

**IN LINE**WITH  
THE  
TIMES

No opportunity is overlooked for the improvement of UNION MUTUAL Policies. They are kept

Thoroughly Modern in Privileges,  
Genuinely Protective in Results.

Extended Insurance without Deductions.  
Incontestability without Restrictions.  
Both Policyholders and Agents Fairly Treated Always.

**UNION  
MUTUAL**

LIFE INSURANCE CO.

Incorporated 1848. **PORTLAND, Maine**

FRED. E. RICHARDS, President.  
ARTHUR L. BATES, Vice-President.  
Address HENRY E. MORIN, Chief Agent for  
Canada, 151 St. James St., Montreal, Can.

Good Territory Ready for Good Agents.

**Manchester Fire Assurance Co.**

ESTABLISHED 1824.

Assets over . . . \$13,000,000

Head Office—MANCHESTER, ENG.

WILLIAM LEWIS, Manager and Secretary.

Canadian Branch Head Office—TORONTO.

JAS. BOOMER, Manager.

City Agents—GEO. JAFFRAY,

J. M. BRIGGS,

JOSEPH LAWSON.

**The DOMINION Life  
ASSURANCE COMPANY**

D OFFICE. WATERLOO, ONT

The Dominion Life has had a good year in 1898. It has gained in amount assured, 11.73 per cent.; in cash premium income 12.34 per cent.; in interest receipts 28.64 per cent.; in assets 17.61 per cent.; in surplus over all liabilities 42.74 per cent.

It is safe, sound, economically managed, equitable in all its plans. Its interest receipts have more than paid its death losses since the beginning. No company anywhere has a lower death rate, or does better for its policyholders than the Dominion Life. Separate branches for abstainers and women.

JAMES INNES, M.P. Pres. CHR. KUMPT, Vice-Pres.  
THOS. HILLIARD, Managing Director

ESTABLISHED  
1885.**Millers' and  
Manufacturers'  
Insurance Co.**

Head Office,  
Queen City Chambers, Church  
Street, Toronto.

DIRECTORS:

JAS. GOLDIE, Pres. L. SPINK, Vice-Pres.  
THOS. WALMSLEY, Treas. SCOTT, Mgr. and Sec.  
Adam Austi

This Company was organized in 1885, specially for the purpose of insuring manufacturing industries, warehouses and contents.

The primary object being to give protection against loss by fire at a minimum cost consistent with absolute security.

The system adopted has been to inspect all risk before acceptance and fix the rate to be exacted equitably in accordance with the hazard assumed.

Assurers with this company have made a saving, upwards of \$108,000.00 on the current rates charged, in addition to which, on the rates exacted by us, dividends have been declared to policyholders amounting to over \$24,000.00, together, making the very substantial sum of over \$132,000.00 that our policyholders have saved during the eleven years we have been in operation.

As no canvassers are employed dealing directly with the assured, those desiring to avail themselves of the advantages thus offered will please address

Millers' and Manufacturers' Insurance Co.,  
Church Street, Toronto Ont.

**DECISION ON LONG AND SHORT  
HAUL.**

The Interstate Commerce Commission, in an opinion by Commissioner Prouty, has announced its decision in the case of George Tileston Milling Co. and the city of St. Cloud, Minn., against the Northern Pacific Railway Co. The case arose under the long and short haul clause of the interstate commerce law, and the decision is against the railroad company. Lower rates are in effect by the Northern Pacific and other lines on flour and other traffic from St. Paul, Minneapolis, Anoka, Elk River, Princeton and Milaca, Minn., than from St. Cloud to eastern points, and on coal and other west-bound freight the rates from eastern points are higher to St. Cloud than to the other points specified.

