

INSURANCE ITEMS.

The prettiest thing of the kind that has reached our office this year is the calendar of the Provident Savings Life Assurance Society. It is one of John A. Lowell & Co.'s dainty pieces of engraving.

The Marine Underwriters' Association of Montreal met on Monday last to consider changes made necessary by the death of the president, Mr. John Popham. The result of the meeting was that Mr. Archibald Nicoll was chosen president, Mr. E. L. Bond, vice-president, and Mr. J. H. Routh, treasurer.

In their letter of thanks to the injured chief of the Toronto Fire Brigade, enclosing a cheque to be applied to the firemen's fund, Messrs. Wyld, Grasset & Darling say: "We are sure we only voice the desire of thousands of the taxpayers when we express the hope that the proper authorities may realize their duty fully, and provide forthwith, and before our city may be visited again in a similar manner, all proper and complete "up-to-date" appliances for the extinguishment of large fires."

On Saturday last the annual reunion of the superintendents of the Metropolitan Life Insurance Company was held at the home office of that company in New York city, and a grand banquet was given at Delmonico's by the company. Speeches were made by the officers and a large number of the superintendents. A very enjoyable time was passed, which will no doubt be fresh in the minds of all present for many years to come. The net increase in industrial business for the year 1894 was \$71,000, and there was \$14,000,000 business written in the old line.

Yachting rules don't go in court. When the "Valkyrie" was sunk last season, in collision with the "Satanita," due to a small boat being in the way of the latter's manoeuvres, the "Satanita" was wholly responsible, according to the yacht club regulations. The underwriters of the "Valkyrie" thereupon sued for the total damages. But the court decided that while regulations among yachtsmen might be proper enough for the adjustment of questions connected with the race, they did not supersede the ordinary rules of law governing marine collisions.—*Monitor*.

When a man holds out his hand to another, in Toronto, and condoles with him on heavy loss by the recent fires, he is apt to be staggered when the other replies by pulling from his pocket a tablet on which is inscribed, "Yes, quite a fire." Yet this is what was done the other day, and the fellow who was offering condolence was taken all aback until he learned that the tablet so inscribed was a device of that inveterate Callaway of the C.P.R. If the hotels, stations and fleet of that road were burned, Cal. would somehow make capital out of it.

PATENT RECORD.

The following list of United States' patents granted to Canadian inventors, December 18th and 25th, is reported by James Sangster, Buffalo, N.Y.:

Thomas Belair, Montreal, Canada, cultivator.

George E. Edwards, assignor of one-fourth to W. Hartwell, Brantford, Canada, danger signal and lock for switches.

William Morrison, Toronto, Canada, water heater and cooler.

John F. Pharo, Danville, assignor to M. Boas, St. Hyacinthe, knitting machine.

William T. Vale, Toronto, Canada, and G. A. Ohl, Newark, N.J., assignors to Vale Barrel Machine Company (Ltd.), Hamilton, Canada, barrel-making machine.

Andrew C. Davidson, St. Thomas, Canada, pneumatic tire for bicycles.

Francis Lousaw and T. E. Clarke, Bothwell, Canada, insect powder dusting machine.

Stanley C. Peuchen, assignor of one-half to P. Clarke, Toronto, Canada, apparatus for vaporizing petroleum or other liquids.

David G. Gross, assignor of one-half to J. R. Eden, Berlin, Canada, car coupling.

ANSWERS TO CORRESPONDENTS.

John Horn, Montreal.—The series of articles on "The Telegraph in Canada" was begun in THE MONETARY TIMES of April 22nd, 1892, and were continued until the winter of 1893-94. We cannot undertake to furnish particular numbers between these dates. Your only plan would be to buy bound copies of yearly volumes 26 and 27 of the paper. We still have, as before, occasional references to the subject, but the papers, as a series, have ceased. Mr. Easson's old-time letters have since contained entertaining recollections of telegraphic construction and progress.

