

States are estimated to pay the per centages following:—

Missouri, by 1	Co. will pay	\$ 17,464	or 100 per cent.
Michigan, 1	"	9,000	or 100 "
Maine, 1	"	1,875	or 100 "
W. Virginia, 1	"	5,000	or 100 "
Wisconsin, 2	"	49,735	or 100 "
Gt. Britain, 3	"	79,227	or 100 "
New York, 34	"	5,641,994	or 46.87 "
Massachusetts, 7	"	718,448	or 34.36 "
Pennsylvania, 5	"	120,343	or 26.88 "
California, 4	"	676,092	or 26.76 "
Ohio, 7	"	666,678	or 21.84 "
Rhode Island, 3	"	256,300	or 20.08 "
Connecticut, 8	"	681,750	or 18.32 "
Illinois, 20	"	3,182,911	or 11.69 "

Total 97 Cos. will pay.... \$12,106,817 or 22.68 "

The losses of the English Companies are stated by the auditor thus:—

	Amt. paid.	Salvage & dis.
Britannia.....	\$47,795 00	\$.....
Commercial Union Fire.....	55,000 00	
Imperial.....	208,089 91	10,410 00
Liv. & London & Globe.....	3,270,779 03	208,172 08
N. British and Mercantile.....	2,278,653 62	143,654 58
Royal.....	96,893 27	1,106 73
Totals.....	\$5,967,220 83	\$363,343 48
	Unpaid.	Total loss.
Britannia.....	\$47,795 00	\$47,795 00
Commercial Union Fire.....	55,000 00	65,090 00
Imperial.....	9,500 00	228,000 00
Liverpool & London & Globe.....	20,000 00	3,498,951 71
North British and M. Mercantile.....	49,727 40	2,472,035 00
Royal.....		98,000 00
Totals.....	\$79,227 40	\$6,409,781 71

Some of the leading American Companies lost as follows:—Aetna, \$4,100,000; Hartford of Hartford, \$2,200,000; Home of New York; \$3,071,390; Andes, \$1,032,225. Among the Illinois companies the Chicago Fire is liable for \$1,500,000, and will pay 12 per cent.; the Chicago Firemen's for \$6,607,435, and will pay 5 per cent.; the Commercial \$1,500,000, and will pay 10 per cent.; the Equitable \$2,000,000, and will pay 2 per cent.; the Germania \$3,300,000, and will pay 3 to 8 per cent.; the Merchants \$5,000,000, and will pay 8 to 12 per cent. These are the worst cases in the list. One local company which lost \$3,210,259 will pay in full; other locals do likewise, while a number will yield assets ranging from 15 to 40 per cent. of their liabilities.

SUMMER FIRES.—We are now in the midst of a period of extreme heat which, it should be remembered, renders the danger of sweeping fires very much greater than at other seasons. Shingle roofs are dry as tinder and as easy to ignite; greasy rags and rubbish left to accumulate are liable to ignite by spontaneous combustion; a spark from a tobacco pipe or from a chimney that would fall harmlessly at another season is just now extremely liable to develop in a conflagration; setting out fires to clear away brush and rubbish should not be attempted for the mischief resulting may be incalculable. Indeed the greatest care should be taken in every way to lessen the danger from this cause and to prevent the painfully frequent recurrence of such disasters as the sweeping away of whole towns in a day. Many of our prosperous towns and villages owing to the combustible materials of which they are built, and the absence of efficient provision for suppressing fires are every day at the mercy of the flames if the fire-fiend is but permitted to get a fair start.

Insurance.

FIRE RECORD.—Charlotteville Centre, Ont., July 10.—The shingle mill and stove factory of John H. Spencer, were destroyed. The fire caught in a house belonging to Mr. Frank McCall and occupied by P. Smith; house and contents were destroyed. No insurance on any of the property. Spencer's loss is \$2,000; McCall, \$400; Smith, \$300; other parties, \$500.

Pictou, N. S., July 18th.—A fire originated in a carpenter's shop in the eastern part of the city. There were about fifteen buildings destroyed, the most important being the Central Hotel, store and house of James Stalker & Sons, Began's Hotel, Malcolm Cameron's store and house, Royal Oak Hotel, Godfrey's store and house at the east end. The old Queen's warehouse, now empty, on Purves Wharf, at the west end, now took fire from sparks, and it and several warehouses and Doull's lumber yard, were burned. Loss stated at \$30,000, with \$9,000 insurance.

