

changes in classification (from "B" to "A") will affect only the business portion of the city. The insurance rates on residences will not be affected. There will be a reduction of about ten per cent. in the raising of the city classification to B and a similar reduction should it be raised to A. The only equipment necessary for class A that is not required for class B is a salvage wagon. The city is already in possession of a wagon suitable for the purpose, and it can be equipped at an expense of about \$150, which will probably be done.

A municipal officer in Philadelphia sets a worthy example to such functionaries elsewhere. This gentleman, Mr. Walton, the city controller has refused to pay a bill, under the following circumstances. Certain parties contracted with the Board of Education to furnish for the use of the schools \$10,000 worth of "Century Dictionaries." They were, however, unsuitably bound, for "the binding would not last sixty days." Then, according to the testimony, a commission was to be allowed the agents by the Century Company. Now, says the Controller, if there is any commission going, the city should get the benefit of it. "A commission in a sale as large as this, that is generally allowed the purchaser in the shape of a discount, particularly to a municipality, but omitted in this case, is sufficient ground, in my opinion, for my action." Still further, he contends that the conditions of the bargain should be decided upon in the courts.

INSURANCE MATTERS.

The Canada Life Assurance Company, of Hamilton, Ont., has been admitted to transact business in Illinois, with Chas. F. Bullen, of Chicago, as general agent and attorney.

The Canadian Railway Accident Insurance Company has been licensed for the business of accident insurance. Dr. A. A. Henderson is the chief agent, and the head office is in Ottawa.

The plate glass manufacturers' combination in the States has advanced the price of glass 75 per cent. This will necessitate the issuance of a new schedule by the plate glass insurance companies.

The Hartford Steam Boiler and Inspection Company, and the Fidelity and Casualty, says the *Inter-Ocean*, are the only companies not cutting steam boiler rates. The Guarantors and the Union Casualty are writing as low as one-third the regular rates.

Mr. Sheppard Homans, the actuary and former president of the Provident Savings Life Assurance Society, has left for a trip abroad. While away he will attend the convention of the International Institute of Actuaries, which will be held in Brussels in September.

George W. Johnston, of the Cincinnati agency of the Mutual Life, won the first prize offered by the company for the best paper, of not more than a thousand words, on "Why Should a Man Insure His Life." Mr. Johnston is a grandson of General Albert Sidney Johnston.

The recent fire at Eganville is waking her people up to further improve their fire protection system. The engineer is to get \$50 a year; the other eleven men who compose the brigade are to get 75c. a day for attending fires and drill. The assistant engineer will get \$2 a day.

"The bicycle has given, as nothing else has, the means for a healthful exercise combined with delightful recreation." At least this is the view taken by a writer in a life assurance publication. We question if an accident insurance journal would praise the wheel quite as highly.

Bill Thompson's dog got his head stuck in a pitcher. Bill cut off the dog's head to save the pitcher and then broke the pitcher to get the head out. This fairly illustrates the wisdom of the man who goes without insurance to save money, and then dies before he earns the money he expected to save.—*Phelps*.

The total income of German life offices for 1894 amounted to about £14,000,000, outgo £6,500,000, and addition to reserves £5,300,000, leaving a gross surplus of £2,200,000, of which policy-holders received £1,875,000 in bonuses. The offices number fifty-five and possess total funds of about £82,000,000.

It has been arranged by the Ocean Accident and Guarantee Corporation of London, England, that its business shall be extended to Canada, with headquarters at Montreal. Its general managers will be Messrs. Rolland, Lyman and Burnett, of Quebec. The company has a capital stock, we are told, of \$2,000,000.

A six per cent. investment policy devised by Mr. Gerald Ryan, of the British Empire Mutual, is attracting a large share of notice in Britain. The prospectus is essentially American in its cast, and the *Monitor* thinks it is, perhaps, in part due to the influence on Mr. Ryan of his recent visit to America and investigation of American methods.

The Toronto fire underwriters have written to Acting-Mayor Shaw, asking for an official investigation into the fire on the premises of G. L. Diehl & Co., on the 16th, which is thought to have been incendiary.

