,155,074,000	Inc. 109,821,000
Discounts & loans.	2,694,035,000	2,656,673,000	Inc. 37,362,000
COLONIAL.			
Deposits, etc....	1,148,290,000	1,071,480,000	Inc. 76,810,000
Discounts & loans.	991,485,000	988,400,000	Inc. 3,085,000
FOREIGN.			
Deposits.....	1,497,565,000	1,088,318,000	Inc. 409,247,000
Discounts & loans.	2,084,467,000	1,480,630,000	Inc. 603,837,000

As compared with the movement of Canadian banking business, the percentage advances made by banks in the United Kingdom were quite trifling. Our banks enlarged their deposits from 1903 to 1905 by 26 per cent., as against an advance by the United Kingdom banks of one-tenth of that increase. The deposits and current accounts in the banks in Scotland decreased by a large sum between 1903 and 1905, while, in the same period, those in Ireland were enlarged by 6 per cent. The decrease of deposits in the private banks in England, by \$22,075,000, which equals over 14 per cent., indicates a change made by the absorption of Foster & Co., Hammond & Co., Hodgkin, Barnett & Co., Smith, Payne & Co., by joint stock banks.

The foreign banks established in London show the largest increase since 1903, their deposits and loans having been enlarged in that period by 40 per cent.

The aggregate reserve fund of the Canadian banks has increased since 1903 by 16 p.c., while the reserve funds of the United Kingdom banks in that period actually decreased.

The following shows the aggregate paid-up and subscribed capital, the deposits and current accounts, the discounts, advances and loans, cash reserves and investments of the banks in the United Kingdom, and those Colonial and Foreign banks which have offices in London:

Aggregate paid up capital.....	\$ 957,664,000
Aggregate subscribed capital.....	2,098,418,000
Aggregate deposits and current accounts.....	6,920,750,000
Aggregate discounts and loans.....	5,788,747,000
Aggregate cash on hand and at call.....	1,936,304,000
Aggregate investments.....	1,456,356,000

The increase in the deposits of the banks in England and Wales, in Scotland and in Ireland since 1901 are given in the "London Economist" as below, which eminent financial journal has regularly published since October, 1877, a tabular annual statement of the accounts of all the joint stock of the

United Kingdom and of all the private banks that publish accounts. The table published in this issue is based upon statements in our London contemporary.

	England and Wales bank deposits.	Scotland Bank deposits.	Ireland Bank deposits
1900.....	\$ 3,073,390,000	\$ 518,370,000	\$ 238,600,000
1905.....	3,361,645,000	507,690,000	267,465,000
Increase.....	\$288,275,000	Decrease.	\$28,865,000

The statements of the banks in the United Kingdom for year ended June 30, 1905, indicate that the business last year was not as progressive and prosperous as in some earlier ones, but there is nothing to justify the pessimistic predictions of those who imagine that England is receding from her supreme rank in the financial and commercial world.

THE BANK OF MONTREAL.

The Bank of Montreal occupies a position of such eminence as to give its statements special importance as indicators of the course of trade in the period they cover. They comprise the months which constitute, for Canada, a natural business year, being for the period between the culmination of the preceding and current year's harvest operations and from near the closing of navigation in one year to the same period in its successor.

The profits for the past year amounted to \$1,638,650, a sum which equals 11.38 per cent. on the paid-up capital of \$14,400,000. A higher percentage was, however, earned, because it was not until July last that the bank's capital was enlarged by the addition of \$400,000, owing to the acquisition of a Halifax bank.

The amount brought from 1904 was \$583,196, which, being added to the year's profits, \$1,638,650, made a total of \$2,221,855 at the disposal of the directors. Out of this a dividend of 5 per cent. was paid on 1st June, and a second one will be paid on 1st December next, the two making together \$1,420,000. When these dividends are distributed, there will be a balance left of \$801,855, to be carried forward to next year, the surplus of profits over 10 per cent. dividends having been \$218,650.

As compared with the statement, of 1903 and 1904, the one for 1905 stands as follows:

	Oct. 31 1905	Oct. 31 1904	Oct. 31st 1903
Capital paid up.....	14,410,000	14,000,000	13,973,000
Reserve Fund.....	10,000,000	10,000,000	10,000,000
Circulation.....	12,996,181	10,925,000	11,325,000
Deposits not bearing interest.....	31,438,000	23,681,366	23,579,315
Deposits bearing interest...	87,725,211	71,113,046	57,847,438
Total deposits.....	119,163,212	94,794,412	81,426,853
Securities.....	8,281,452	7,893,231	8,015,645
Due by Bks. and agencies..	6,039,037	4,668,081	8,782,074
Call and short loans.....	37,961,908	24,499,023	15,356,356
Assets immediately available.....	68,633,030	48,881,689	42,396,880
Bank premises.....	600,000	600,000	600,000
Current loans and discounts.	88,591,793	81,304,314	74,604,111

The principal changes during the past year were :

Increase in Circulation.....	\$ 2,071,181
Increase in Deposits.....	24,368,800
Increase in immediately available Assets.....	19,751,341
Increase in Currents Loans and Discounts.....	7,287,479

The increase of over two millions in the circulation in October last, as compared with October, 1904, is significant of such an increase in the total circulation of all the banks as sent the total amount of the note issues this year within hailing distance of the legal limit. With few exceptions the limit was practically reached.

The question has become a live one as to the best mode of providing for a much larger circulation of bank notes than is now legal. Whether the limit should be, the aggregate of the paid-up capital and reserve combined or some other amount, will have to be decided ere long. At present the security of the note issues is excessive; were it reduced one-half, there would still be far greater security for their redemption in case of need than can be reasonably required for the protection of the public.

The increase of \$24,368,800 in deposits in one of our banks is an impressive exhibit of the prosperity of the country and the thrift of the people. How far such an accumulation of funds is profitable to the banks is another question.

The statement of the Bank of Montreal for 1905 is one that cannot but be gratifying to the shareholders, whose proprietary interests in this magnificent institution are growing in value.

THE INSURANCE INSTITUTE OF TORONTO.

The Insurance Institute of Toronto, founded six years ago, was the outcome of a circular issued on the 24th of March, 1899, by Mr. J. B. Laidlaw, the manager for Canada of the Norwich Union Society. The objects of the Institute as laid down in the constitution are: The promotion and cultivation of a thorough knowledge of the insurance business by means of educational courses, by the formation and maintenance of a reference library and reading-room, the circulation of insurance literature, the collection and application of statistics, the reading, discussion and publication of suitable papers, the occasional inspection of special fire risks, and the collection of articles illustrative of insurance business.

The membership consists of those engaged in the business of insurance. Once a month during the winter, a meeting is held, when papers are read, and those read at the previous meeting are discussed. These papers cover a wide range of subjects and form in themselves a valuable text-book in all branches of insurance. Education being the keynote of the work, the Insurance Institute of Toronto very wisely prepared a Syllabus for the use of its

members, which was afterward adopted by the Insurance Institute of Montreal.

The subjects covered for the three examinations in the Fire and Life Sections are well chosen. The subjects are as follows :

FIRE BRANCH.

First Examination—Arithmetic; Euclid, Book I.; Algebra, including Quadratic Equations; Composition; Bookkeeping; Geography.

Second Examination—General rules and tariffs of the Canadian Fire Underwriters' Association; Average and Co-insurance Clauses; Plan drawing to the scale; Chemistry—elementary; Re-insurances—policy drafting and endorsement; Correspondence—office practice; Building construction, including heating, ventilating and lighting; Electricity—elementary.

Third Examination—Application of the Canadian Fire Underwriters' Mercantile and Special Schedules upon actual survey; fire protection, municipal and private; sprinkler equipment; chemistry—advanced; Electricity—advanced; History of Fire Insurance; Loss adjustments; Insurance Law; Government Statement and Analysis of Companies' Accounts; these on at least two important classes of manufactories.

LIFE BRANCH.

First Examination—The same as the first examination in the fire branch.

Second Examination—Use of logarithms; interest and discount tables; practice of companies as to applications for assurance, and medical and other reports, and as to loans on policies, surrender values and settlement of claims; Plans of assurance, policy writing, conditions of assurance, drafting special conditions, knowledge of usual office forms; correspondence, literature and advertising; elementary principles of life assurance law.

Third Examination—Elements of life assurance Bookkeeping; Elementary principles of, and simple arithmetical problems in, Probability; Natural and level premium systems; nature of reserves; comparative reserves by different tables of mortality and interest; analysis of life assurance accounts; selection of risks; investments and re-assurances.

Students of the Toronto and Montreal Institutes who are successful in completing the examinations in either branch are entitled to the certificate of the Institute, which will be endorsed by the Federation of Insurance Institutes of Great Britain and Ireland, as the syllabus of the Canadian Institutes has been approved of by that body. At the last examination, eighteen candidates were successful in the first section and thirteen in the second section, each, of the fire and life branches, and three in part of the third section of the fire branch. The proceedings of the Institute for the season 1904-5 has now print-

ed and will shortly be issued (2,200 copies) to the members and subscribers, and the scope of influence of the Institute will be widely increased by the circulation of the book.

The work of the Institute for the coming year will be in good hands, the president being Mr. J. B. Laidlaw, who is known as the "Father of the Institute." He is ably supported by Mr. P. C. H. Papps, actuary of the Manufacturers' Life, who is vice-president, and by Mr. James B. McKechnie, M.A., the secretary.

According to the last annual report of the Institute, the membership is 444. At the monthly meetings, these papers will be read: "Employers' Liability Insurance," by C. W. I. Woodward; "A System of Life Insurance Bookkeeping and Office Records," by T. W. Wallace; "British Life Assurance Accounts," by C. C. Ferguson; "Some Results of Specific Rating," by H. W. Crossin; "Evolutions of Factory Building," by W. Robins; "Some Points of Life Assurance Law," by Alexander Bruce; "The Inspection and Rating of Special Hazards," by J. M. Bascom, and "Investments of Canadian Life Offices," by T. Bradshaw.

The Toronto Institute will be pleased to assist in any way to promote the formation of similar Institutes in the large centres. Apart from the advantages which accrue from a more intimate acquaintance with those engaged in the same line of business, the educational work of Institutes of this kind is of the utmost advantage to the individual members and to insurance in its various branches.

MR. EMORY McCLINTOCK'S PROTEST AGAINST GARBLED REPORTS.

The impatience of this present age has developed methods of presenting news reports which sacrifice truth to speed. Instead of providing their readers with the precise words uttered by public speakers, it has become the usage of daily papers to publish more or less picturesque statements of the speaker's views as reflected by a reporter who is bent on being sensational, whenever possible. This is the case in regard to reports of speeches on the topics of the day, which require no special skill to condense with tolerable accuracy, which, even if inaccurately presented, do no grievous injustice to the speakers. It is, however, impossible for one who is not himself a highly trained expert to condense an address made on a technical subject by an accomplished authority thereon without making absurd blunders, even when the most honest desire to be accurate is felt. But, when this desire is absent and nothing more is aimed at than a smart descriptive report, then the result is deplorable, even scandalous, and too often quite libellous.

The reports which have appeared in New York papers of the evidence given before the insurance

investigation committee in too many instances have been specimens of the art of garbling, falsifying and misrepresenting under pretence of reporting.

A reporter's work, when skilfully and honestly done, is comparable to a looking-glass; it presents what has been said, or done, without any extraneous additions, or anything likely to distort what is reflected.

Mr. Emory McClintock gave his explanation before the investigating committee of the New York Legislature, that the actuary of his company, like those of all other companies, has to use his judgment in fixing the interest and other factors employed as a basis for the voluminous mathematical calculations involved in a distribution of surplus among policies of different dates, kinds and ages at issue. His explanations, we need hardly say, were those of a distinguished actuary of wide experience and honourable reputation. They were necessarily technical, consequently impossible to condense satisfactorily, for it is of the very essence of the report of a technical statement that the words as used by a speaker must retain their orderly relation to each other. Generalizing a technical statement is to so muddle it as to destroy its technical character and value.

