

The gradual decline of the rate of interest earned by the investments of the life assurance companies have been very marked. In 1882 the maximum rates earned were 8.20; 7.10; 6.71; 5.88; 4.88; in 1901 they were 6.39; 5.67; 4.98; 4.93; 4.78. In 1882 20 of the companies realized over 5.50 per cent. on investments; in 1901 only 2 companies reached that figure. In 1882, 27 companies realized

over 5 per cent. on investments; in 1891 only 8 companies obtained a rate over 5 per cent. In 1882 only 3 companies' investments yielded a rate below 5; in 1901, 22 companies had to be satisfied with a rate under 5 per cent. Since 1882 the average rate of the 30 companies has fallen from 5.55 to 4.61 per cent. which is nearly 1 per cent.

BRITISH FIRE INSURANCE BUSINESS IN 1901.

FROM REPORTS OF TWENTY-FIVE PRINCIPAL COMPANIES ISSUED IN 1902.

ADAPTED FROM THE REVIEW.

NAME OF COMPANY.	Premiums, 1900-1.	Premiums, 1901-2.	Losses.	Expenses and Commission.	Percentage of Losses to Premiums.	Percentage of Expenses to Premiums.	Percentage of Losses and Expenses to Premiums.
	£	£	£	£	Per cent.	Per cent.	Per cent.
Royal.....	2,078,799	2,509,721	1,484,881	861,475	59.1	34.3	93.4
Liverpool and London and Globe	1,597,821	1,788,204	1,148,895	590,617	64.2	33.0	97.2
North British and Mercantile.....	1,546,853	1,623,814	1,116,272	559,500	68.8	34.5	103.3
Commercial Union.....	1,412,032	1,664,407	990,359	559,937	59.5	33.6	93.1
Phoenix.....	1,268,974	1,385,674	947,220	426,016	68.3	30.7	99.0
Sun.....	1,070,556	1,165,347	670,334	398,556	57.5	34.2	91.7
Manchester.....	1,055,142	829,959	758,112	316,452	91.3	34.1	129.4
Norwich Union Fire.....	1,004,692	1,036,476	743,532	369,350	71.7	35.6	107.3
London and Lancashire Fire.....	955,706	1,134,214	584,775	376,915	51.6	33.3	84.9
Union.....	686,997	642,879	519,610	217,874	80.8	33.9	114.7
Scottish Union and National.....	573,272	582,644	393,038	197,282	67.5	33.9	101.4
Alliance.....	540,801	548,660	280,719	192,930	51.1	35.1	86.2
Atlas.....	435,355	461,963	280,550	155,673	60.7	33.7	94.4
Caledonian.....	399,326	417,312	283,704	152,732	68.0	36.6	104.6
Guardian.....	393,250	423,652	250,785	141,756	59.2	33.5	92.7
National of Ireland.....	405,185	423,964	378,834	148,154	89.4	34.9	124.3
Western (of Toronto).....	465,709	505,257	322,387	210,082	63.8		
Northern.....	752,310	852,928	526,834	281,707	61.8	33.0	94.8
London Assurance.....	408,082	451,924	255,872	155,850	56.6	34.4	91.0
Royal Exchange.....	478,498	518,124	320,111	170,574	61.8	32.9	94.7
Scottish Alliance.....	191,483	246,521	148,178	78,900	60.1	32.0	92.1
County.....	293,409	297,062	140,140	98,089	47.2	33.0	80.2
Hand-in-Hand.....	114,251	120,899	55,391	41,196	45.8	34.0	79.8
Law Fire.....	158,035	162,328	54,333	50,097	33.5	30.8	64.3
Law Union and Crown.....	188,799	187,723	104,108	63,624	55.4	33.9	89.3

MONTREAL STREET RAILWAY CO.

The report for July last of the above Company shows the passenger earnings to have been \$194,154 against \$177,583 same month in 1901, the increase being 9.35 per cent. Miscellaneous earnings raised the total to \$193,656, which is \$20,476 in excess of July, 1901. The operating expenses were \$93,966, and the fixed charges, \$19,929, a total of \$113,895, which, being deducted from \$198,656, leaves \$84,761 as Surplus, which is \$11,185 larger than for same month a year ago. Since October 1, 1901, the surplus has grown to \$538,748, which exceeds the amount at same date 1901 by \$41,885.

The traffic receipts in last 10 months exceeded those of previous term by \$91,579, and the operating expenses were more by \$8,926, figures which foreshadow a highly satisfactory annual report. The Street Railway Company is reaping the results of enterprising management; the public have been catered for and have responded handsomely, as is

their custom. If the conductors could have a few weeks training on a London bus they would be all the better for it. They are very remiss in looking out for approaching passengers. When disengaged at a crossing, they are too often looking straight up or down the track, from which points no passengers ever come, instead of keeping a watch on the pathways running at a right angle to the track. It is a frequent occurrence for would be passengers to be within two or three feet of a car and not to be seen by the conductor, and consequently, left, to wait for the next car, often to their serious annoyance, and in bad weather, great discomfort.

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DANGER FROM THE STING OF A HOUSE-FLY is the theme of an article in an English paper which gives a number of cases proving that the sting of a fly may be very dangerous, even fatal, owing to blood poisoning. As these pests seem partial to putrid matter, as food, it is easy to see how their sting may inject poison into the blood of a victim.