

STATE INSURANCE.

We have no more reason to expect successful insurance through Governmental agencies than we had through governmental control of the railroads, and the last-mentioned have demonstrated the futility of governmental operation.

Almost every community in the United States and Canada that allowed itself to be launched into a scheme of governmental ownership, and operation, is now looking backward, and wondering how it was ever seduced into adopting schemes so apparently fallacious, and as they have since found, atrociously expensive.

RATE CUTTING.

In the early days of casualty and liability insurance the competition of the "plungers," the adventurers in a new speculation, were very annoying to the agents of conservative companies which were feeling their way in the dark of inexperience. But later these conservative agents were vindicated and "joyed" by the failure of the rate-cutters. Did a single plunger survive?

That part of the public having faith in "cheap" insurance paid dearly for credulity. The ignorant stockholders, equally credulous, lost about all they had ventured, and some of them discovered they had lost more than they thought they ventured.

INDUSTRIAL ACTIVITY AND UNREST.

The general unrest of labour has reached an acute stage in Canada, and it cannot be said that business is yet on a stable basis. Official returns are to the effect that there is a steady and fairly rapid improvement in employment conditions in Ontario and Quebec, in which provinces the chief industries of the Dominion are located. Reports received early in May from 1,969 firms, employing 147,939 persons, indicated a considerable increase in the number of persons upon their pay-rolls, and at a later date in May there was a further increase. The industries which show the greatest activity are lumbering, railway construction, textiles, leather, glass, stone, tobacco, pulp and paper, and the manufacture of vehicles. Farmers all over the Dominion complain of inability to obtain help. In view of the fact that many men are returning from military to civil life, the number of unemployed is not large when compared with the number out of work when the war began. It is evident, therefore, that lack of employment is not the cause of the prevailing unrest, but that it is due largely to the demands of the various classes of workers now on strike for higher wages, a 44-hour week, and recognition of the right of "collective bargaining." The advances in wages already granted are very substantial, but are not regarded by the workers as satisfactory in many cases. Employers are adopting a conciliatory spirit, it being their desire to allay the existing unrest as far as possible. No antagonism exists on the part of industrial employers to the principle of bargaining with organizations of their own work-people,

but there is the strongest objection to the demand that they should deal with councils of workmen representing other industries.

In Winnipeg, Toronto and other industrial centres, strikes exist with a view to enforcing "collective bargaining" a form of "compulsory arbitration." In Manitoba a demand has been made upon the Government to call the Legislature together to pass a measure compelling employers to deal with councils of workmen representing groups of industries whose interests are not identical. In this connection it may be interesting to recall that in 1902 the Trades and Labour Congress of Canada specifically eliminated from their platform the clause "compulsory arbitration" and substituted the word "voluntary." This action was taken in connection with a proposal that the Dominion Parliament should pass a measure requiring the compulsory settlement of railway labour disputes. Objection to the measure originated with the railway employees and their attitude was endorsed at the succeeding session of the Trades and Labour Congress.

The present unrest will seriously deter progress in the readjustment of industries to a peace basis; indeed, such a readjustment cannot proceed satisfactorily until employers can confidently depend upon the faithful observance of contracts made with their employees, and are assured that the efficiency and wages of labour will remain on a basis that will enable Canadian products to be marketed in competition with similar products of other countries.—Bank of Commerce Monthly Letter.

LIVERPOOL & LONDON & GLOBE MANAGERS MEET.

The department managers of the Liverpool and London and Globe in the United States met at the Hotel Greenbriar, White Sulphur Springs, W. Va., on June 16, for a conference with A. G. Dent, general manager from the home office, who by that time had completed a visit to all the departments. It is understood that several important changes in the personnel and territorial arrangements of the departments were decided upon at that time.

PRIMER OF ACCIDENT AND SICKNESS INSURANCE.

The Ocean Accident and Guarantee Corporation of London has issued a little book entitled "Primer of Accidents and Sickness Insurance," which is designed to inform agents and others as to facts relating to the business of accident and sickness insurance, together with the reasons for rules, rates and the numerous features of the business which are constantly arising.

A few of the subjects covered are policy terms; moral hazard, claims, classifications; lessons in selling; the force of suggestion, peculiar cases, and data concerning policy conditions. It is, therefore, a very handy and instructive little book.