We take the following account of what appeared in New York papers from a letter of protest issued by McClintock to his colleagues of the Actuarial Society of America:—

Picture in "New York World", October 29, of
MUTUAL LIFE'S ACTUARY WHO MAKES GUESSES AT
DIVIDENDS.

Headline in "New York Tribune", October 26.
ACTUARY NOT ACCURATE.
MUTUAL RUN ON "RETROSPECTION AND PROPHECY,"
NOT CALCULATION.

Editorial in "New York Globe", October 26.
ANOTHER BROKEN IDOL.

"The rude iconoclasts of the Armstrong committee have broken another idol. This time it is that mysterious functionary, the actuary, that lies prone and battered. The reverence once felt is turned to something akin to contempt, and we wonder why we worshipped. * * * * *

Yesterday the testimony of Mr. McClintock revealed the actuary as he is—as a mere guesser and estimator. Mr. McClintock, tearing away the veil from the face of his mystery, confessed that he has no unchangeable method of measuring, but distributes to policyholders what he deems is "fair and just." An exact determination of what each policyholder is entitled to, he says, "is physically and mathematically impossible."

Headline in "New York Press", October 26.
ACTUARY OF INSURANCE COMPANY ADMITS HE PAYS
DIVIDENDS WHEN COMPANY DOES NOT EARN
THEM OR PAYS LESS THAN EARNINGS.

Reports so garbled, so absolutely destitute of intelligence, so malicious, have been made the basis of comments on life assurance by the Press generally, and the public mind has been pre-

judged thereby to a deplorable extent against not only those officials whose case may be said to be *sub-judice*, and, therefore not a fit subject for criticism, but against an economic system which is one of the most beneficent agencies of civilization.

To attack the actuaries of life assurance companies because one of the most eminent of the profession has given technical explanations, the understanding of which requires some degree of expert knowledge, is particularly stupid; it is like attacking physicians as a body because some eminent practitioner's evidence on a trial exhibited his knowledge and experience as a medical expert.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

MR. ROBERT H. MCCURDY'S STATEMENT.

During the proceedings of the Committee sitting to investigate the affairs of insurance companies, Mr. Robert H. McCurdy tendered a written statement explanatory of his relations to the Mutual Life Insurance Company of New York. He took this course to save the time of the Committee, and "because of an impression which is said to prevail that the foreign business of the company is a relatively heavy burden to its finances and that I have unduly profited by such business."

The chief point of interest to the public, and the policy-holders in particular, is in regard to the large amount of commissions he received on which severe censures have been passed. Mr. McCurdy opens his statement with remarks on the agency commission business.

"All insurance companies at that time, as most companies still do at present, farmed out territory onto agencies and paid the agents on a commission basis. These commissions are merely gross sums, from which the heavy expenses of the agency must be deducted to ascertain the net profit. The general agents, in addition to paying all the expenses of procuring insurance within the limits of the agency, including the large commission paid sub-agents and solicitors, further incur all the risk of losses which might be caused by the defalcation of subordinates or other casualty. In other words, the general agents make themselves responsible to the company for the business which they secure and for the payment of the premiums due thereon, and the amount of their profits is wholly dependent upon the amount of business which they secure. It is the method by which the insurance companies of this country were built up, and while it is the present policy of our company and some other companies to transform all such agencies into salaried positions, the question is still to be solved whether the salary system, which to some extent takes away from the agent any incentive to develop the business of the company, will be effective as was the old managing agency system on a commission basis."

In 1885 he was appointed superintendent of the foreign department, and it was agreed that he was to be paid 5 per cent. upon the foreign premiums collected. In the first year the premiums were only \$7,190, on which he received \$859.50 as commission. Agencies were generally established in the

following order: Mexico, Hamburg, Chili, Peru, Bavaria, Berlin, Australia, Porto Rico, Great Britain, Belgium, Denmark, Norway, Italy, Austria, Hungary, South Africa, Holland, Spain, Sweden, the Levant, and Japan. The result was that, in 1888, Mr. McCurdy says: "My commissions amounted to \$23,522. At my own suggestion and request this was reduced from 5 per cent. on all premiums, which included renewals, to 5 per cent. on first year's premium, 3 per cent. on renewals and 2½ per cent. on annuities. I may say here, as explaining this reduction, as well as the future reductions to which I shall refer, that while the company had the right at any time to terminate my contract as to all future policies, I had fixed contract rights in all business theretofore placed, and I was therefore legally entitled to 5 per cent. upon all future premiums on business established from 1886 to 1889, which in the future would have amounted to a considerable sum. But at my own suggestion the reduction to which I have referred was made retroactive, and applied to premiums upon past policies as well as those to be secured in the future."

As the business developed largely he wrote to the president suggesting that the terms of commission be reduced as follows:

"For the year 1892:

"A commission on first year's premiums of 2½ per cent.

"A commission on all renewal premiums of 1 per cent.

"A commission on single payment life or endowment of 1 per cent.

"A commission on single payment annuities, 1 per cent."

In May, 1897, he suggested the propriety of a further reduction, "the commission on first year's premiums to be reduced from 2½ per cent. to 1 per cent." This was approved with a renewal commission of 1 per cent. on six subsequent premiums.

In December, 1900, he wrote the general manager suggesting in view of the great growth of the company's foreign business that a further reduction be made. In June, 1902, Mr. R. H. McCurdy was elected general manager at a salary of \$20,000, which was increased on July 1 to \$30,000, the present amount.

He declares that all these reductions were made at his own instance, as he deemed them fair in view of the unexpected growth of the foreign business of the company, and that in accepting a salaried position in lieu of commissions he was substituted for a large income a relatively small salary. The business on which the large commissions were paid had no existence before re organized the foreign department. The work of developing the business in each country on different lines after a study of local conditions required repeated visits to foreign countries, the result of 18 years' work being that in 1903 the premiums received from foreign agencies amounted to \$10,579,695, and the ratio of expenses on this foreign business was only 27 per cent., which is not higher than a like ratio upon the company's insurance in this country.

Imperial Preferential Trade.

A PAPER READ BY

MR. R. WILSON-SMITH.

BEFORE THE POLITICAL ECONOMY CLUB OF MONTREAL.
ON 10TH NOVEMBER 1905.

The question of Imperial Preferential Trade is so many-sided that it is hopeless to attempt to discuss it in all its aspects, within the limits of a paper of the ordinary length of those submitted for the consideration of this Club.

Fortunately, or perhaps unfortunately, certain features of the subject have been discussed so much during the last five or six years that it would be hard to say anything new or interesting with regard to them. Many of the utterances of public men, and of the press, upon this question, might properly be added to Mr. Punch's celebrated list of "Things Better Left Unsaid" because they have rather tended to becloud the issue by erroneous assumptions. British politicians have assumed the existence of conditions and sentiments in the colonies, of which we, who live in Greater Britain, are unconscious: and colonial political economists have taken for granted the existence in the United Kingdom of a state of affairs of which the British elector is in happy ignorance.

I propose, therefore, this evening to confine my remarks only, or at any rate chiefly, to one or two aspects of one of the greatest problems in political economy ever submitted to a great nation, or confederation of nations, as you may prefer to regard it.

Is that putting it too strongly? Let me remind you that as Mr. Cleveland would say "We are face to face with a condition, not a theory." And what is the condition? A league of self-governing peoples dwelling over-seas at immense distances from each other and from the Mother Country, united by a common allegiance and by strong sentimentalities, but divided by the fact that the Mother Country and the colonies respectively have each attained a degree of prosperity which is the envy of the world, under fiscal policies so divergent as to appear at first sight absolutely irreconcilable.

There is nothing to be gained by ignoring or by unduly minimising the essential difficulties of such a situation, or by any members of this imperial family of nations failing to recognize or appreciate the natural divergencies of opinion due to the differences in the point of view.

The United Kingdom is so far in advance of the rest of the world in trade and commerce that, as was said of one of the most celebrated Derbys ever run, it is a case of "*Eclipse*" first, the rest nowhere."

You can never make the average Briton believe

but that the immense foreign trade, the enormous mercantile marine, even the vast colonial expansion itself of the British Empire are due to England's glorious policy of free trade.

And let me add here, that I, who am a firm believer in the policy of reasonable protection for Canada, am quite willing to be counted with the average Briton upon this point.

On the other hand, you have the colonial Empire "Britain over the seas" prospering as no other colonies have ever prospered under a policy of protection.

To you as Canadians I say: "Put yourself in his place." Remember that from the days of Cobden, Free Trade has been part of an Englishman's religion; not merely a question of policy, but (perhaps on account of its success from a commercial point of view) a question of morals. To John Bull, Protection, is not merely unwise, it is unclean, almost wicked.

I take it for granted that all the members of the Political Economy Club are in favour of improving the commercial relations between the component parts of the Empire and of strengthening the ties which bind them together. That much being conceded, the question narrows itself, or shall I say gets less awfully wide, to the problem, how to reconcile these varying interests and opinions.

First let me advance the idea that business questions cannot be settled permanently upon a sentimental basis. As Mr. Tarte said, or, I rather think, did *not* say—"Business is Business."

Let me ask some of you gentleman who are Montreal merchants: "Are you in the habit of cutting prices to customers who happen to be Montrealers?" Or is it possible that the virtue of hospitality is so strongly developed in you, that you do occasionally encourage the stranger within your gates, from New York, or Boston, by putting him on the most favoured customer basis? In either case I think I would be doing an injustice to your intelligence by imagining that sentiment had much to do with the matter.

Well, if we do not for sentimental reasons habitually favour the Canadian because he is a Canadian, why should we pretend to be anxious to favour the Englishman because he is an Englishman?

To go a step further, why should we expect the Briton in England to sacrifice his own interests for the benefit of another Briton simply because the other lives three thousand miles away?

The imperial sentiment is all right; and let us do all we can to encourage it, but do not let us delude ourselves with the idea that we can make it the basis of permanent business arrangements involving much sacrifice on one side or the other.

I do not, however, on account of the difficulties

I have cited, despair of our finding eventually a means of improving the commercial conditions within the Empire. In fact, I have only mentioned them in order to indicate rocks that should be avoided. I am enthusiastically in favour of anything that will tend to promote inter-imperial trade; partly for business reasons and partly because I believe it will help to perpetuate the imperial connection which alone can (at least for many years to come) guarantee the practical independence of Canada.

The next thing we have to bear in mind is that England is a nation of shop-keepers, and that John Bull likes to be master in his own shop, in which respect his colonial sons are very much like him.

Then we must remember that Great Britain has not only world-wide interests but world-wide responsibilities with which we have no direct connection.

Changes in her fiscal policy reasonable enough in themselves may be regarded as indications of hostility towards powers with which it is her paramount interest to be on terms of cordiality.

The greatest difficulty of all, perhaps, is the tendency in both the Mother Country and the colonies to make this question of such vital importance to the whole Empire, the *sport of party politics*.

The problem then is to find a fiscal policy which will not violate the autonomy of the United Kingdom nor of the self-governing colonies, which will not destroy England's foreign trade nor check the industrial development of Greater Britain, which will not be offensive to foreign nations, and which will yet tend to promote trade between all parts of the British Empire.

Frankly, I do not believe that it is within the range of possibility for the ingenuity of mortal man to devise any cut or dried scheme which will bring into operation, at any given date, a policy which will fulfill all these conditions.

But I do believe, nevertheless, that a policy of this kind is attainable within a very few years by a process of rapid growth.