C. C. J. City.—Unable to say where the paper was originally published. We found the extract in an English journal and further condensed it. You might write to the association mentioned.

CLEARING-HOUSE RETURNS.

The following are the figures of the Canadian clearing-houses for the week ended with Thursday, Jan. 17th, compared with those of the previous week:

CLEARINGS.	Jan. 17.	Jan. 10.
Montreal	\$12,005,559	\$11,566,817
Toronto	6,301,271	7,894,426
Halifax	1,223,837	1,248,256
Winnipeg	1,005,862	1,110,573
Hamilton	621,832	810,548
Total	\$21,158,361	\$22,630,620
Aggregate balances this week, \$3,432,635; last week, \$4,180,940.		

—A meeting of the Ontario Good Roads' Association is to be held in the Y. M. C. A. building, Toronto, on February 7th, afternoon and evening; February 8th, forenoon—three sessions in all. Addresses and papers are expected from a number of prominent men interested in the movement, besides officers of the association. Among these may be mentioned Lieutenant Governor Kirkpatrick, Hon. Thomas Ballantyne, Judge Woods, of Chatham; A. F. Wood, ex-M.P.P., and others. Delegates have been invited from the boards of trade, the municipal bodies and the various agricultural associations and societies of the province. There is no economical subject now before us that is of greater importance to the prosperity of Ontario than the improving of our country roads. The public spirit of the people should respond to the efforts of the association and the press to get something attempted, something done, to improve them.

—At noon on Tuesday last the United Fire Insurance Company, of Manchester, ceased to do business in Canada, and its risks, amounting to \$17,268,994, according to the Government returns for the year 1893, have been reinsured in the Western. The United has been doing business in Canada about three years, having its head office in Montreal and agencies in each of the provinces of the Dominion. Should the Western continue to carry the risks it now accepts they will probably bring an annual increase of over \$175,000 to its net premiums. Mr. Robertson, inspector of the United Fire, enters the services of the Western in a similar capacity, with his headquarters in Montreal. It will be remembered that the Palatine took over the business of the United Fire in England, and the latter company will be wound up.

—The report made by the chief of the Detroit Fire Department shows that the losses by fire in that city last year were \$613,773, which is much less than the losses of 1893, when over a million (\$1,075,092) went up in smoke and flame. There were 773 alarms of fire, 184 of which resulted in no loss. The big fires of the year were Hinchman's drug store, \$120,000; Farrand & Williams' drug house, \$110,000; the Keenan & Jahn fire, \$82,000; the Richard mill, \$28,000; and the Tenth st. depot, \$23,000. Six firemen were killed during the year.

—The first railway train arrived at Louisburg, C.B., on Friday, 11th, from Sydney, with President Whitney, Manager Mackeen, of the Dom. Coal Co., Treasurer McLennan, Mr. Pearson, Senator McDonald and several others on board. Every available flag was hoisted, guns were fired, and the citizens cheered the officers of the company. This marks a new epoch in the history of Louisburg.

—A story published on Tuesday last in *La Minerve*, of a rumor in Liverpool of the sale of the Allan line steamers plying between that port and Canada to a Manchester firm, to be used in the cattle trade of that port, is denied by Mr. H. Montague Allan, who says: "There is not the slightest truth in the story. It is an entirely baseless rumor."

—Members of the Chicago Board of Trade, at their annual meeting on Monday last, expressed themselves with striking unanimity against the bucket shop evil and in favor of reform of the grain speculation department. President Baker's inaugural address contained a severe arraignment of what he called "the tyranny of the elevator monopoly," which brought forth loud cheers of approval.

—A despatch to Mr. Shaughnessy from the Pacific Division, C.P.R., says that while the melting of snow has raised all the small streams above usual height and the Fraser, Columbia and Thompson somewhat, no damage is done to the railway thereby, and that the loss to farmers is unimportant.