

## INSURANCE MATTERS.

The Indicator's Chart of Canadian Life Insurance Companies, which we noticed last week, is not 50 cents per copy as we supposed, but 25 cents, which makes it all the more attractive.

A trip to the famous Yellowstone Park is on the cards as a feature of the assemblage of the National Life Underwriters Association, at Minneapolis, in August. The Northern Pacific Railway has promised to provide a special train for such a trip, and will charge, we are told, one hundred dollars for rail and stage fares, beds and food for the whole tour, provided they get one hundred passengers. Those of our insurance readers who can go on such a delightful trip, had better write to A. W. Murton, No. 400 Oneida Block, Minneapolis, who has charge of the transportation arrangements.

The annual meeting of the National Association of Local Fire Insurance Agents is to be held in Detroit on the 15th and 16 days of July. It is expected to be largely attended. Secretary Whitney, of the Michigan Fire & Marine Insurance Company, will furnish a paper on the subject, "The Company and the Agent." On the afternoon of the 16th, the delegates will be tendered an excursion by the Detroit brethren. A number of additional State Associations have appointed delegates to this meeting. Positive action will probably be taken against overhead writing, and there will be lively discussions and possibly declarations upon other questions. A rate of a fare and one-third for the round trip, on the certificate plan, has been granted by all railroads.

Word comes from St. Catharines that out of the 3,500 members of the defunct order of Select Knights, over 1,100 will contest the efforts of the receiver, Mr. B. J. Leubsdorf, to collect from the assessments for six months after they ceased to meet the levies made upon them. The defendants have consolidated their cases into one test case issue, which will soon be heard in the Court of Appeal. The claim of the receiver is based upon the fact that a member in default is allowed six months after ceasing to meet his obligations to the order to secure his reinstatement. The defendants claim that in having voluntarily dropped out and surrendered their rights to the claim of the benefits of the order, they should be relieved from its obligations.

In one of his pithy addresses, John R. Hegeman, of the Metropolitan, says: "Life insurance is not benevolence, in the common acceptance of that word—in the sense of charity—a something doled out to the poor and needy. On the contrary, it is a business; conducted by business men along business lines; but that does not rob it of its beneficence—of its untold capacity for good. A business that puts into the hands of its beneficiaries one hundred and thirty-four millions of dollars a year—as the companies of the United States did last year—more than fifteen thousand dollars an hour for all the hours, day and night, the year through—is doing not a little, but an immense, an incalculable good. And so the business is making better fathers, better husbands, better sons, better merchants, better workmen, better citizens, better men every way."

A little homily which, if he gets it by heart, may comfort the insurance canvasser, is written by Geo. W. Hatch, for the Insurance Age. It will be best appreciated, perhaps, by being read aloud: "O, the clouds may be a-gath'ring and a-dousin' out the sun, and the rain may fall in buckets and destroy all your fun, and the storm may make a ruin of the work you've just begun—but 'twill clear up bright and cheery in the morning! Things may prove a little slower than you think they ought to do, and your calculations fail just where you thought to put 'em through, and a hundred thousand things combine to make you sick and blue—but you'll laugh at all your troubles in the morning! You've been at it hard and faithful, but the fish don't seem to bite, though you've scattered out the bait and hauled the line with all your might; not a man that wants insurance, and the outlook's far from bright—but you'll catch 'em by the dozen in the morning."

It is important for believers in assessment to bear in mind that it has been decided in court that when a member of a benefit association agrees to be bound by all of the laws then in force or thereafter to be enacted, a subsequent change in the laws controls his interest and he must abide by the same. This

is pointed out by the Insurance News, which adds: Where a member of a fraternal association entitled to disability payment upon an accident, which totally disabled him from labor, lost an arm but was taken back into the employ of the railroad, it was held that he could not recover. Again: Where the insured agrees, under the rules of an association, to pay a premium within thirty days of notice, and dies before the expiration of that period, without having made payment, the company is responsible, and must pay the claim. A member of a fraternal association cannot recover because of incapacity or old age, when his certificate provided that he should be paid when "falling sick, lame or blind."

—From the Interstate Commerce Commission pamphlet, containing the preliminary report of the income account of United States railroads, we gather the following particulars: There are 743 railway lines dealt with, their total mileage being no less than 180,027 miles. They earned, in the fiscal year 1897, from passenger carriage, \$314,859,516; from freight carriage, \$773,598,273; from other service, \$28,155,485. Total earnings, \$1,116,613,254; less operating expenses, \$747,562,398, leaving the income from operation, \$369,050,856—a decreased earning as compared with 1896.

—Telegraph arrangements for connection with our Pacific coast are being made on a liberal scale. A copper wire line is being erected by the C.P.R. which will be within a fraction of 3,000 miles in length. Nor is the other system, the G.N.W. and Western Union companies, backward in preparation for a large future business. We learn from the New Westminster Columbian that that city, as well as the other coast cities, will shortly have a second telegraph connection with the outside world. "An order was last week given to a well-known local firm of timber contractors by the superintendent of construction of the Great North-Western Telegraph Company (in connection with the Western Union) to get out and deliver along the line, within a month, the necessary telegraph poles for the company's projected line between Vancouver and this city. Simultaneously, work will be pushed on the section of the line along the Great Northern Railway from this city to Blaine." The town of Blaine is on the United States boundary. South of it along the Sound lie Seattle, Tacoma, Olympia, the Washington towns. Wire connection with Victoria is made by Western Union Company cable from Port Townsend.

—A despatch of recent date from Newfoundland says that the Premier of the island, Sir James Winter, and Mr. Morine, the Receiver-General, had sailed for England as delegates to negotiate with the Imperial Government for the despatch of a royal commission to enquire into the affairs of the colony. The Newfoundlanders distinctly claim recognition as part of the British Empire on this side the Atlantic. Among the subjects which the gentlemen named will bring before the British Cabinet is the securing of representation for Newfoundland on the commission recently arranged for to settle disputes between Canada and the United States. Reciprocity with the United States will also be discussed, together with the fortifications of St John's and the creation there of a naval coaling station.

—Mr. George Robertson, of St. John, like the public spirited man he is, has made an excellent showing for that city in the course of his visit to Liverpool, Manchester and other British cities. The Guardian of Manchester devotes a column to Mr. Robertson's address on the Canadian city, the port, and the new Manchester line of steamers. Evidently, too, the visit to Canada of Mr. Southern and Sir Bosden Leech has had a good effect in dissipating prejudice against the Bay of Fundy route and in familiarizing Old Country commercial men with Canadian lines of transportation. Mr. Robertson has deserved well of Eastern Canada. He is one of a number of St. John's enterprising and self-sacrificing citizens.

—Our Halifax letter arrived too late to permit the stock quotations of 28th June to be put into the Stock and Bond report. We therefore note them here: Bank of Nova Scotia shares, 220 to 226; Bank of B.N.A., 128 to 134; Merchants of Halifax, 189 to 193; Union of Halifax, 141 to 145; People's, 115 to 120; Halifax Banking Co., 152½ to 157; Bank of Yarmouth, 105 to 110; Exchange Bank of Yarmouth, 95 to 97; Commercial Bank, Windsor, 112 to 115.

—The insurances on the Clifton House hotel at Niagara Falls, whose burning is elsewhere noticed, were as follows: Royal, \$15,000; Phoenix, of Brooklyn, \$10,000; London and Lancashire, \$10,000; Phoenix, of Hartford, \$10,000; North British and Mercantile, \$5,000; Norwich Union, \$5,000; Commercial Union, \$5,000. Total, \$60,000.