What we have to work for is not a cut and dried scheme immediately acceptable to all parts of the Empire, but *tendencies* which will at no distant date bring us into the closest possible commercial union with every free country flying the British flag, and with every other country that is willing to trade with the British Empire upon something like equal terms.

I favour the adoption by the whole Empire, every part acting freely for itself, of an Imperial policy, which shall be at once a friendly offer and a friendly challenge, to the whole world, to do business on equal terms.

My suggestion is that the Imperial Parliament acting for the United Kingdom, and every Colonial Parliament acting for its own Colony, shall adopt

a maximum and a minimum tariff, and give every country under heaven its choice which it may accept upon the usual reciprocal terms. The Parliaments should then delegate to their respective Governments full powers to extend to any other country the advantages of the minimum tariff upon that country conceding similar privileges in return.

How does this scheme comply with the conditions I have just laid down? I submit that it cannot violate the autonomy of any part of the Empire because every part will legislate for itself and in its own interests. It will not destroy England's trade but will tend to increase it. It will not check the industrial developments of Greater Britain because each colonial legislature can surely be trusted to frame its two tariffs with a view to the sufficient protection of its home industries. It cannot be offensive to foreign nations because there will be no discrimination against any country; the stranger will be offered the same trade conditions as the member of the family.

How then is *this* Imperial Preferential Trade, if the stranger is to be treated as one of the family?

My answer is that the ultimate interests of the British Empire and of every part thereof lie in the direction of universal free trade and that the adoption of the Imperial Policy I have suggested would be the biggest step ever made in that direction.

When I say that the ultimate interests of every part of the British Empire lie in the direction of universal free trade, I by no means exclude Canada. I take it that most of us in the Dominion who are protectionists, are such not from any belief in protection as an economic principle of general application, but as a necessity arising out of our peculiar circumstances. Let us cultivate an intelligent faith in our own country.

I believe that Canada with her enormous wealth in natural resources, with her unequalled water powers, and with her hardy, industrious, and intelligent population, can hold her own in competition on fair and equal terms with the whole world. That we can be ahead on all lines of industry, I do not pretend. On the contrary, I would imagine that under the conditions I have foreshadowed certain lines of manufacture would by a process of natural selection be eliminated from Canadian industries, while others would be greatly developed, and no doubt new ones introduced. But I contend that this process of natural selection would work entirely in the best interests of the Canadian people as a whole. And those are the only interests that we have any right to hold supreme.

I am prepared to justify the granting of great and exceptional privileges to the manufacturing industries of Canada, not in the interests of the manufacturers, not in the interests even of what is called the industrial population, which after all amounts to less than twenty per cent. of the entire popula-

tion, but in the interests of the whole people of Canada.

In these days no country can be great or attractive without diversity of occupation and opportunity, and the farming, mining, lumbering and fishing population of Canada who form nearly one half of the people, would be very short-sighted were they to begrudge to the industrial classes those privileges which are essential in order to obtain for themselves the advantage of a home market and for their children the opportunity of diversity of occupation without leaving the Dominion.

I do not claim that the adoption by the United Kingdom and each of the self-governing colonies of a system of double tariffs would lead to an immediate and great increase between the component parts of the Empire. As I have already said, we are working not for a cut and dried scheme to go into immediate and complete operation, but for *tendencies*. It is an educational campaign upon which we have set out. We have to accustom the Briton in the United Kingdom to the idea of Fair Trade, as distinct from so-called Free Trade (which is only free on one side) without creating the impression that he is being asked to make substantial sacrifices for merely sentimental reasons. And we have to accustom the Briton in Canada and the other colonies to the idea that he can discriminate between the family and the stranger, between his commercial friends and his commercial foes, without the slightest danger to his very properly cherished autonomy. It must not be forgotten that many other factors enter into this problem of increasing trade and commerce between any two countries besides that of tariffs.

How else can we explain the operation? I might perhaps call it inoperation of the Canadian Preferential Tariff in favour of Great Britain?

Let me recall to you briefly the main outlines of that Tariff:

The Preferential Tariff provided that, on and after the 1st August, 1898, all imports from Great Britain shall come into Canada, on paying a duty to Customs of 25 per cent. less than that levied on goods from foreign countries. (2) A provision to aid the West Indies by admitting their products at the full reduction of 25 per cent., a similar provision for any other British Colony or possession, the customs tariff of which is, on the whole, as favourable to Canada as the British preferential tariff is to such Colony or possession, provided, however, manufactured articles admitted under such preferential tariff are *bona fide* manufactures of a country or countries entitled to the benefit of such tariff, and such benefits shall not extend to the importation of articles into the production of which there has not entered a substantial portion of the labour of such countries, a provision that the reduction is not to apply to wines, malt, liquors,

spirits, spirituous liquors, liquid medicines, and articles containing alcohol, tobacco, cigars and cigarettes.

The following parts of the Empire are included in the preferential arrangement: The United Kingdom, Bermuda, British West Indies, Bahamas, Jamaica, Turks and Caicos Islands, Leeward Islands, Windward Islands, Barbados, Trinidad, Tobago, British Guiana, British India, Ceylon, Straits Settlement, New Zealand.

From July, 1900, the preference was raised from 25 p.c. to 33 $\frac{1}{3}$ p.c., and now let us see what have been the practical results of that interesting experiment so far as we can infer them from statistics.

COURSE OF IMPORTS FOR 8 YEARS PRIOR TO 1897 AND FOR 8 YEARS SINCE AND INCLUDING THAT YEAR.

Year.	From Great Britain.	From United States.	Total.
	\$	\$	
1889.....	42,317,389	50,537,440	109,673,447
1890.....	43,390,241	52,291,973	112,765,584
1891.....	42,047,526	53,685,657	113,345,121
1892.....	41,348,435	53,137,572	116,978,943
1893.....	43,148,413	58,221,976	121,765,030
1894.....	38,717,207	53,634,100	113,093,983
1895.....	31,131,737	53,634,521	105,252,511
1896.....	32,979,742	58,574,024	110,587,480
Dec.....	9,337,647	Inc. 8,036,584	Inc. 914,033
Decrease per cent..	22.7 p. c.	.....	.....
Increase per cent....	.....	15.7 p. c.	8.3 p. c.
1897.....	29,412,188	61,649,041	111,294,021
1898.....	32,500,917	78,705,590	130,698,006
1899.....	37,060,123	93,007,165	154,051,593
1900.....	44,789,730	109,844,378	180,804,316
1901.....	43,018,164	110,485,008	181,237,988
1902.....	49,213,762	120,807,050	202,791,595
1903.....	58,896,901	137,605,195	233,790,516
1904.....	61,777,574	150,826,515	251,464,332
	Inc. 32,365,386	Inc. 89,177,474	Inc. 140,170,311
Increase per cent..	110.0 p. c.	144.6 p. c.	125.9 p. c.

These statistics show that the imports prior to 1897, were stagnant, the increase in 8 years, 1889 to 1896 having been only 8.3 p.c. In this stagnation the imports from Great Britain suffered the most, as they actually were reduced between 1889 and 1896 by 22.7 p.c. *This was owing to a series of bad years.* In 1897 a great revival of trade set in, which at once began to enlarge the imports. In this revival the British imports shared, so that from 1897 to 1904, they increased 110 per cent., the United States imports in the same years increased 144.6 per cent., or 34.6 p. c. more than the British, and the total imports from all countries increased 125.9 p.c., or 15.9 p.c. more than the British, which had the advantage for six of these years of a preferential tariff.

Is it reasonable to attribute the increase in British imports after 1897 to the preferential tariff when their increase was less than the average for the whole imports.

Let us for a moment, in order to make every pos-

sible allowance for the increase which could possibly be attributed to the Preferential Tariff, take another view of these statistics. For instance, prior to 1807, there was an actual decrease of 22.7 p.c. in the imports from Great Britain, and an actual increase of 15.0 p.c. in the imports from the United States.

In the eight years following there was an increase of 110 p.c. in the imports from Great Britain, and an increase of 144.6 p.c. in the imports from the United States.

Suppose that we give the Preferential Tariff the credit of having stopped the downward tendency of British imports, as well as having started an upward movement; suppose that we add to the 110 p.c. increase of the last eight years the 22.7 p.c. of decrease in the previous years, we have an improvement in British imports of 132.7 p.c.

Then, on the other hand, suppose we deduct from the 144.6 p.c. of United States imports in the last eight years, the 15.0 p.c. of increase in the previous eight years, we have a net improvement in United States imports of 128.5 p.c.

In other words, giving the British preference the utmost possible credit for results so far as can be proven by figures, the British imports have only increased 4.2 p.c. more than the United States imports in the eight years, during about six of which the preference has been in existence. I am not saying this in depreciation of the Preferential Tariff, but simply to point out that, for some reason, the preference has failed to produce as great results as were naturally expected. We must not, therefore, assume too readily that discriminating tariffs *alone* will bring about immediate radical improvement in the trade between the different parts of the Empire. Nor, on the other hand, need we take it for granted that, because a one-sided experiment in preferential trade on a comparatively small scale has apparently failed to produce anticipated results, therefore, a bigger experiment on similar lines would be a failure. Then it must be borne in mind that no figures can possibly show how much *worse* the imports from the United Kingdom into Canada might have looked but for the preference.

There is one advantage which the American exporter will always enjoy over the English exporter in supplying Canada with his wares, and that is, nearness to the market. The advantage is not so much in the matter of the cost of transportation as in the economy of time. A merchant in Montreal, or Toronto, can obtain goods from the United States in from twenty-four to forty-eight hours, whereas to obtain similar articles from England is a matter of from two to three weeks at the best. This in itself is a serious handicap to the British exporter. Then complaints are sometimes made of the traditional conservatism of the English

houses, of their reluctance to accommodate their methods to the tastes of their colonial customers. They are also said to be less elastic in the matter of credit than their competitors in the United States; and, finally, the Americans are more active and aggressive in their inroads upon the Canadian markets. Most of the principal American manufacturing establishments are represented in Canada by permanent resident agents.

The fierce opposition aroused in England by Mr. Chamberlain's splendid campaign in favour of Imperial Preferential Trade impresses me with the conviction, that the difficulties in the way of making anything of the nature of treaties of commerce between the mother country and the colonies on a preferential basis are too great to be overcome in a few years. I cannot sufficiently express my admiration for the courage and ability with which Mr. Chamberlain has taken hold of this question, and has at least succeeded in making what would have been laughed to scorn a few years ago—a *live issue in British politics*.

To sum up my argument, we have a great educational work to do. We must aim, not so much to bring about a fiscal revolution within the Empire immediately, but rather to give such direction to fiscal reform movements all over the British Empire, that they will tend to a common centre, a common object. To do this effectually, we must respect prejudices that we do not share, and must credit our friends over the seas with knowing something about their own business.

Lastly, looking at the matter entirely from the point of view of our own interests, we must remember that the question is not wholly one of trade and commerce. No nation of five to six millions of people in the whole world has its independence so amply or so cheaply guaranteed. The Imperial connection which is our safeguard neither restricts our liberties, nor costs us a dollar, and is the best asset we possess. The time is coming (I hope soon) when, for our credit sake, we shall ask the privilege of contributing in some form to the cost of the defence of the Empire. Incidentally, we are aiding in this defence by the construction of our transcontinental railways. A few thousand miles of railway in South Africa might have saved thousands of English lives, and millions of English money. A double track on the Trans-Siberian Railway might have saved the Russian Empire from disastrous defeat. No one, however, pretends that our transcontinental railway enterprises are intended as a contribution to Imperial defence, valuable as they may be for service incidentally.

Canada is becoming rich enough in financial resources, and self-respecting enough to assume some portion of the responsibilities, and to bear her fair share of the cost of Imperial defence.

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.