They have offered a reward of \$500 for the apprehension and conviction of the firebug, and ask the council to supplement this with a like sum.

In Halifax, on Sunday morning last, the Nova Scotia Sugar Refinery Company's coopeage at Richmond was burned. The water supply "was not very good," the *Chronicle* report says, and the flames spread to Wright's barn and the street railway stables. The latter company saved their fifty horses, but lost 40 tons of hay and straw. The loss will reach \$15,000. The railway company were insured for their \$5,000 loss. Wright not insured. The Hayes estate had \$1,000 insurance on \$7,000 coopeage loss.

If insurance agents would only put their queries in a shape where they are likely to be seen and attract the attention of the reader, says an exchange, they would save much delay and some annoyance. To embody a question in the middle of a long letter is equivalent to hiding it from sight. Why not put such questions as you wish to ask briefly and pointedly at the head of the letter, and you can enlarge on it by letter, to follow, if necessary. Special agents can also learn a useful lesson by carefully studying brevity. We don't care to know whether they arrived at a place early or late, or whether it was hot or rainy weather, or whether the agent is "a very pleasant man to meet," or not.

The resignation of Mr. J. B. Moffat, secretary and manager of the Manchester Fire Assurance Company, has been officially announced. Impaired health, taking the form of insomnia, resulting from many years of close application to business, is given as the reason for his action. He will be succeeded by Mr. William Lewis, assistant manager and secretary, who was in previous years with the Alliance Company. The *London Review*, in noticing Mr. Moffat's retirement, says: "The manner in which the finances of the Manchester have been improved during a very critical period in the history of fire insurance will always stand as a high testimonial to the ability and energy of its late manager. We offer him our sincere sympathy on the present occasion, whilst congratulating him that in his case the good he has done lives after him, reversing the Shakespearean quotation."

CLEARING-HOUSE RETURNS.

The following are the figures of the Canadian clearing-houses for the week ended with Thursday, September 12th, compared with those of the previous week:

CLEARINGS.	Sept. 12.	Sept. 5.
Montreal	\$11,618,080	\$9,047,662
Toronto	5,720,091	5,028,092
Halifax	1,241,543	940,194
Winnipeg	935,549	778,483
Hamilton	616,046	542,374

Total \$20,131,309 \$16,336,805

Aggregate balances this week, \$2,953,802; last week, \$2,639,957.

—The following paragraph is from the North British *Economist* of September 2nd, and shows what staid North Britons think of the spread-eagle methods of Oronhyatekha and his friends: "The Independent Order of Foresters is a so-called life assurance society on the lines of the Mutual Reserve Fund, only more so; and I am quite certain that no Lord Mayor of an important city like Belfast would countenance such a concern if he were aware of the harm that is likely to result from it. The Mutual Reserve, though not to my liking, has been conducted on business lines, but the Independent Order of Foresters seems to be a mixture of doubtful business and clearly defined tomfoolery."

—According to a St. Louis journal, the Southern Pacific Company has entered into a contract in London which makes it now possible for a passenger to buy a ticket around the world from any point on any of the lines which have become a party to the new agreement. The agreement is in effect an important combination between several big railroad and steamship companies designed to control the lion's share of the round-the-world passenger traffic. The contract was signed by the London department of the Southern Pacific, acting also as the agent of the Pacific Mail and the Occidental and Oriental Steamship Company, and the agent of the Peninsular and Oriental Steam Navigation Company.

—Our Halifax corrected prices to Sept. 10th, arrived too late to be used in the stock report page. We append them:—Bank of Nova Scotia, 190 to 193; Bank B.N.A., 110 to 116; Merchants' Bank, Halifax, 158 to 162; Union, of Halifax, 120 to 122½; Peoples', 120 to 122½; Halifax Banking Co., 140 to 143½; Yarmouth, 120 to 123; Exchange of Yarmouth, 101 to 104; Commercial of Windsor, 106 to 110.