

# The Chronicle

Insurance & Finance.

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Proprietor.

ESTABLISHED JANUARY, 1881

PUBLISHED EVERY FRIDAY

VOL. XXI. No. 49. MONTREAL, FRIDAY, DECEMBER 6, 1901.

SINGLE COPY - - .10  
ANNUAL SUBSCRIPTION - \$2.00

**Directors of Fire Insurance Companies.** The negotiations that preceded recent amalgamations of several large insurance companies naturally involved the consideration of questions by the board of directors of each company interested that were entirely novel to them. The ignorance of such questions shown by some directors of insurance companies has been sarcastically commented upon by English papers. How they ascertained a knowledge of directorial ignorance calls for explanation, as the assumption of such knowledge is highly suspicious. The board meetings of the companies referred to, companies negotiating amalgamation, were not open to the public nor to reporters; indeed, they were more than usually kept private. The officials present, say the general manager and secretary, would be the last persons to retail to outsiders what they heard said by the directors. No director of a fire insurance company would be base enough to expose to an outsider a colleague's ignorance of some technical point in underwriting. How, then, did these English papers discover that "some directors of fire insurance companies recently displayed gross ignorance of the business during the negotiations for amalgamation." The answer, we fear, is that reporters of a certain class of daily papers have their imaginative faculty morbidly developed. If an official, of whom they seek information which they are not justified in asking, and which such official would commit a breach of trust by granting, does his duty by keeping silence, the reporters go to their table and dash off a report of an interview which is wholly fiction. Those who set the story afloat about English directors' ignorance expose their own by assuming and claiming that the director of a fire insurance company ought to have an expert knowledge of underwriting. Every business man will admit the absurdity of such an assumption, and will regard it as childish to disparage a company because some directors are not expert in their company's business.

**Britain's Food Supply in War Time.** Lieut.-Colonel G. T. Denison, Toronto, and Professor Shortt, of Kingston University, have been airing their views on Great Britain's food supply in case the old land is at war with a maritime power or combination of such enemies. The gallant Colonel has made a speciality of this question. He is convinced that in such emergency the British people are in imminent danger of being starved into submission by their supplies of food being cut off by the enemies' cruisers. Professor Shortt takes a contrary view. He holds that the countries from which Great Britain draws food supplies will protect their own vessels on their way to English markets. The Professor has good reasons for his belief. If any enemy of England were to seize an American vessel bound for a British port with grain or meats, such violence would be resented by the United States, and if such vessels were detained after a demand for its release, and an apology and reparation refused, the power that seized such vessel would have war declared against it by the United States. An enemy's fleet might blockade any British port, but to keep out all the vessels with food supplies that would be sent to Great Britain in case of war breaking out, would be utterly impossible, even if any possible hostile combination were formed of European powers. Let the worst occur Great Britain could raise enough food for its people at home. The situation, as projected by Col. Denison, of Britain's food supplies being stopped on the high seas, would not be relieved of this imaginary danger by such supplies being sent from Canada instead of the United States. Indeed, the risks would be enhanced by the old land having to rely upon a colony for food supplies; for, while American vessels would not be stopped by an enemy of England, Canadian vessels would be watched for, and, if possible, destroyed on their way to the mother-land. This question is suitable for discussion, but the danger it contemplates is