1400.—J. L., Montreal.—Japanese 4½ bonds are a safe speculative investment, and if held till maturity, or if called, they will yield a high return on the investment.

1500.—W. J. B., Ormstown, Q.—The great cause of severe stringency and excessive rates for money in New York, which occurs periodically, is the non-elasticity of the bank circulation. There are, of course, contributing forces of various kinds, but a change in the method of governing circulation which would permit expansion at times of stress would go far towards adjusting the periodic difficulty.

CANADIAN ACCIDENT UNDERWRITERS ASSOCIATION.

The semi-annual meeting of the above Association was held in Montreal, on the 14th instant.

Mr. John Hyde, secretary of the Eastern Section, occupied the chair.

Some business of an interesting character to the Association was very ably discussed, and disposed of, in a prompt manner.

The following members were present:—Messrs. Griffin and Woodland (Employers' Liability), F. J. Starke (Accident & Guarantee), John Emo (Canadian Railway Accident), C. H. Neely (Ocean Accident), A. L. Eastmure (Ontario Accident), Frank Russell (Railway Passengers), T. Hudson (Canada Accident), J. W. MacKenzie (Maryland Casualty), and F. F. Parkins (Travellers).

ROCHESTER GERMAN INSURANCE COMPANY.

The Rochester German Insurance Company, which has made the necessary deposit with the Government, and its business, through the agency of Mr. Walter Kavanagh in Montreal, is now in full swing.

MONTREAL CLEARING HOUSE.—Total for week ending November 16, 1905—Clearings, \$31,029,970; corresponding week 1904, \$22,906,712; corresponding week 1903, \$24,014,302.

OTTAWA CLEARING HOUSE.—Total for week ending Nov. 9, 1905—Clearings, \$3,094,376; corresponding week last year \$2,405,948.

PROMINENT TOPICS.

MONTREAL AND TORONTO.—Some of our western contemporaries have been instituting invidious comparisons between Montreal and Toronto more or less at the expense of this city.

We Montrealers are delighted at the progress of the Queen City; we share her pride in having achieved so prominent a position. That Toronto may continue to advance in size and in prosperity, that her progress may be greater in the future than in the past, and that it may be on the strongest possible foundations are the sentiments of Montreal, between whom and Toronto there is no cause for jealousy.

Montreal is bursting the barriers which have encircled her by suburban municipalities which one after another are being absorbed by this city. There is no visible line between Montreal and numbers of towns on her borders. Montreal has been advancing in population, in trade, in wealth, in everything that indicate substantial progress without advertising or borrowing. To this city several of the leading merchants of Toronto have recently come to share in the local business appointments which they find most attractive.

* * * *

THE PROVINCIAL STAMP TAX.—It is highly significant that no defence of the transfer stamp tax has been published; the judgment against it has been allowed to go by default. What has been proved is, that the obligation to pay a tax on each transfer of a security is obstructive of business, unjust, as it causes the same security to be taxed over and over again each time it changes owners, and that the tax discriminates against the stock exchange business of this province, as no such tax is imposed in other provinces. Business naturally gravitates to markets where it is transacted most economically and easily. A Quebec stamp tax has a tendency to drive financial operations elsewhere. If the Government is compelled to raise revenue from stock business, it should impose a direct tax in such a form as would cause no obstruction to the business and be equitably levied. The present tax is singularly unwise and could only be mended by being ended.

* * * *

THE DECISION IN FAVOUR OF THE STREET RAILWAY COMPANY.—When the Montreal Street Railway Company commenced operating lines outside the city in direct connection with those in the city, there was a claim made by the City Council for a percentage on the gross receipts including the traffic receipts of the suburban lines. The ground taken was, that the service was one enterprise, and that the earnings on the lines outside the city were not divisible from those of the city proper.

The Supreme Court decided that the Street Railway Company was liable for the usual percentage

on the receipts from its suburban extensions. Against this the company appealed to the Judicial Committee of the Privy Council, by whom the city is declared to have no claim on the suburban receipts of the railway. A new situation will be created when the outlying municipalities are incorporated, as then the lines of the Street Railway Company will run within the limits of the city, and the entire traffic receipts will be liable for a percentage that will be due to the city from lines all over Greater Montreal.

THE PAY-AS-YOU-ENTER CARS have been subjected to a fusillade of epistolary criticism this week, all of an adverse character. Compelling passengers to stand on an unenclosed platform until they find a ticket, or a five cent coin to insert into the conductor's box, will be an intolerable nuisance during the winter season; indeed to aged and delicate persons it will be a source of grave risk to health. Whether conductors can be got to stand ten hours on the open platform of the cars is doubtful. The designer of these new cars is evidently a person not familiar with the severity of a winter in this district. Some change must be made to protect passengers from the weather while waiting to pay their fare.

"MY! BUT YOUR STREETS ARE DIRTY."—This was the exclamation of a clergyman from a country town who arrived here two days ago. He compared our roadways to those in his district to the serious disparagement of those in this city. The snow will soon charitably hide the city's shame in this matter, but, judging from precedents, will create another disgraceful nuisance, unless the authorities adopt some measures to keep the sidewalks in a passably safe condition and the roadways fit for vehicular traffic. How long will village ideas dominate the management of this great metropolitan city as regards its streets!

THE WINDSOR HOTEL ANNUAL MEETING was held on 14th inst., when the following directors were re-elected:—Messrs. J. P. Dawes, W. C. McIntyre, Hy. Joseph, H. Wanklyn, N. J. Dawes, Chas. Cassils and Selkirk Cross. Mr. J. P. Dawes was elected president, Mr. W. C. McIntyre, vice-president, and Mr. W. S. Weldon, was re-appointed manager. The business of the past year was stated to have been gratifying, as it well might be when throughout the tourist season numerous visitors every day were unable to obtain accommodation.

THE WRECK OF THE SS. "BAVARIAN."—The Hon. Mr. Prefontaine, Minister of Marine, has visited the place where the SS. "Bavarian" was wrecked. He has made a searching inquiry into the navigation of the vessel, with the result of deciding that the

pilot was at fault. He is convinced that a thorough reform of the pilotage system is urgently called for, and that changes are needed in the signals for the guidance of mariners in the St. Lawrence route. Such marks as old trees, barns, church steeples, now marked on the charts, are wholly unworthy of so important a channel, which ought to be furnished with permanent guide-marks for the pilots and others to steer by.

NORWAY DECIDES FOR MONARCHY AND CHOOSES A KING.—The people of Norway have decided in favour of a monarchical form of government, and chosen Prince Charles of Denmark as their future sovereign. It is a very happy conclusion to a long quarrel with Sweden, which might have resulted in war. By some authorities in Europe it is believed that, had Russia not been busy with Japan, she would have set Sweden and Norway at loggerheads with the design of acquiring ascendancy, in some form, over one or both those countries.

Both Norway and Sweden will be all the happier for each being independent. They were leashed like two hounds whose tempers were spoiled by being tied together. If these small Kingdoms have wisdom enough to mind their own business exclusively they have a bright future before them of prosperity and peace.

THE ACTION AGAINST THE TORONTO PLUMBERS.—An action is in progress in the Police Court, Toronto, against the local Plumbers' Association, on a charge of conspiracy. The evidence so far offered shows that a formal agreement had been signed by a number of firms who mutually bind themselves not to supply goods to plumbers who are outside the Association, except at 20 p.c. over the rates charged to members.

The firms who signed the agreement undertook not to sell to the general public any plumbing goods, or steam or hot water fittings, but, when asked prices, to quote the enquirers 25 per cent. over the Association's purchase price.

Under the rules of the Plumbers' Association all tenders for work are required to be submitted to it, and the several persons who tender are then called together, the business discussed and an arrangement made as to who is to be the successful tenderer and at what prices. As no outsider could secure a supply of goods except by paying 20 per cent. in excess of the prices charged members of the Association, the effect is to boycott non-members and drive them out of business, and to compel the public to pay exorbitant prices.

A DOUBTFUL PROPOSITION.—A circular is before us issued on behalf of "The British Union Assurance Society, Limited," London. This title of itself is so highly objectionable as to be quite suffi-

cient to discredit the enterprise. One of the oldest British fire offices is, "The Union Assurance Society," which was founded nearly 200 years ago. To take the title of this company and add to it the word "British" is apparently an attempt to acquire business under misleading circumstances. The old "Union Assurance Society" is, of course, the British Union Assurance Society, the word "British" being always understood when speaking of that company.

The circular declares, that this new company has "an authorized capital of 250,000 pounds, and its assets amount to over \$140,000"—a capital of \$1,250,000 and assets of only \$140,000. The assets are given in detail, as "amount paid in, \$40,000; subscribed in addition, \$50,000, and accumulated funds, \$50,000, so that, according to the Society's own statement, the actual assets are only \$90,000, the rest being merely what has been "subscribed."

This company has no legal authority to solicit and write insurance risks in Canada, and we cannot but express regret that such an organization should have been launched whose title is so close a copy of that of a company of high standing as to be misleading.

THE PILOTAGE QUESTION.—The pilotage system of the St. Lawrence is in need of radical reform. As a system it has outlived its usefulness. The conditions of the river and of the vessels passing along its channel have been so changed by improvements in recent years as to demand changes in accordance with these new conditions in the pilotage system. The steamers are now so much larger than in years gone by as to require far greater skill to navigate than in the past. There are now so many more vessels in the course, and their speed is so much greater, as to demand a higher degree of skill in navigating the magnificent ocean steamers than in former days. Has anything been done to train pilots for their enhanced responsibilities?

The pilots, as a rule, are farmers, who, when navigation is closed, are occupied in agricultural pursuits. Whether this duality is conducive to their progressive skill as navigators is a question.

The Hon. Mr. Prefontaine is to be congratulated on having taken a stand on this question, which will, we trust, lead to some decisive reforms being carried out in the pilotage system of the St. Lawrence. Having had experience on the Harbour Board, the writer is only too familiar with the difficulties of this question, but they are likely to disappear before the decision and energy of the Minister of Marine.

THE MONTREAL 7 PER CENT. LOAN was referred to in a recent issue in which a suggestion was made that it should be repurchased as opportunities offered. It will be gratifying to get rid of this relie

of brilliant financing. The amount was not large, nor was the interest excessive at that time, but a lamentable error in judgment was made when this 7 per cent. loan was issued as a permanent one.

We were glad to see the matter taken up by the Finance Committee who will make arrangements to get this loan off the market when opportunities arise.

COMMISSION ON STOCK EXCHANGE TRANSACTIONS.—The movement for a reduction of the commission rate is gaining ground and it is likely that the rate for 100 share lots at least will be reduced to $\frac{3}{8}$ of 1 p.c. A large and conservative portion of the members of the Montreal Stock Exchange consider the present rate of $\frac{1}{4}$ of 1 p.c. warranted and are against change, but are willing to make the reduction on large orders of 100 shares or over. The "unlisted list" idea is also receiving favourable consideration.

JAPAN IS IN NO HURRY FOR FUNDS.—It is understood in financial circles that the Japanese Government is in no hurry to acquire money by a loan. Japan has large amounts to its credit in Europe, and it is probable that the new loan proposed will not be negotiated while so much uncertainty exists as to Russia. If the Russian loan is abandoned the monetary situation will be materially changed, but, if it is merely suspended, other matters will have to be put aside until something definite is decided.

The idea of Japan is the conversion of her 6 Per Cents, which would involve the payment of a bonus. These 6 Per Cents have some months yet to run, so they may be allowed to mature if the terms for conversion are not as favourable as desired.

THE REVENUE FOR PROTECTING JAPANESE LOANS.—The two last loans to Japan are protected by the revenue from the tobacco monopoly held by the Government. The Japanese Minister of Finance has recently stated that the charges for interest on the loans are \$13,500,000 for this and next year, and the revenue "ear-marked" for the interest will be \$16,250,000, with a prospect of increase for some years. These revenue estimates are, of course, sanguine, but they are given out very confidently.