The disparity in rates against St. Cloud is found to greatly prejudice that city, millers, merchants and consumers in that locality, and producers of grain in the section surrounding St. Cloud, in comparison with the other places mentioned, and competing millers and dealers, therein. The Northern Pacific competes over a long line with three other rail lines between Duluth and other Lake Superior points, and St. Paul and Minneapolis for traffic to and from the east, and St. Cloud is an intermediate point on its line; but it carries only an insignificant amount of such competitive traffic. In entering upon such competition, it accepted the rates of its competitors, but being engaged in the traffic the commission finds it is able to control the through rate equally with the other competing lines, and of all these lines only the Northern Pacific makes a higher charge to or from any intermediate point.

After citing and applying the decision of the Supreme Court on the meaning of the long and short haul clause in the Alabama Midland Railway case the commission holds that the fact that one competing carrier has the long line does not create a difference in circumstances and conditions which justifies it in disregarding the rule of the fourth section, while competing short lines are bound by that rule; and to do so would place such competitors at the mercy of the long line carrier. When a carrier comes into the field of competition, whether as the short line or as the long line, it comes subject to the same limitations as every other competitor. The commission decides, upon consideration of the whole situation, that the Northern Pacific carries this business from and to St. Paul, Minneapolis, Anoka, and Elk River under substantially similar circumstances and conditions with those existing in case of business to and from St. Cloud, and that the higher rates to and from St. Cloud are in violation of the fourth section.

The commission further said that, allowing railway competition, such as was shown in this case, to constitute an exception to the rule of the fourth section, would permit throughout the whole country the making of higher rates to or from intermediate points, thereby disarranging business conditions and producing endless discriminations which do not now exist.—R. R. Review.

—A company has been organized at Portland to work the rich sands on the Cape Nome beach, Alaska, and a steam dredge is now under construction for the purpose. This dredge will run on wide rollers, instead of being placed on a barge. The shaft which carries the dredge buckets will operate to a depth of twelve feet in the sea water. When storms occur, or when the tide rises, the dredge can be hauled up and still be enabled to work on the dry sand. Naptha or kerosene will be used for fuel.

The Largest  
Insurance  
Company  
In the  
World.....

**THE  
MUTUAL  
LIFE CO.**  
OF New York

RICHARD  
A.  
McCURDY,  
President.

**Condensed Statement  
for 1898**

Income .....	\$ 55,006,629 43
Disbursements .....	35,245,038 88
Assets, Dec. 31, 1898.	277,517,325 86
Reserve Liabilities....	233,058,640 68
Contingent Guarantee Fund.....	42,238,684 68
Dividends Apportion- ed for the year....	2,220,000 00
Insurance and Annu- ities in Force.....	971,711,997 79

**THOMAS MERRITT,**  
MANAGER.

31, 32, 33 Bank of Commerce Bldg.,  
Toronto, Ontario.

**WATERLOO MUTUAL FIRE INS. CO.**

ESTABLISHED IN 1863.

HEAD OFFICE. WATERLOO, ONT.

Total Assets 31st Dec., 1898 ..... \$349,734 71  
Policies in Force in Western On-  
tario over ..... 18 000 00

GEORGE RANDALL, President. JOHN SHUH, Vice-President

FRANK HAIGHT, Manager. JOHN KILLER Inspector

61st YEAR

**THE "GORE"**

FIRE INSURANCE CO.

Head Office, GALT, ONT.

Total Losses Paid..... \$1,374,737 36  
Total Assets ..... 385,365 44  
Cash and Cash Assets ... 217,750 64

Both Cash and Mutual Plans

PRESIDENT, HON. JAMES YOUNG  
VICE-PRESIDENT, A. WARNOCK, Esq.  
Manager, R. S. STRONG, Galt.

**The Great-West  
Life**

THE FIRST CANADIAN  
COMPANY TO PUT UP  
A FOUR PER CENT. RE-  
SERVE, IS NOW ONE  
OF ONLY FOUR CANA-  
DIAN COMPANIES . . .  
SHOWING A SURPLUS  
TO POLICY-HOLDERS  
ON THIS STRINGENT  
BASIS.