

**The Widow or the One** Fawcett insured his life with the Supreme Legion Select Knights of Canada, and upon his death a controversy arose between the widow and his executors, each claiming to be entitled to the fruits of the insurance. The widow's contention was that these moneys formed no part of the estate of the deceased, but belonged solely to her under the rules of the society. The widow brought an action to recover the moneys which had been received by the executors, but her action was dismissed by the judge, who tried the case, and an appeal from this judgment has been also dismissed by the Ontario Court of Appeal.

**The Conflagrations** of Ten Years. The latest publication of the British Fire Prevention Committee is a paper read before the Insurance Institute of Manchester, (Eng.), by Mr. Charles E. Goad, than whom no one is better qualified for the task. The pamphlet is illustrated with about two dozen maps, showing the location and extent of the burned districts, and the entire production is one of the most interesting yet produced by the B. F. P. Committee. Excellent indeed are the closing reflections of Mr. Goad upon fires and the distribution of losses, and also his remarks upon the crowding together in congested districts of valuable property. He adds: When one considers the ease with which the community can command comparative immunity from consequences dreaded by all, we can hardly wonder that the spread of fire insurance sometimes seems to invite the evident want of care that we oftentimes deplore.

**Dreyfus.** It must tend to soften and humanize the heart of the world, to know that the trial of this unhappy soldier is to be revised, and his innocence proclaimed at last. At least, the daily messages from distracted Paris point to the strong probability of the restoration of Dreyfus to his wife and children. Unspeakably sad and depressing as the story of this remarkably conspiracy is, the *denouement* is dramatic in the extreme. Years ago, a great English novelist, Charles Reade, made one of his character say:—

"When the Family Calas were about to be executed unjustly, with the consent of all the lawyers and statesmen in France, one man in a nation saw the error, and fought for the innocent, and saved them; and that one wise man in a nation of fools was a writer of fiction."

Zola, supported by the best of France, the great provinces outside of fickle, excitement-loving Paris, has "fought for the innocent," and poor persecuted Dreyfus seems likely to be saved by a "writer of fiction."

**Improved Methods** in Gold Mining. We recently called attention to the remarkable success achieved by the powerful companies formed for the purpose of the better working of the gold-fields of Victoria. The tables published by us contained the weight and value of the precious metal, as given in the Government returns of the colony. The "Financial News," of London, G. B., is now furnishing its readers with some similar statistics, showing that Victoria's gold output of 74,213 oz. during March, brings up the total for the first quarter of the year to 184,908 oz., 10,154 oz. more than in the first quarter of 1898. Taking the value at \$20 per ounce (the gold of Victoria being equal in purity to that of Nova Scotia) Victoria has now, between the first find in 1851, and the close of March last, yielded gold to the value of \$1,257,392,260.

Perhaps the introduction of modern methods of work and development into gold mining in Canada, may bring about an improvement in some properties, not hitherto regarded as very valuable, equal to that recorded of Victoria gold mines.

**Full Speed** in a Fog. If nothing else will lead to legislation restricting the speed of steamships in foggy weather, if the evanescent grief occasioned by some such sorry story of the sea as that of the "Stella," cannot stop the reckless racing of steamships to satisfy the cupidity of owners or the restless impatience of passengers, surely the frequent losses sustained by marine underwriters will lead them to action in this serious matter. The latest tale of fog and disaster comes from the iron bound coast of Newfoundland, where the Danish steamer "Orion," bound from New York for Copenhagen, laden with flour, pork, poultry and grain, and carrying a crew of forty-five men, besides twenty shipwrecked seamen as passengers, was dashed ashore at daybreak on the 1st inst. It is reported that a dense fog was prevailing at the time and the ship struck while going at full speed, crushing in her fore compartment and tearing out her bottom. The crew and passengers escaped with great difficulty but without serious injury, being hoisted up the cliff by coast fishermen.

The same old story. Full speed in a fog. It is true the "Orion" was not a passenger steamer making her way through the crowded English Channel, but she was carrying sixty-five sailors when she ran ashore only seven miles west of Cape Race, and became a total wreck. There is no famine at Copenhagen requiring such reckless speed in the delivery of a cargo of provisions. Yet a good ship is pounding to pieces on the coast of Newfoundland, and the insurance companies, as in the case of the great liner, "Paris," will be called upon to pay, because of the almost criminal folly of the "Orion's captain."