Taking everything into consideration, we do not think that investors will be greatly fascinated by either Japanese or Russian bonds at present. The latter 4 per cents., have dropped to 84 under the revolutionary conditions prevailing.

RUSSIAN IN A PITIABLE PLIGHT.—The condition of Russia is pitiable. By what means the people are to be reduced to a state of order is a question that might baffle the astutest statesman.

It is evident that a much stronger hand is needed at the helm of this storm-tossed ship than any one

who has yet undertaken to bring Russia into a more reasonable condition. The Czar is wholly incapable of placating his angry subjects. They have no leader, no definite policy, no political programme; they seem swayed by violent emotions rather than clear ideas as to what they wish. The riots in several cities accompanied by wholesale massacres are not the outcome of any rational political aspirations. Racial passions are not in harmony with a longing for civil and political liberty. How can murdering Jews promote the cause of constitutional Government? One of the first effects of destroying despotism in England was to give larger freedom and more protection to the Jews in London.

WHO ARE RESPONSIBLE FOR RUSSIAN'S DISORDERS?—One cannot but hold the ruling classes in Russia responsible to a very lamentable extent for the disorders in that country. They for generations have been in circumstances which ought to have rendered them the leaders of the people in the path leading to higher civilization and to wider political liberty. We fear they have been following the example of the aristocracy of France before the turmoil of the revolution, instead of taking their fate as a wholesome warning against wealth and power being divorced from public duty and the service of humanity.

THE NEED OF THE HOUR IN RUSSIA is some strong statesman of national reputation, who will be courageous enough to declare positively that constitutional Government is established and that the people are called upon to exercise their franchise and enjoy the civil, political, religious freedom conferred upon them.

AS TO POLAND.—It is hopeless to expect Russia to take any step towards restoring the independence of Poland. Germany and Austria would have to join in that action to make it effective. We fear Poland is only a memory, so far as nationality is concerned. Its autonomy was buried with Kosciuski.

TAX ON COMMERCIAL TRAVELLERS.—The Council of the Board of Trade, the Toronto Board of Trade, and other bodies have condemned the imposition of a tax in this province on Commercial Travellers. Like the transfer stamp tax, this tax on Commercial Travellers seems designed to obstruct the transaction of business. Taxation of this nature is utterly out of place in a province which depends for its welfare upon commercial and financial business. To promote these interests should be the first care of the Government, to injure them is a deplorable mistake.

MESSRS. HYDE AND HARRIMAN.—The proceedings before the insurance investigating committee have

been chiefly interesting this week, owing to the evidence given by Mr. Hyde, which called out contradictory testimony by Mr. Harriman. Probably they were both not over-anxious to reveal more than was necessary to bring their part of the enquiry to an end.

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MR. CHAMBERLAIN REPRESENTED.—Mr. Hewins, who is secretary of the Tariff Association of Great Britain, which is associated with the Hon. Mr. Chamberlain's movement for Imperial Preferential Trade, delivered an address on 16th inst., before a representative gathering at the Board of Trade. The address was moderate in tone. Mr. Hewins is an ardent believer in the practicability of establishing certain lines of preferential tariffs within the Empire.

The British Commission now enquiring into the conditions of British trade with a view to ascertaining what ideas are prevalent, and what changes are desired, is publishing the evidence in sections as that relating to each interest is completed. He advises Canadians to be ready. He believes Mr. Chamberlain will come into power in two years.

The address was able and cordially received by an appreciative and sympathetic audience.

A vote of thanks was proposed by Mr. Robert Meighen in his usual fluent and vigorous style. It was seconded by Mr. George E. Drummond, in a concise and practical speech.

ACKNOWLEDGMENTS:

CONNECTICUT INSURANCE REPORT 1905. Part 1. Fire and Marine. The 126 fire insurance companies transacting business in Connecticut received \$187,985,217 in premiums last year and paid \$126,765,251 for losses. The Commissioner, Mr. Thorn Upson, considers that in the lines of this inspection, greater care of buildings and more efficient fire protection rather than on "valued-policy loans" will be found a partial remedy at least for burdensome rates of insurance.

AGRICULTURE & COLONIZATION. Report of Standing Committee, 1904. This Blue Book comprises various publications on agriculture and the testimony relating thereto given by experts before the Committee. An explanation of the Metric system given by Professor McLennan, Toronto University, before the Committee, forms part of the report, with the reasons given for its adoption in Canada. It would have been well to have presented the objections to this change. The reports on the climatic and other conditions of the North West Territories, etc., are more interesting and of great value.

CONNECTICUT INSURANCE REPORT 1904. Part 2. Life, Accident, Casualty, Fidelity and Sure-

ty. In reference to the Connecticut Life Insurance Company, and the National Life Association, the Commissioner says, "The winding up of the affairs of these two concerns, will, I trust, mark the end of assessment life insurance in this State.

TRANSACTIONS, ACTUARIAL SOCIETY OF AMERICA, MAY 18, 19, 1905.—This number contains a report of the written and oral discussion "On the rates of death loss among total abstainers and others." This vexed question was thoroughly threshed out by a number of actuaries. It is one on which much may be said, and said with great force, on both sides. Mr. Van Cise affirmed that, "the statistics he had advanced showed that it is better to be a total abstainer," yet he also said: "There is no doubt in my mind that non-abstainers, outside their drinking habits, are a better class of risks than abstainers." These statements present the question on both aspects, which cause so much controversy. Mr. McClintock took much the same views, he said, "It may be that abstention is best for everybody. I am inclined to think it is myself, but the particular question whether statistics can prove that a very moderate use of alcohol tends to shorten life, is, in my judgment, insoluble."

The question as to the effect of entire abstinence from, and, of a moderate use of alcoholic beverages, is too mixed up with ethical considerations to be absolutely soluble by statistics.

ILLINOIS INSURANCE REPORT 1905. Part I. Fire, Marine and Inland Insurance. The premiums received on fire risks written amounted to \$18,036,636 and on marine risks \$494,379, the total losses on both being \$8,774,520. The expenses are estimated at 33 per cent. The total fire risks written were \$1,412,668,964, of which \$309,507,977 were in foreign companies. The superintendent, Mr. Vredenberg remarks: "A safe and reliable conclusion as to the profits or general results of the business of fire insurance, can only be deduced from the experience of companies covering the entire field of their operations and for a series of years of sufficient length to include conflagrations which are to be expected. Experience shows the falsity of measuring the profits of the business by the results of a single year."

WISCONSIN INSURANCE REPORT 1905. Mr. Host, the Insurance Superintendent, gives the text of a Bill, which was rejected by the Assembly, that "had it been enacted into law, would have aided materially in reducing the average premium rate in fire insurance in that State." The Bill made provision for a thorough enquiry into all fires from an unknown, or suspicious cause. He deplores the lack of wisdom shown by legislators whose more prudent action might reduce the awful demolition of property and ensure lower rates of insurance.

Notes and Items.

AT HOME AND ABROAD.

THE BANK OF BRITISH NORTH AMERICA has opened a branch at Davidson, Sask.

CANADIAN FARMERS ARE FREEHOLDERS.—Of the farmers in Canada about 87 per cent. own their own land. What proportion carry a life assurance policy?

LIGHTNING AND FIRES.—The Stanstead and Sherbrooke Mutual Fire Insurance Co. reports, 35 fires last year, caused by lightning, out of a total of 154 fires. Stoves and stove fittings come next, with 25, chimneys 22, matches 5, unknown causes 22.

THE TRAVELERS INSURANCE COMPANY.—The Insurance Commissioner of Connecticut in forwarding his report on the Travelers to President Dunham writes:—

"I take this opportunity to say that the condition of your company as shown by the Examiner's Report must be exceedingly satisfactory to you and your policy-holders, as it certainly is to me."

NEW TITLE FOR BANK OF MONTREAL.—A writer in the "Canadian Gazette," suggests that the London office of the Bank of Montreal be styled, "The Young Lady of Threadneedle St." in contradiction to the "Old Lady," the Bank of England a hundred yards away. The proposed title is not very suitable for the Bank of Montreal is fast approaching its 100th year.

CARELESSNESS, just heedless, reckless, senseless carelessness costs the state about seven million dollars a year. During the first half of 1905 there were 2,577 fires with a loss of \$3,946,190. The losses from adjoining fire, lightning and incendiarism being subtracted, there remain 2,258 fires chargeable to the carelessness of the occupants of the premises.

Who pays the loss? The insurance companies? No, the office of insurance companies is fiduciary, simply. They appraise the danger, tax it and distribute the loss. Every wage-earner pays his share in advance. It being a part of his rent.

The annual fire loss plus the cost of fire departments is equal to 15 per cent. of the total year's product of all the industries of the state. So, every producer gives one and a half hours out of each ten hour day to make good the fire loss.—HY D. DAVIS, Ohio, State Fire Marshall.

COST OF CARELESSNESS.—Please inspect each flue and heater in your dwelling at once, and have defects remedied before cold weather demands artificial heating.

In the chimney look for cracks from settling, or openings from disintegration of the mortar or from a soft brick, the crumbling of which might permit the escape of sparks. Search stovepipes for misfit or parted joints, open seams and rust holes. A stove pipe should not pass perpendicularly into a chimney, nor be run through an area not open to observation. A double sleeve should surround a pipe which passes through a partition and one passing through a summer kitchen roof is too dangerous even if the wood near it is displaced by zinc.

A stove pipe hole should not be plugged with paper nor papered over without a metal plug in it. Cracks in stones should be sought, and woodwork, if within a foot and a half of the stove, should be protected by zinc or tin. Carelessness as to flues alone caused 729 fires in Ohio during last year.

PERSONALS.

MR. J. WM. MACKENZIE, chief agent for Canada of the Maryland Casualty Co. was in Montreal this week to attend a meeting of the Canadian Accident Underwriters' Association. He informs us that the business of his Company is making good progress in Canada.

Correspondence.

We do not hold ourselves responsible for views expressed by correspondents.

LONDON LETTER.

FINANCE.

London, England, Nov. 4, 1905.

Some time ago I gave a comparative table showing the relative views taken by the London Stock Exchange of the credit of the principal colonies of the British Empire. Similar particulars at the present date are possibly not without interest. Included in the table is a British Government guarantee loan (the Transvaal 3 per cent.), whose security is the same as that of consols, whilst the reader will also be able to compare the market values of some representative foreign stocks.

	Present price.	Highest and lowest since beginning of 1895.	
		Highest.	Lowest
Transvaal 3 p.c. guaranteed....	98½	101½	94½
Canadian 3 p.c. (1938).....	99	108½	94½
Cape 3 p.c. (1933-43).....	85	101½	83½
Natal 3 p.c. (1929-49).....	88	99½	87
N. S. W. 3 p.c. (1935).....	85	104	83½
New Zealand 3 p.c. (1945).....	85½	103½	86½
Argentine 6 p.c. Funding.....	101	106½	66
Japanese 6 p.c. First series....	102	106½	92½
French 3 p.c. Rente.....	99	105	94
Egyptian 4 c. Unifed.....	104	110½	99½

The pre-eminent position of Canada's credit is thus seen to be assured. The credit of Canada works out equal to that of a first-class power like France, and well ahead of Germany, whose three per cents. have a marked value of only 87½. Portuguese Threes are sold for 69½; Hungarian, Spanish, Russian and Turkish Fours for respectively 96½, 92, 91½, and 90; and Italian and Chinese (gold) Fives at 105 and 103.

INSURANCE.

Some further information about proposed amalgamation should not be long in forthcoming. The Alliance Assurance company intends to increase its capital from \$26,250,000 to \$27,350,000. Along with this, the same extraordinary general meeting which met Wednesday is to make the new issue of shares and will also confer new and extended powers upon the company.

