will announce that such-and-such a make, such-and-such a model, carrying serial numbers beyond such-and-such a number thereafter will be rated in symbol class "E," thus making it plain to the company or agent that some of the output of this manufacturer is rated in one claass and that some takes a differ: it rate. Adversely the system will show if and when the manufacturer of the lower grade auto-improves his product and thereby qualifies for a lower rate.

In the matter of theft rates the merit rating system in like manner contemplates the measurement of certain important physical factors, with due consideration for territorial hazards. There is the question of accessibility of controls; how easily is access to the driver's seat gained? How easily is the motor started and in what manner? What normal locking system has the machine? Is it equipped with an approved theft prevention device and, if so, what kind? Was the lock integrally installed or was it added to the automobile as an accessory?

Quantity of Production Factor.

Then there is the question of the number of machines produced of the kind upon which insurance is desired. The question of production is closely akin to popularity, granting that production is the measure of an automobile's popularity. The more popular a machine is with automobile owners the more popular it is with thieves, not only because more persons are familiar with its mechanical operation but also because such machines can be disposed of more easily.

These various factors must be considered in determining adequate theft rates and attention also must be given to the factory installed identification marks upon a machine. The more the marks and the more accessible they are the more easily can the automobile be traced if stolen. Some machines, for instance, have three serial numbers while others have but two. Engine and frame numbers are to be found too in different locations and consideration must be given in this connection.

Geography and Collision Rates.

Of course geography is the chief consideration in determining collision rates but there also are important physical risks to be reckoned with, as for instance equipments which would tend to prevent accidents and resulting collision damage. The effectiveness of the braking system can be measured accurately and is a big factor; the steering system counts; visibility from the driver's seat is involved and a great deal depends upon the lighting equipment and the manner in which warnings can be given, whether with a hand horn or with an electric klaxon. The collision is also measured to some degree by the machine's road clearance; that is, the height of the axles above the road level.

There are factors, too, which go to minimize the amount of damage when the automobile happens to be a party to a collision. The construction of the fenders, whether or not the machine has bumpers, the character of radiator protection, the frame cross braces of the chassis—all these things are to be considered in determining the adequateness of collision rates.

It has been reported that agents feared the new rating system on the ground that it would prove to be "too complicated." It is true that the making of the analytic schedules was a somewhat involved procedure but the actual operation of the system, insofar as agents are concerned, is simplicity itself. The new rates, in fact, do not materially change the procedure which the agent always has followed.

JAMES E. FRAAS, LIMITED, OTTAWA

The announcement is made that the business of St. Germain & Fraas Limited, has been acquired by James E. Fraas Limited who will continue a general insurance and real estate business in the same office, No. 69 Bank St., Ottawa, under the firm name of James E. Fraas, Limited. The president of the new Company, Mr. James E. Fraas, is a well known fire insurance man, who previous to going to Ottawa, was connected with the Guardian Insurance Company for 15 years, and for many years its inspector. The new firm is now one of the leading offices in Ottawa, and represents the following Companies, Guardian, Commercial Union, London & Lancashire, Continental, National of Hartford and General of Perth.

Fire Premium Income of British Companies in United States

The net fire premiums written by British Companies in the United States (during 1919) as reported to the New York Insurance Department given in order of premium income, are as follows:—Royal, $13,584,708, Liverpool & London & Globe, $12,857,014, Commercial Union, $10,394,696, North British & Mer. $7,375,260, Northern, $5,323,118, Scottish Union & National, $4,580,327, Sun, $4,-519,165, London Assurance, $4,435,708, Phoenix of London, $3,921,849, London & Lancashire, $3,-864,684, Norwich Union, $3,800,751, Royal Exchange, $3,625,537, Atlas, $3,448,258, Palatine, $2,958,988, Western (Toronto), $2,817,380, Eagle Star, $2,159,412, Caledonian, $2,134,087, British America, $1,468,058, Yorkshire, $1,450,276, Union, $1,398,731.