

COMMISSION RATE FOR THIRTY YEARS.

Table showing ratio of commissions to each \$100 of premiums of companies admitted to New York State, for each year since 1860.*

YEAR.	Number of Companies.	Fire, Marine and Inland Premiums.	Commissions.	Ratio.
		\$	\$	
Insurance Companies of the State of New York.				
1860 to 1865, inclusive..	av. 101	67,251,225	5,743,042	8.53
1866 to 1870 " " "	104	115,788,623	13,570,567	11.72
1871 to 1875 " " "	96	110,460,312	14,943,907	13.52
1876 to 1880 " " "	88	97,652,428	15,520,511	15.89
1881.....	71	22,123,052	3,952,740	17.86
1882.....	66	21,875,944	3,854,654	17.62
1883.....	66	24,876,826	4,540,261	18.25
1884.....	61	27,472,612	5,018,898	18.26
1885.....	59	28,121,356	5,320,609	18.92
1886.....	60	28,224,005	5,129,381	18.17
1887.....	57	27,644,785	5,152,294	18.64
1888.....	55	27,182,874	5,247,562	19.30
1889.....	55	27,909,637	5,415,476	19.40
Co's. of Other States Doing Business in New York.				
1860 to 1865, inclusive..	av. 34	42,081,618	4,575,829	10.87
1866 to 1870 " " "	47	95,856,081	12,100,634	12.62
1871 to 1875 " " "	71	145,300,075	20,797,320	14.29
1876 to 1880 " " "	67	117,726,613	17,612,678	14.96
1881.....	55	25,233,476	3,963,526	15.71
1882.....	55	26,954,052	4,257,603	15.79
1883.....	60	31,020,839	5,139,143	16.56
1884.....	60	30,479,063	5,232,417	17.16
1885.....	67	32,672,383	5,570,303	17.05
1886.....	80	36,873,706	6,269,610	17.03
1887.....	78	37,686,992	6,637,758	17.61
1888.....	75	40,280,784	7,226,251	17.93
1889.....	76	41,956,775	7,620,301	18.16
Foreign Companies Doing Business in New York.				
1860 to 1865, inclusive..	Not attainable.
1866 to 1870 " " "	av. 4	15,714,051	2,124,456	13.50
1871 to 1875 " " "	10	49,839,260	7,288,949	14.62
1876 to 1880 " " "	19	62,540,776	10,759,160	17.20
1881.....	26	19,146,124	3,439,261	17.96
1882.....	28	24,916,826	4,369,718	17.53
1883.....	25	25,201,595	4,398,389	17.45
1884.....	24	24,926,161	4,236,977	16.98
1885.....	23	25,391,002	4,534,517	17.85
1886.....	23	25,737,528	4,645,537	18.04
1887.....	23	26,803,374	4,911,107	18.32
1888.....	22	27,848,382	5,126,960	18.41
1889.....	22	28,872,249	5,453,535	18.89

*Table X, National Board Report.

Correspondence.

We do not hold ourselves responsible for views expressed by Correspondents

OUR LONDON LETTER.

Editor INSURANCE AND FINANCE CHRONICLE:—

The committee of the House of Commons have passed the bill for a new railway, to be called the Central London Railway, and there is every hope that we shall soon have a new means of travelling from the city to the West. This new railway will be under ground, very much so indeed, for it is going to be dug at a depth of over 50 feet from the surface, and will thus avoid the disturbance of drains and pipes, which, in previous cases of the kind, has added so much to the expense of making the lines. The usual arguments about disturbing foundations were of course brought against the plan, but at this depth there is really no fear of mischief of this description, and the engineers maintain that the ventilation will be all the better for the great depth, as the shafts will be so much the longer, and so act with more power. Electricity is to be the motive power, so that the state of semi-suffocation which the passengers, by the existing

underground railways, occasionally find themselves in, will, it is hoped, be entirely avoided. A fine fight has taken place between the promoters of the railway and the owners of the property, under which, or shall I say through which, the line is to pass. The owners maintain the old idea that the property of a freeholder goes down to the centre of the earth and up to the sky, while the railway promoters suggest that as the freeholders had no real interest in the ground at the depth the railway was to run, they ought not to want compensation. Nevertheless they did want and will get it.

A DREADFUL SCHEME!

I wish the above scheme all success, but I have now to draw attention to one so awful, that my very ink seems to turn pale as I write.

A bold bad man from your side,—not, however, from your noble Dominion, but from lands far below you, in fact, a Yankee,—has dared to suggest the covering over of the river Thames!! He wants to build over it a sort of continuous bridge, and points out with malignant glee the large amount of extra building land of the most valuable kind that would be thus obtained. Valuable it certainly would be, at all events from the builder's point of view, but at what a price it would be obtained! I admit with sorrow that London River is not as clear as it might be, but it has been wonderfully improved in the last few years, and those who have seen it as I have seen it, at daybreak on a summer's morning, and by moonlight on a winter's night, will admit that it is a most beautiful river, by far the most beautiful thing we Londoners possess. And now our Yankee friend (your printer may leave out the letter r if he likes) suggests that we should turn our river into an underground ditch. Our boats are to float in a kind of sewer, our outings on the water are to be outings no longer, and our great source of air and freshness is to become an eligible building site. *Anathema Maranatha*. But alas, I cannot do justice to it. Denham's famous line on the Thames: "Strong without rage, without o'erflowing full," does not describe the feelings of your correspondent just now.

RAT SUFFERERS AND SUFFERING RATS.

We are suffering from a plague of rats, and perhaps the condemnable suggestion of the condemnable Yankee was made with a view to their interests. Our government has forced us to put muzzles on our dogs, but in a sort of intermittent way, so that good dogs are led to believe that when the muzzles are off them they ought to bite people, whilst bad dogs are made more "bitey" than ever. The one obvious result is a great increase in rats. The other day there was a fine fire at the oil mills of Sir W. A. Rose & Co., at Bankside. I can't do better than quote the account given by a leading journal: "Whilst the fire was raging, thousands of rats driven from their refuges by the burning oil swam across the river to the shore near St. Paul's. At a meeting held at Southwark last evening, a committee was appointed to relieve the sufferers by the fire." I think this is carrying kindness toward beasts a little too far.

A DUBIOUS KIND OF PROTECTION.

There has been a good deal of fun in some of the continental theatres lately through the freaks of the electric light. It has a lively way of fusing its wires at times, and the molten metal has a disturbing effect upon the audience. We are using the electric light very much for ball room illumination, and a Parisian genius has invented a dress material for the ladies, which will certainly possess the great quality of preserving them from electric shocks. He proposes to dress them in spun glass. Now this seems all very well. Glass is an almost perfect non-conductor of electricity, and is certainly quite unflammable; but then, glass is transparent. We have at least legendary authority that glass slippers can be worn, whether of spun glass or not is not specified; but when it comes to wearing glass, ahem, other things, might it not be rather,—but perhaps the subject had better not be pursued.

SLOW MAILS.

People are grumbling here that the New York mails are being