The new powers in part will enable the company to fall into line with the modern offices in matters, like undertaking the office of executor of wills and settlements if the company wishes to so act. The number of directors is to be increased in order that the board shall include some of the gentlemen who at present direct the work of four other insurance companies. The new shares are of course to provide the consideration for taking the other companies. As to which are, all the four companies there is some doubt. One of them is of course admittedly the Westminster Fire Office, whose practical absorption I recorded back in the summer. On good authority a record one is the Alliance Marine & General. In these cases the negotiations are concluded.

The names of the remaining two are not known, but in formation which I possess leads me to assume that they are the County Fire and the Provident Life.

These two companies have been running practically

united, one doing life business, and the other fire. Both share the same headquarters and branches, and the same managing director. The Provident Life was established in 1806 and the County Fire in 1807. The combined paid-up capitals aggregate \$1,397,800. That substantial benefit will accrue to the Alliance is not doubted.

STOCK EXCHANGE NOTES.

Wednesday p.m., November 15, 1905.

The monetary situation still controls the stock market, and during the early part of this week prices suffered from the high rates prevailing in New York. Under this pressure prices naturally reacted to a lower level, but the improved money conditions during the last day or so have been followed by a decided recovery, and prices show a tendency to advance. It cannot be expected that the demands on the money market will be so lessened immediately as to permit of low rates, but it is thought the worst has been seen, and although rates may continue moderately high for the balance of this month, there will be a gradual relaxation in the stringency. The general outlook indicates prosperity, and the phenomenal activity in the steel trade points to the continuance of favourable trade conditions. Despite the pressure on steel plants, prices have not been advanced by the iron masters, but for immediate or prompt delivery a bonus on the price has been demanded, which is readily paid in order to hasten delivery by those whose contracts demand prompt supplies.

Detroit Railway, Montreal Power, Toledo Railway and Mackay Common still seem attractive purchases, and Montreal Power in particular at its present level of about 90 should be a conservative and satisfactory stock to invest in for a profitable hold. The outlook for a good advance in this stock is encouraging, and the prospect of any material decline seems remote. Those interested in the Montreal Stock Market have reason to be pleased at the comparatively few declines in prices during the semi-panics in the New York Market.

The ruling rate for call money in Montreal continues at 5½ per cent., but one or two banks have advanced their rate to 6 per cent. In New York to-day the ruling rate for call money was 10 per cent., the highest rate of the day being 11 per cent. The highest price touched for call money in New York this week was 25 per cent. The quotation in London for call loans to-day was 4 per cent.

The quotations for money at continental points are as follows:—

	Market.	Bank.
Paris.....	2½	3
Berlin.....	4½	5½
Amsterdam.....	2½	3
Brussels.....	3½	4
Vienna.....	4½	4½

C. P. R. in sympathy with the rest of the market was offered several points lower during the early part of the week, but the volume of trading was slight, the total business of the week involving only 280 shares of this stock, which has recovered from the lowest and closed with 171¼ bid, a net decline of ¾ of a point from last week's quotation. The earnings for the first week of November show an increase of \$180,000.

The Grand Trunk Railway Company's earnings for the first week of November show an increase of \$75,830. The stock quotations as compared with a week ago are as follows:—

	A week ago.	To-day
First Preference.....	111½	112
Second Preference.....	101½	102½
Third Preference.....	57½	57½

Montreal Street Railway sold down to 229 this week, but has recovered and closed with 230³/₈ bid, a net loss of 1⁵/₈ points from last week's closing quotation. The stock was more active and 2,312 shares changed hands during the week. The earnings for the week ending 11th inst. show an increase of \$6,124.79 as follows:—

		Increase.
Sunday.....	\$5,947.27	\$ 592.74
Monday.....	8,128.33	949.00
Tuesday.....	8,009.82	987.52
Wednesday.....	7,506.17	756.63
Thursday.....	7,690.51	857.43
Friday.....	7,803.12	1,151.78
Saturday.....	8,206.31	829.69

*Decrease.

Toronto Railway was traded in to the extent of 137 shares, and closed with 104³/₈ bid. This is a gain of ¹/₄ point on quotation for the week. The earnings for the week ending 11th inst. show an increase of \$6,539.64 as follows:—

		Increase.
Sunday.....	\$3,926.17	\$422.41
Monday.....	7,909.45	1,295.94
Tuesday.....	7,668.74	1,119.14
Wednesday.....	7,626.24	1,060.13
Thursday.....	7,252.09	658.40
Friday.....	7,488.91	847.38
Saturday.....	9,191.69	1,136.24

*Decrease.

Twin City shows a fractional decline of ¹/₈ of a point on quotation for the week, closing with 115³/₈ bid. Only 100 shares were traded in this week, this sale being made this morning at 115¹/₄. The earnings for the first week of November show an increase of \$15,714.65.

Detroit Railway was the most active stock in this week's market and showed decided strength, advancing to 94³/₈. In face of the high money rates in New York, however, and the weaker prices there, this price was not held and the stock reacted, closing with 93³/₈ bid, a net gain of 2¹/₄ points for the week and 4,718 shares were dealt in. The earnings for the first week of November show an increase of \$5,955.

There were no sales in Halifax Tram, and the stock was not quoted at the close to-day.

Toledo Railway held firm around 32¹/₂ to 33 and closed with 32¹/₂ bid, a decline of ¹/₄ point on quotation for the week, and 541 shares changed hands.

Havana Common had a decided break, selling down to 28³/₈ in New York, but has recovered and closed with 33 bid, a net decline of 2 points for the week on sales involving 1,211 shares. The Preferred stock was dealt in to the extent of 532 shares, and closed with 75³/₈ bid, a decline of 2¹/₈ points from last week's closing quotation.

R. & O. shows an advance of ¹/₄ point closing with 69³/₈ bid, and 378 shares figured in the week's trading.

Montreal Power sales involved 690 shares, and the stock closed with 90¹/₄ bid, a decline of ¹/₈ point on quotation for the week.

Mackay Common declined to 47³/₈, but has recovered and closed with 49³/₈ bid a net gain of 1 full point for the week, and 1,587 shares changed hands. The Preferred stock closed unchanged from a week ago with 72³/₈ bid, and 215 shares were dealt in during the week.

Dominion Iron Common closed with 21 bid, a decline of ¹/₄ point from last week's closing quotation, and 365 shares were involved in the trading. The Preferred stock sales totalled 131 shares, and the stock closed with 70 bid, a

decline of 1 full point on quotation for the week. The trading in the Bonds brought out \$39,000. The last sales were made at 84¹/₂, and the closing bid was 84. A decline of ¹/₂ point on quotation for the week.

Nova Scotia Steel Common has again reacted, and closed with 65 bid, a decline of 2 full points from last week's closing quotation, and 435 shares were dealt in. There were no sales in the Preferred stock. In the Bonds \$3,000 were dealt in, the last sales being made at 109¹/₂.

Dominion Coal Common closed with 73¹/₂ bid, a further decline of ¹/₂ point for the week, and the total transactions involved 180 shares. In the Preferred stock 15 shares changed hands, 5 shares at 117¹/₄ and 10 shares at 117¹/₈, while in the Bonds \$3,000 were sold at 109¹/₂.

Total transactions in Montreal Cotton brought out 55 shares the last sales being made 117¹/₂, and the closing bid was 117¹/₂ as compared with 118 a week ago.

There were no transactions in Lake of the Woods Common this week, and the stock closed with 90 bid. In the Preferred stock 18 shares were traded in, these sales being made at 114. The Bonds were dealt in to the extent of \$3,000 which changed hands at 112³/₈.

Textile Preferred closed unchanged from a week ago with 97 bid, and 246 shares were dealt in during the week. The closing quotations for the Bonds were as follows:— Series "A" 95⁷/₈ bid, Series "B" & "C," 96 bid, and Series "D," 98 bid.

	Per cent.
Call money in Montreal.....	5 ¹ / ₂
Call money in New York.....	10
Call money in London.....	4
Bank of England rate.....	4
Consols.....	88 ¹ / ₂
Demand Sterling.....	9 ¹ / ₂
60 days' Sight Sterling.....	8 ¹ / ₂

Thursday, p.m., November 16, 1905.

The market continued firm throughout the day, but was somewhat heavy this afternoon, rumours of some trouble in the Paris market being reflected both here and in New York. The general tone is good, however, and there was very little stock offering for sale at to-day's level. Montreal Street continues firm around 230, and Mackay Common sold at 50 again, closing offered at 50 with 49¹/₂ bid. A complete list of the day's transactions will be found below.

MONTREAL STOCK EXCHANGE SALES

THURSDAY, NOVEMBER 16, 1905

MORNING BOARD.

No. of Shares.	Price.	No. of Shares.	Price
1 Toronto Ry	104 ¹ / ₄	100 Toledo Ry	32 ¹ / ₂
25 R. & O.	69 ¹ / ₂	50 "	32 ¹ / ₂
50 Mackay Com	50	25 Switch Pfd	110 ¹ / ₂
25 " Pfd.....	73 ¹ / ₂	22 Ogilvie Pfd.....	120
7 Hochelaga Bank....	143	\$2000 Textile B'ds. (A) 96	
6 Montreal Cotton....	118	\$3000 Coal Bonds	101 ¹ / ₂
25 Duluth Com	21 ³ / ₈	\$1000 Iron Bds	84 ¹ / ₂
6 Bk. B. N. A.	141 ¹ / ₂	\$40 Textile Pfd. (Frns.) 100	

AFTERNOON BOARD.

10 Detroit	93 ³ / ₈	10 Havana Com.....	34
25 Textile Pfd.....	97 ¹ / ₂	100 Street	230 ¹ / ₂
50 Coal Com	74 ¹ / ₂	25 Iron Com.	21
150 "	74 ¹ / ₂	\$5000 Winnipeg Ry.Bids 110	
25 Scotia	66	\$5000 Textile Bonds (A) 96	
5 Mackay Com.....	49 ¹ / ₂		

The gross traffic earnings of the Grand Trunk Canadian Pacific, Canadian Northern, Duluth South Shore & Atlantic railways, and the Montreal, Toronto, Halifax, Twin City, Detroit United and Havana street railways, up to the most recent date obtainable, compared with the corresponding period for 1903 and 1904, were as follows:

GRAND TRUNK RAILWAY.

Year to date.	1903.	1904.	1905.	Increase
Oct. 31.....	\$29,643,616	\$28,158,528	\$29,722,417	1,563,889
Week ending.	1903.	1904.	1905.	Increase
Oct. 7.....	687,406	738,716	791,030	52,314
14.....	726,071	736,514	793,853	57,339
21.....	709,312	777,652	804,651	26,999
28.....	1,099,961	1,091,299	1,179,648	88,349
Nov. 7.....	692,115	734,418	810,248	75830

CANADIAN PACIFIC RAILWAY

Year to date.	1903.	1904.	1905.	Increase.
Oct. 31.....	\$37,528,000	\$38,979,000	\$42,914,000	\$3,935,000

GROSS TRAFFIC EARNINGS

Week ending	1903.	1904.	1905.	Increase
Nov. 7.....	1,014,000	1,122,600	1,302,000	180,000

NET TRAFFIC EARNINGS.

Month.	1903.	1904.	1905.	Inc.
January.....	\$916,771	\$357,652	\$422,668	\$65,010
February.....	742,741	82,541	302,171	219,606
March.....	1,258,564	850,854	1,182,827	331,973
April.....	1,493,173	412,533	531,806	119,273
May.....	1,383,357	1,391,565	1,387,935	3,630
June.....	1,246,055	1,449,911	.....	.....
July.....	1,318,527	1,449,652	1,637,778	188,126
August.....	1,434,102	1,527,930	1,791,646	263,716
September.....	1,202,266	1,268,808	1,776,010	507,202
October.....	1,654,027	1,566,114	.....	.....
November.....	1,477,981	1,669,575	.....	.....
December.....	1,581,145	1,662,669	.....	.....
Total.....	15,708,709	13,689,804	.....	.....

