

## The Future of the Health and Accident Business

By C. F. E. PETERSON.

The health and accident insurance business has been going through a transitory period and is just emerging from the stage today, and its future will not be brilliant if judged by past experiences, and it is going to mean good, hard, efficient and honest co-operation to bring this line of business up to the standard where it justly belongs. We must lay aside selfish interests and questionable competition and get down to "brass tacks," as it were, if we are not only to survive but to prosper and progress as we must.

### *Policies Must Be Simplified.*

Health and accident insurance as a business must be standardized, as have other kindred lines. This can only be done by arriving at accurate costs and fixing definite values to such insuring clause of the policy, by adopting somewhat uniform policies, simplified and in plain English, and by charging a fair value for the policy and paying somewhat uniform commissions. All of which can be accomplished by efficient organization and plain, definite, business methods.

I do not feel competent to say to you that a policy of health and accident insurance should be simplified to the extent of simply "a promise to pay so much per week in case of sickness or accident for so much premium" without any other qualifications, because we have today no accurate basis of measuring the value of such a contract, and few of us care to pioneer in such a venture.

It is, however, my prediction that, unless we ourselves give early attention to a simplifying of our present policies, it will be done by law and perhaps not nearly so satisfactory as we might ourselves do if early thought and study are given the subject by experienced committees within our own organizations.

In life insurance certain definite policy forms are well known and established, such as straight life, 20-payment life, term policies, etc., and these forms are so well advertised and established that they are a standard commodity with the prospect and are free from frills and but slightly deviated from by any of the established companies.

Why not so in health and accident insurance? It can be done, and it must be done if we are to survive; and when better established by more uniformity in policy forms, rates and commissions, it will be on a substantial commodity basis and so recognized by the public.

### *Kind of Policy Wanted*

There is a public demand for health and accident insurance, but the kind of policy that the public demands has not been offered.

The kind of a policy wanted is one covering all kinds of disability—a policy offering real protection without qualifications—and it may be that we will in time be forced to issue a non-cancellable policy. The fact is the public is getting tired of the restricted, limited and gambling policies. It wants a plain policy, indemnifying as to loss, and we surely are headed toward policy reformation, and this can be accomplished best by joint action of health and accident companies working through the National organization.

## Canadian Exports of Pulp and Paper

Canadian exports of pulp and paper during August reached a total value of \$18,258,727, compared with \$8,348,179 in August 1919, an increase of \$9,910,548, or 118 per cent.

Paper exports included 5,594 cwts of book paper, valued at \$64,293; 1,419,028 cwts of newsprint, valued at \$7,301,605 and other grades of paper valued at \$1,380,919. There was a falling off in quantity of 2,178 cwts in book paper although an increase of \$8,106 in value. Newsprint exports showed an increase of 262,677 cwts in volume and of \$3,160,793 in value.

For the five months' period in 1920 paper exports included 30,345 cwts of book paper, valued at \$324,179, and 6,325,218 cwts of newsprint, valued at \$29,218,154. Their destination was:

United Kingdom . . . . .	\$ 2,012,766
United States . . . . .	27,671,173
Other countries . . . . .	5,486,332

## Most of Stolen Automobiles Shown to be Recovered

There were 31,349 automobiles stolen in "index" cities of the United States in 1919, compared with 25,613 in the same cities in 1918, according to figures compiled from official police reports by the National Automobile Dealers' Association, St. Louis.

This is an increase of 22.4 per cent.

Of the 31,349 stolen in 1919, 23,332 were recovered, 74.4 per cent. Of the 25,613 stolen in 1918, 20,203 were recovered, 78.8 per cent. Cars stolen which were not recovered were valued at approximately \$5,410,000 in 1918 and at \$8,658,000 in 1919.

New York again led the cities in cars stolen, with 5,527 in 1919, against 3,340 in 1918, an increase of 35.5 per cent.

St. Louis was the only large city where the number was less than in 1918. This is accounted for by a vigorous law enforcement campaign against automobile thieves by the circuit attorney's office.

Sentences up to twenty years have been given in St. Louis for the theft of an automobile.