

proposed to be created by the Grand Trunk Pacific Railway Company as a first charge upon the Lake Superior branch line.

The United States Department of Commerce has received instructions from President Roosevelt to make a thorough investigation into the petroleum industry of the country, the object, no doubt, being to ascertain whether the Standard Oil Company is an illegal combination in restraint of trade. Mr. J. R. Garfield, Commissioner of Corporations, will be in charge of the enquiry. It is stated, with what degree of truth it is difficult to say, that the President is determined that the Standard Oil monopoly shall be broken, and, anticipating a long, hard fight, he has issued instructions that it be begun immediately in order that it may be completed before his term of office expires.

#### LIFE AND ACCIDENT ASSURANCE.

In her suit against the Steel Laundry Company, of Jersey City, New Jersey, a jury last week awarded Annie Erady, a fourteen-year-old girl, \$3,000 damages. While operating a washing machine Miss Brady's right hand was caught in a cog-wheel and all four fingers taken off.

Life assurance is worth starting and maintaining, says the Union Mutual, *when supporting parents*. Instances are not much scattered where young men find the support of one or both parents incumbent upon them. In such an event, how deplorable would be the situation of those parents should the contingency be eliminated. A policy written for their beneson's life be cut short. By life insurance the hardships of that fit can any time have the name of some other person inserted as beneficiary after the reason for the first names appearing no longer exists, the change to be made in accord with the rules of the company.

We hear from Winnipeg that Mr. W. R. C. Hewat, who has been in the employ of the Great-West Life during the past nine years, has been appointed manager for the new branch to be opened in Halifax by that company, and his territory will cover the Province of Nova Scotia. Mr. Hewat has been successful both as a local and district agent; also as inspector in the Province of Ontario during the past few years. He will find his new field of action an interesting one.

Accident and health insurance are in a fair way to get on a "safe and sane" basis, to use the current political phrase, says the Insurance Post, Chicago. Marked improvements in policies and practices are under way, largely as a result of the frank and free discussion of conditions at the recent sessions of the International Association of Accident Underwriters. It was there made plain that the companies had been going too fast and too far in fields where their experience was inadequate, and that competition had added frills and furbelows to the business that were proving as expensive and useless as such fineries usually are. The saving feature of the situation was that the accident underwriters, once convinced that they were going wrong, had both the will and the ability to set themselves right.

It was not a cold-blooded insurance company, but a fraternal of the high sounding name of "The Modern Brotherhood of America," which fought to a finish in the Supreme Court of Iowa a claim for \$100 brought against the "order" by one of the Modern Brothers, who accidentally broke one of his legs and thought he was entitled to the amount under the terms of his beneficiary certificate. The certificate promised that amount of indemnity in case the holder should break a leg, provided—and there was the little joker—"the shaft of the hip bone was broken between the hip and the knee joints or the shafts of both bones broken between the knee and ankle joints. Poor Malcolm Peterson didn't break his leg in approved fashion. He managed to break the fibula a couple of inches above the ankle joint and also to break a malleolus process. But in the opinion of the court he did not break the shafts of both bones. So the court decided against him. Not unanimously. One of the judges thought that when a man broke his leg he should not be asked to "observe minute lines of demarcation by which a learned profession has mapped and charted each particular bone of the human frame into sub-divisions too small to permit the inscription of their ponderous Latin names." But, unfortunately for Malcolm Peterson, the judge stood alone in the opinion.—Investigator.

Compliments from the English press have been paid to the Canada Life. Its progress is hardly equalled by any English institution, and appreciative references are made to the high rate of interest obtained on excellent security. In this country the insurance press has less than American liberty of speech, as the owners of a paper printed in the interests of industrial life assurance agents have discovered. Possibly the Assurance Agents Company made an unfair selection from the list of claims contested in the courts by the Pearl Life Company. At any rate a pamphlet was disseminated by them of a sort unlikely to do the Pearl people the minutest piece of good. The jury took the circular as defamatory and awarded damages in £300.

#### FIRE AND MARINE INSURANCE.

Lake marine insurance shows a fair field this year. The season closed December 5th, and so far the loss ratio is notably low. As a contemporary remarks, however, one or two total losses, however, could put a very different face on matters, so large are the values carried in one of the modern freighters.

After the denials—the confirmation. It is certain now that the overtures of the Commercial Union have resulted in provisional agreements with the Hand-in-Hand, and during the next session of Parliament a bill to legalize the union of the pair is to be brought in. Insurance punsters have had their say over the nuptials, despite a sentimental regret about the absorption of the oldest and perhaps the stoutest of life offices. To set any doubts at rest it must be added that the Hand-in-Hand was in no sort of danger or under any compulsion.

After fire-boats in harbors, fire-cars are the newest thing. A Chicago dispatch of Sunday tells of fire-cars which have been installed on the Metropolitan Elevated lines. The cars correspond in type to the regular chemical engine in use in the city fire department. One is stationed at each of the four branch terminals of the elevated road. At a test a fire-car ran one mile and extinguished a fire within six minutes after the alarm was sounded. The equipment consists of two 100 gallon tanks of chemical solution and two lines of hose, each 150 feet long, besides a reservoir containing 200 more gallons of solution. Two trained men compose the crew of each car.

We know how prevalent is the practice of various churches and societies of holding annual bazaars or fairs for the purpose of raising funds for church or charitable purposes. Booths are erected and decorated with flimsy, inflammable material, and during the open hours the halls are often overcrowded. A gust of wind or the ignition of a match under the foot of some spectator is liable to start a conflagration, and in such a gathering a holocaust is inevitable. Arthur Hawkhurst, insurance manager for Marshall Field & Co., Chicago, recently related a personal experience with an entertainment of the above character. During the preparations for the bazaar Mr. Hawkhurst advised the installation of certain safeguards, but was ignored by the management, which was sure there would be no danger of fire or panic. Yet, says the Argus, a fire did start when the hall was crowded, but the blaze was extinguished in its incipency by a pail of water, which was placed in a booth presided over by a relative of Mr. Hawkhurst, who had heeded his warnings.

#### GROCCERS AND PROVISION DEALERS.

The egg and produce warehouse of Gunns, Limited, at Wingham, Ont., has been destroyed by fire at a loss of over \$8,000.

The assets of the United Canneries Company, Vancouver, B.C., were sold the other day to O. M. Malcolm for \$119,500. This price, while it falls considerably below the original cost of the property, is sufficient, it is believed, to pay off all mortgages, interest and other charges. The properties include plants on English Bay, Gulf of Georgia, the Scottish-Canadian salmon canneries. For the past two years Mr. Malcolm has been operating the factories under lease.