CANADIAN NORTHERN RAILWAY.

GROSS TRAFFIC EARNINGS.

July 1st, 1903 to	July 1st, 1904 to	Increase	
June 30, 1904	June 30, 1905	\$747,000	
\$3,124,800	\$3,871,800		
Week ending.	1904.	1905.	Increase
Nov. 7.....	98,400	114,500	16,100

DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1903.	1904.	1905.	Increase
Oct. 7.....	\$55,441	\$53,583	\$59,293	\$5,710
14.....	54,458	49,878	59,240	9,362
21.....	55,881	52,825	57,468	4,643
28.....	81,950	77,728	93,900	16,172

MONTREAL STREET RAILWAY.

Month.	1903.	1904.	1905.	Increase
January.....	\$ 168,883	\$ 182,386	\$ 201,096	18,710
February.....	130,065	167,023	184,132	17,100
March.....	168,987	183,689	206,725	23,036
April.....	170,050	184,905	200,910	16,005
May.....	170,773*	217,301	232,999	15,658
June.....	205,454	229,595	244,436	14,871
July.....	212,337	223,137	254,097	30,960
August.....	208,586	226,764	257,403	30,699
September.....	212,156	216,795	244,585	28,290
October.....	204,452	219,633	246,606	26,973
November.....	187,930	201,147	.....	.....
December.....	187,780	208,128	.....	.....
Week ending 1903.	1904.	1905.	Increase	
Nov. 7.....	45,093	47,720	52,747	5,027

TORONTO STREET RAILWAY.

Month	1903.	1904.	1905.	Increase
January.....	\$ 161,938	\$ 179,350	\$ 196,970	\$ 17,610
February.....	146,530	168,904	185,377	16,473
March.....	159,012	83,642	207,014	23,371
April.....	162,276	183,763	201,317	17,554
May.....	174,519	198,337	225,768	27,431
June.....	177,593	207,482	231,140	23,658
July.....	192,629	211,356	238,895	27,539
August.....	185,822	217,887	250,880	32,943
September.....	237,010	246,862	282,572	35,710
October.....	183,810	202,344	230,295	27,951
November.....	174,039	198,150	.....	.....
December.....	199,115	213,662	.....	.....
Week ending.	1903.	1904.	1905.	Inc.
Nov. 7.....	39,964	46,301	51,351	5,050

TWIN CITY PAPER TRANSIT COMPANY.

Month.	1903.	1904.	1905.	Inc.
January.....	\$310,084	\$129,354	\$349,460	20,111
February.....	28,947	310,180	319,811	9,634
March.....	317,859	338,500	359,884	21,304
April.....	315,465	332,615	357,799	20,114
May.....	337,699	358,344	387,645	29,301
June.....	346,018	365,897	389,120	23,229
July.....	362,702	381,224	432,239	49,015
August.....	363,579	386,629	420,231	33,602
September.....	370,349	371,476	452,284	80,808
October.....	446,673	365,938	419,039	53,101
November.....	333,424	352,433	.....	.....
December.....	357,452	374,738	.....	.....
Week ending.	1903.	1904.	1905.	Inc.
Nov. 7.....	78,087	81,702	97,417	15,715

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Month.	1903.	1904.	1905.	Inc.
January.....	\$10,867	10,677	\$10,256	421
February.....	9,322	9,894	7,186	2,705
March.....	10,195	11,152	9,322	1,830
April.....	10,533	11,145	10,516	629
May.....	10,768	12,074	.....	.....
June.....	11,844	14,051	12,796	1,255
July.....	15,922	17,528	17,284	244
August.....	16,786	17,402	17,754	352
September.....	18,494	17,862	18,669	807
October.....	12,055	12,434	12,833	399
November.....	11,220	11,085	.....	.....
December.....	12,160	12,163	.....	.....
Week ending.	1903.	1904.	1905.	Inc.
Nov. 7.....	2,650	2,602	2,666	64

Lighting Receipts.

Month.	1903.	1904.	1905.	Inc.
January.....	\$13,863	\$ 16,317	\$ 15,667	650
February.....	11,924	14,227	14,180	47
March.....	10,523	12,718	12,719	2
April.....	10,156	12,110	11,964	151
May.....	9,020	9,756	.....	.....
June.....	8,368	8,998	8,995	93
July.....	8,301	8,953	8,653	300
August.....	8,826	9,596	9,410	21
September.....	10,781	11,720	11,976	266
October.....	13,186	14,200	14,200	81
November.....	14,200	16,273	.....	.....
December.....	16,611	17,684	.....	.....
Week ending	1903.	1904.	1905.	Increase.
Nov. 7.....	83,438	89,393	.....	5,955

DETROIT UNITED RAILWAY.

Week ending	1904.	1905.	Increase.
Nov. 7.....	83,438	89,393	5,955

HAVANA ELECTRIC RAILWAY CO.

Week ending	1904.	1905.	Increase.
Nov. 7.....	36,343	42,136	5,793

STOCK LIST

Reported for THE CHRONICLE by **R. Wilson-Smith & Co.,** 160 St. James Street, Montreal.
Corrected to November 15th, 1905, P.M.

BANKS.	Closing price of Last sale.	Par value of one share.	Revenue per cent. on investment at present prices.	Capital subscribed \$	Capital paid up \$	Reserve Fund \$	Per centage of Root to paid up Capital.	Dividend for last half year	When Dividend payable.	
	Asked Bid.	\$	Per Cent.	\$	\$	\$	\$	Per Cent.		
British North America	135	243	4 44	4,866,666	4,866,666	2,044,000	42.00	3	April November	
Canadian Bank of Commerce X.D.	168	50	4 15	9,819,950	9,802,255	3,940,992	40.23	3 1/2	June December	
Crown Bank of Canada	100	100	.....	781,300	713,143	3,500,000	110.66	2 1/2	Jan. April July October
Dominion	100	50	.....	3,000,000	3,000,000	1,500,000	60.00	3	January July
Eastern Townships	161	100	4 87	2,500,000	2,500,000	1,500,000	60.00	3	January July	
Hamilton	100	100	.....	2,402,000	2,428,950	2,428,950	100.00	5	June December
Montreal X.D.	143 141	100	4 82	2,000,000	2,000,000	1,500,000	60.00	3 1/2	June December	
Home Bank of Canada	100	100	.....	561,200	352,340	.....	100.00	5	June December
Imperial X.D.	100	100	.....	3,700,000	3,627,800	500,000	33.33	5	May November
La Banque Nationale	100	30	.....	1,500,000	1,500,000	.....	.....	.....	.....
Merchants Bank of P. E. I.	.....	32.44	.....	344,073	344,073	296,000	86.02	4	January July
Merchants Bank of Canada X.D.	.....	162 1/2	4 32	6,000,000	6,000,000	3,400,000	56.66	3	June December
Metropolitan Bank	.....	100	.....	1,000,000	1,000,000	1,000,000	100.00	3	June December
Milsons	227 1/2	294	4 40	3,000,000	3,000,000	3,000,000	100.00	5	April	
Montreal X.D.	230 250 1/2	100	3 84	14,400,000	14,400,000	10,000,000	71.42	6	June December	
New Brunswick	.....	100	.....	500,000	500,000	800,000	160.00	6	January July
Nova Scotia	272 267	100	3 67	2,341,000	2,336,100	3,737,700	160.00	5	February August	
Ontario X.D.	.....	100	.....	1,500,000	1,500,000	650,000	43.33	3	June December
Ottawa X.D.	.....	225	4 00	2,500,000	2,500,000	2,500,000	100.00	4 1/2	January December
People's Bank of N. B.	.....	150	.....	180,000	180,000	175,000	97.22	4	January July
Provincial Bank of Canada	.....	100	.....	846,537	823,324	.....	.....	1 1/2	.....
Quebec X.D.	150 129 1/2	100	4 66	2,500,000	2,500,000	1,050,000	42.50	3 1/2	June December	
Royal	221 210	100	3 63	3,000,000	3,000,000	3,000,000	100.00	4	February August	
Sovereign Bank	.....	100	.....	1,625,000	1,604,332	476,083	32.50	1 1/2	February May August Nov
Standard X.D.	.....	50	.....	1,000,000	1,000,000	1,000,000	100.00	5	June December
St. Stephen	.....	100	.....	200,000	200,100	45,000	22.50	2 1/2	April October
St. H. et al.	.....	100	.....	504,600	329,315	75,000	22.76	3	February August
St. John's	.....	100	.....	800,200	299,270	10,000	8.60	3	.....
Toronto X.D.	.....	242	4 13	3,419,500	3,412,865	3,721,865	110.00	5	June December
Traders	.....	100	.....	3,000,000	3,000,000	1,100,000	33.66	3 1/2	June December
Union Bank of Halifax	.....	50	.....	1,336,150	1,336,150	970,000	74.17	3 1/2	February August
Union Bank of Canada X.D.	148 146 1/2	100	4 72	2,800,000	2,800,000	1,100,000	39.28	3 1/2	February August	
Western	.....	100	.....	650,000	650,000	250,000	45.45	2 1/2	April October October
MISCELLANEOUS STOCKS.										
Bell Telephone	156	100	5 12	7,978,106	7,916,950	135,607	25.63	2*	Jan. April July Oct
Can. Colored Cotton Mills Co.	.....	100	.....	2,700,000	2,700,000	.....	.....	.....	.....
Canada General Electric	.....	100	.....	1,475,000	1,475,000	285,000	.....	5	April, October
Canadian Pacific	172 171 1/2	100	3 48	101,400,000	94,020,000	4,923,122	34.75	11* & 1 1/2	Jan. April July Oct March June Sept, Dec	
Commercial Cable	.....	100	.....	15,000,000	15,000,000	.....	.....	.....	.....
Detroit Electric St.	94 93 1/2	100	5 31	12,500,000	12,500,000	.....	.....	.....	.....
Dominion Coal Preferred	.....	100	.....	3,000,000	3,000,000	.....	.....	.....	.....
do Common	75 73 1/2	100	.....	15,000,000	15,000,000	.....	.....	.....	.....
Dominion Textile Co Com	.....	100	.....	7,500,000	5,000,000	.....	.....	.....	.....
do Pfd	97 87	100	7 14	2,500,000	1,940,000	.....	.....	.....	.....
Dom. Iron & Steel Com.	21 21	100	.....	20,000,000	20,000,000	.....	.....	.....	.....
do Pfd	70	100	.....	5,000,000	5,000,000	.....	.....	.....	.....
Duluth S. S. & Atlantic	22 20 1/2	100	.....	12,000,000	12,000,000	.....	.....	.....	.....
do Pfd	45 40	100	.....	10,000,000	9,000,000	.....	.....	.....	.....
Halifax Tramway Co.	106 103 1/2	100	5 66	1,350,000	1,350,000	90,474	.....	1 1/2	Jan. April July October
International Coal Co	.....	100	.....	300,000	500,000	.....	.....	.....	.....
do Preferred	92	100	.....	219,740	219,740	.....	.....	.....	.....
Laurentide Paper Co.	.....	100	6 52	1,800,000	1,500,000	.....	.....	.....	.....
Laurentide Paper, Pfd.	103	100	6 79	1,200,000	1,200,000	.....	.....	.....	.....
Lake of the Woods Mill Co, Com.	97 90	100	6 18	2,000,000	2,000,000	.....	.....	.....	.....
do Pfd	114	100	6 14	1,500,000	1,500,000	.....	.....	.....	.....
Mackay Companies Com.	50 49 1/2	100	4 00	50,000,000	41,280,400	.....	.....	.....	.....
do Pfd	74 72 1/2	100	5 40	60,000,000	35,968,700	.....	.....	.....	.....
Minn. St. Paul & S.S.M.	140 137 1/2	100	2 85	14,000,000	14,000,000	.....	.....	.....	.....
do Pfd	117 1/2	100	.....	7,000,000	7,000,000	.....	.....	.....	.....
Montreal Cotton Co.	.....	100	3 98	3,000,000	3,000,000	.....	.....	.....	.....
Montreal Light, Ht. & Pwr Co.	91 90	100	4 40	17,000,000	17,000,000	.....	.....	.....	.....
Montreal Steel Work, Pfd	105 100	100	5 71	850,000	80,000	.....	.....	.....	.....
do Com	115 110	100	6 08	700,000	400,000	.....	.....	.....	.....
Montreal Street Railway	230 230 1/2	50	4 32	7,000,000	7,000,000	698,376	13.31	2 1/2	Feb. May August Nov.	
Montreal Telegraph	167 165 1/2	40	4 78	2,000,000	2,000,000	.....	.....	.....	.....
North-west Land, Com	410 380	25	.....	1,467,681	1,467,681	.....	.....	.....	.....
do Pref	65 65	100	.....	3,080,625	3,080,625	.....	.....	.....	.....
N. Scotia Steel & Coal Co, Com.	.....	100	.....	4,120,000	5,000,000	750,000	15.00	6 1/2	March
do Pfd	.....	100	.....	1,030,000	1,030,000	.....	.....	.....	.....
Ogilvie Flour Mills Co.	.....	100	.....	1,250,000	1,250,000	.....	.....	.....	.....
do Pfd	.....	100	5 42	2,000,000	2,000,000	.....	.....	.....	.....
Richelieu & Ont. Nav. Co.	.....	100	.....	3,132,900	3,132,900	.....	.....	.....	.....
St. John Street Railway	116 112	100	.....	707,860	717,860	33,101	7.98	3	Mar. June 1st October
Toledo Ry & Light Co.	.....	100	6 06	12,000,000	12,000,000	.....	.....	.....	.....
Toronto Street Railway	105 104 1/2	100	4 76	6,900,000	6,900,000	1,424,138	8.10	1 1/2	Jan. April July October	
Twin City Electric Ry	95 90	4 80	5 26	1,200,000	1,032,000	.....	.....	.....	.....
Trinidad Rapid Transit Co.	116 110 1/2	100	4 23	16,311,000	16,311,000	2,163,507	14.41	1 1/2	Feb. May August Nov.	
do Pfd	.....	100	.....	3,000,000	3,000,000	.....	.....	.....	.....
Windsor Hotel	105 95	100	7 61	800,000	800,000	.....	.....	.....	.....
Winnipeg Electric Railway Co.	180 184	1 00	2 64	4,000,000	4,000,000	.....	.....	.....	.....