Strathroy, July, 19.—A fire broke out in Mole's Drug Store, Frank Street. It spread with great rapidity to Kinney's grocery and Couse's Hotel. It crossed Centre Street, fastening on Mrs. Cowan's residence; eastward it took Couse's hotel stables, while northward along Frank street it rapidly enveloped in succession Doyle & Quinn's saloon, Sadlier's harness shop, Murray & Barr's saloon, the billiard room, Long's grocery, the Cutten Hotel stables, Dr. McTaggart's office and the building owned by the late Mr. J. Black on Frank street, adjoining the late Donley's Hotel. Losses and insurance were about as follows:—Mackellar estate, buildings, \$8,000, partially insured; C. Mole, loss on stock, \$1,200; T. Kinney, loss on stock, \$1,000; Mrs. Cowan, loss \$1,500, no insurance; A. H. Couse, loss on furniture, liquors, etc., \$2,000, insurance \$1,000; Dr. McTaggart, loss \$300; John Black, loss on building, \$1,000, \$400 insurance. Other parties supposed to aggregate \$5,000; total loss \$20,000. The total amount lost by the different companies interested without specifying particular risks are:—Liverpool & London & Globe, \$2,000; Gore Mutual, \$1,925; Western, \$800; Andes, \$800; Provincial, \$700; British America, \$700; Royal, \$800.

COUNTY OF PERTH MUTUAL INSURANCE COMPANY.—The ninth annual meeting was held in Stratford on the 18th June, Mr. Trow, M.P.P. in the chair. It appears from the report presented that the amount at risk is \$1,767,038; premium notes, \$27,281.20, less paid thereon and assessments \$6,630.01—\$20,651.19. Average amount insured by each policy, \$759.50. Losses paid in year ending 31st May, 1872, \$2,130.50. A balance of assets over liabilities of \$22,527 is claimed including premium notes. It is noticed that the Secretary modestly claims his to be "the model insurance company of the country."

OVER-INSURANCE.—The case of Ionides v. Pender, tried before Mr. Justice Hannen at the Guildhall this week, appears to be a strong illustration of the danger to which underwriters are exposed by over-insuring ships and goods. The circumstances are that the defendants, among others, had underwritten part of the risks upon a ship and cargo belonging to merchants, who had engaged in a trading adventure to the Russian possessions in the North Pacific, the ship being loaded with a mixed cargo composed largely of spirits and tobacco. The ship, cargo, commission, freight and estimated profits of the adventure were all insured to the total amount of £20,000, and a total loss having occurred under peculiar circumstances, the claims upon the policies, on the ground that there was an excessive over-valuation, and that even if there was no fraud there was a concealment of material facts. It was stated that spirits which

had cost £1,000 were valued at £2,800, and that the real value of the ship and cargo, liberally reckoned, would only be £12,000, whereas the insurance was for £20,000; and the circumstances of the loss were that the ship had gone down in calm mid-ocean, although it was a strongly-built ship, and had sustained no shock from a floating wreck, which had been suggested. It appeared, however, that the captain, who was suspected of having caused the loss by boring holes in the ship, had been tried for the offence and acquitted. At the close, the jury returned what was practically a verdict for the defendants, by finding that the valuations for the insurances were excessive, and that though they could not say whether the valuations were fraudulent, they were of opinion that they were material, and were concealed. They also found that the vessel was not lost by the perils of the sea, but they could not say whether or not it was intended by the insured that it should be lost. Upon this last finding, an interesting case as to barratry may arise—barratry, as the Judge pointed out, being one of the perils of the seas, but the jury declining to give any finding as to whether the captain did the act. Whatever may be the ultimate issue of a case like this, the underwriters, it is clear, have been exposed to a serious danger, and are fully justified in demanding the fullest inquiry in all cases where there is the least reason to suspect excessive insurance. The business leaning rather is to full insurance, as the underwriters get a large premium, and are better protected against average claims; but a gross excess opens the way to serious frauds. —Economist.

Railways.

EXTENSION OF THE NARROW-GAUGE IN NORWAY.

While the question of narrow-gauge is being argued so hotly in the States—we find that in Norway—the birthplace of narrow-gauge—a considerable extension of lines has been authorized, and will be at once commenced. At present there is a total mileage in that country of 305 miles, of which 113 miles are 4 ft. 8½ in., and 192 miles are 3 ft. 6 in. gauge. One of these lines,

The Hamar-Elverum, which last year was extended as far north as Aamodt, is about to be continued 195 miles, as far north as Støren, where it will meet the Støren-Thronhjem R., already constructed. This new line will pass through the valley of Osterdalen, and will cross the Doorefeld, at the copper mines of Roros, where the level will be 2,100 ft. above the sea. The ascent from this place from Aamodt is gradual, and with good gradients, none being over 1 in 90, but after crossing the summit of the Doorefeld, the descent towards Støren is very rapid and precipitous, involving great difficulties in construction, partly on account of the serious impediments which the snow offers, and partly from the natural contour of the country. To give an idea of the nature of the works, we may state that the valley of Guldalen, 1,200 ft. below the summit, has to be reached by a continual descent along the side of the mountain for a distance of 14 to 15 miles, involving gradients of 1 in 54 or 1 in 60, with many bridges across the streams, and several short tunnels. At the Hesja gorge, a bridge 200 ft. span and 180 ft. high, will be required. The cost of these 195 miles will be £570,000, or £2,920 per mile! The works for 130 miles beyond the point of junction at Aamodt, are comparatively very easy—easy, that is to say, for Norway, and for this length the cost is £2,319 per mile. Beyond, for the remaining 65 miles, on the Thronhjem side of the summit, the nature of the