*Quarterly. †Bonus per cent. ‡Price per Share § Annual. ¶These figures are corrected from last Govt. Bank Statement, SEPTEMBER 30th, 1905.

STOCK LIST - Continued.

BONDS.	Latest quotations.	Rate of Interest per annum	Amount outstanding.	When Interest due	Where Interest payable.	Date of Redemption.	REMARKS.
Commercial Cable Coupon	96	4	\$18,000,000	1 Jan. 1 Apl.	{ New York or London.....	1 Jan., 1897.	
" Registered.	96	4		1 July 1 Oct.			
Can. Colored Cotton Co.	98	6	2,000,000	2 Apl. 2 Oct.	Bank of Montreal, Montreal	2 Apl., 1902.	
Canada Paper Co	5	5	200,000	1 May 1 Nov.	Merchants Bank of Can., Montreal	1 May, 1917.	
Bell Telephone Co	.....	5	2,000,000	1 Apl. 1 Oct.	Bank of Montreal, Montreal.....	1 Apl., 1925.	Redeemable at 110
Dominion Coal Co.	101	6	2,433,000	1 Feb. 1 Sep.	Bank of Montreal, Montreal.....	1 Feb., 1913.	Redeemable at 110
Dominion Cotton Co	.....	4 1/2	\$ 308,200	1 Jan 1 July	.....	.....	Redeemable at 110
Dominion Textile Co. Series A	95	6	758,500	.....	.....	.....	do 105 after 5 yrs
do do B	95	6	1,162,960	.....	.....	.....	Redeemable at 105
do do C	95	6	1,000,000	.....	.....	.....	Redeemable at 105
do do D	95	6	450,000	.....	.....	.....	Redeemable at 105
Dominion Iron & Steel Co.	84	6	\$ 7,876,000	1 Jan. 1 July	Bank of Montreal, Montreal....	1 July, 1929.	Redeemable at 110 & accrued interest
Halifax Tramway Co	.....	5	\$ 600,000	1 Jan. 1 July	Bk. of N. Scotia, Hal. or Montreal	1 Jan., 1916.	Redeemable at 105
Intercolonial Coal Co	106 1/2	5	344,000	1 Apl. 1 Oct.	.....	1 Apl., 1918.	
Laurentide Pulp	108	6	1,112,000	.....	.....	.....
Montmorancy Cotton	.....	5	1,000,000	.....	.....	.....
Montreal Gas Co	.....	4	880,074	1 Jan. 1 July	Company's Office, Montreal.....	1 July, 1921.	
Montreal Light, Heat and Power	100	4 1/2	7,500,000	1 Jan. 1 July	Bank of Montreal, Montreal.....	1 July, 1932.	Redeemable at 105
4 Saurel Street Ry. Co	.....	5	292,000	1 Feb. 1 Sep.	Bank of Montreal, London, Eng.	1 Feb., 1908.	after Jan. 1st, 1911
" " "	.....	4 1/2	681,333	1 Feb. 1 Aug.	" " Montreal.....	1 Aug., 1922.	
" " "	103	4 1/2	1,500,000	1 May 1 Nov.	" " Montreal.....	1 May, 1922.	
Nova Scotia Steel & Coal Co.	107	6	2,500,000	1 Jan. 1 July	Union Bank, Halifax, or Bank of Nova Scotia, Mont' or Tr'n'to	1 July, 1931.	Redeemable at 100
Ogilvie Flour Mill Co	116	6	1,000,000	1 June 1 Dec	Bank of Montreal, Montreal.....	1 June, 1932.	after June
Rebellion & Ont. Nav. Co.	103	5	471,580	1 Feb. 1 Sep.	Montreal and London.....	1 Feb., 1915.	Redeemable at 100
Royal Electric Co	.....	4 1/2	\$ 130,900	1 Apl. 1 Oct.	Bk. of Montreal, Mont' or London	Oct., 1914	Redeemable at 100
St. John Railway	.....	4 1/2	\$ 675,000	1 May 1 Nov.	Bank of Montreal, St. John, N.B..	1 May, 1925.	5 p.c. redeemable yearly after 1910
Trenton Railway	.....	4 1/2	690,000	1 Jan. 1 July	Bank of Scotland, London.....	1 July, 1914.	
" " "	106 1/2	4 1/2	2,509,963	28 Feb. 31 Aug.	.....	31 Aug., 1921.	
Windsor Hotel	.....	4 1/2	340,000	1 Jan. 1 July	Windsor Hotel, Montreal.....	2 July, 1912.	
Winnipeg Elec. Street Railway	107	5	3,000,000	1 Jan. 1 July	Bank of Montreal, Montreal....	1 Jan., 1927.	
Toledo Ry. & Light Co	.....	5	700,000	1 Jan. 1 July	.....	1 July, 1912.	
" " "	.....	5	5,185,000	1 Jan. 1 July	.....	1 July, 1900.	
" " "	.....	5	1,000,000	1 Jan 1 July	.....	1 July, 1909	

[FIRE]

German American
Insurance Company
New York

CAPITAL
\$1,500,000
NET SURPLUS
5,841,907
ASSETS
12,980,705

AGENCIES THROUGHOUT CANADA.

The Bank of Montreal.

STATEMENT

For Year ending 31st October, 1905.

The annual statement of the Bank of Montreal, showing the result of the business of the bank for the year ended October 31, 1905, which was issued to-day, shows that the shareholders of Canada's foremost banking institution have every reason to be satisfied with the outcome of the year's business. The profits for the year, after deducting charges of management and making full provision for all bad and doubtful debts, amounted to \$1,638,659, or 11.70 per cent. on capital, as compared with profits of \$1,609,207 for the previous twelve months. After the payment of \$1,420,000 in dividends, the balance, \$218,659, was added to the profit and loss account, making an amount of \$801,855 carried forward, as against \$583,196 on October 31, 1904. The statement of assets and liabilities shows total assets of \$158,232,409, as against \$131,166,768 on October 31 last year. Deposits bearing interest amounted to \$87,725,211, as against \$71,113,046 last year, while deposits not bearing interest amounted to \$31,438,001, as against \$23,681,366 last year, or total deposits of \$119,163,212, as against \$94,794,412 on October 31, 1904, or an increase of no less than \$24,368,800. Current loans and discounts in Canada (rebate interest reserved) and other assets amounted to \$88,591,793, as against \$81,304,314, or an increase of \$7,287,479, while call loans and short loans in Great Britain and the United States amounted to \$37,961,908, as against \$24,499,623, or an increase of \$13,462,285.

Following is the statement in detail:—

Statement of the result of the business of the bank or the year ended 31st October, 1905:	
Balance of profit and loss account, 31st October, 1904.....	\$ 583,196.01
Profits for the year ended 31st October, 1905, after deducting charges of management, and making full provision for all bad and doubtful debts.....	1,638,659.40
	\$2,221,855.41
Dividend 5 per cent. paid 1st June, 1905.....	\$700,000.00
Dividend 5 per cent., payable 1st Dec.....	\$720,000.00
	\$ 1,420,000.00
Balance of profit and loss carried forward.....	\$801,855.41

Note—Market price of Bank of Montreal stock, 31st October, 1905, 259 per cent.

GENERAL STATEMENT, 31st OCTOBER, 1905.

LIABILITIES.

Capital stock.....		\$ 14,400,000.00
Reserve.....	\$10,000,000.00	
Balance of profits carried forward.....	801,855.41	
	\$10,801,855.41	
Unclaimed dividends.....	701.57	
Half-yearly dividend, payable 1st December, 1905.....	720,000.00	
		11,522,556.98
		\$25,922,556.98
Notes of the bank in circulation.....	\$12,996,181.00	
Deposits not bearing interest.....	31,438,001.32	
Deposits bearing interest.....	87,725,211.07	
Balances due to other banks in Canada.....	150,459.14	
		132,309,852.53
		\$158,232,409.51

ASSETS.

Gold and silver coin current.....	\$ 5,089,152.36
Government demand notes.....	7,221,980.75
Deposit with Dominion Government required by act of Parliament for security of general bank note circulation.....	507,000.00
Due by agencies of this bank and other banks in Great Britain.....	\$ 3,745,653.32
Due by agencies of this bank and other banks in foreign countries.....	2,293,384.18
Call and short loans in Great Britain and United States.....	37,961,908.00
	44,000,945.50
Dominion and provincial government securities.....	432,244.56
Railway and other bonds, debentures and stocks.....	7,849,207.04
Notes and cheques of other banks.....	3,532,500.32
	\$68,633,030.53
Bank premises at Montreal and branches.....	600,000.00
Current loans and discounts in Canada and elsewhere (rebate interest reserved) and other assets.....	\$88,591,793.90
Debts secured by mortgage or otherwise.....	289,340.03
Overdue debts not specially secured (loss provided for).....	118,245.05
	\$8,999,378.98
	\$158,232,409.51