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R. WILSON SMITH,
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Nova Scotia Rates and Underwriters.

The Nova Scotia Board of Fire Underwriters recently passed a resolution declaring the Liverpool & London & Globe and the Phenix of Brooklyn to be non-tariff companies, as the Halifax agents of both refused to comply with a decision of the Board to advance local rates. The Nova Scotia Board has published the following resolution relative to above:

"Letters having been received from the manager of the Liverpool & London & Globe Insurance Company and Phenix Insurance Company of Brooklyn, in which they concur in the action of their agents in refusing to be bound by the new Halifax ratings, this board hereby places on record its regret that these companies should, on the question of the expediency of increasing rates, which is merely a matter of judgment, take this stand in opposition to the strong views held by the large majority of board members, as it must tend to weaken tariff organizations and forces us to recognize the above named companies as non-tariff offices until such time as they express a willingness to rejoin our board and observe its ratings and regulations.

Automobile Fire Engines.

Self-propelling fire engines is the subject of an article in "Scientific American." It relates to these machines as used in Boston and New Orleans. The Boston autos weigh nearly 9 tons, yet they are handled and placed in position more readily than a horse engine. They answer second alarms from dangerous districts and are considered more reliable as hill climbers than horses, indeed, they force their way through snow that would stop a horse drawn engine. The largest throws an average of 870 gallons of water each minute which is double that of the average horse engine. On one occasion an "auto" played 1,500 gallons of

water a minute. On trials through 100 feet of hose the stream was projected through a one and a three quarter inch nozzle to a horizontal distance of 349 feet, and through a one and one quarter inch a stream was thrown to a height of 236 feet. The "autos" are always first at a fire. The expense of keeping up steam is considerable, but the New Orleans officials declare that an engine of this class costs only half one drawn by horses. Their extraordinary power and capacity to travel rapidly through snow seem features that render an automobile fire engine peculiarly adapted to this city.

A Bombay newspaper before us has features that to us on this continent are very curious. Some of them suggest that there must be a large increasing population in City and the Presidency of Bombay that offers an extensive field for life insurance. Native names appear in a number of advertisements, as, "Ramchandra, Gorind, Radhabai, booksellers"; "Dewjee, Canjee & Co., furniture store"; "Y. Matsuo, bank manager"; "Tyabji Dayabhai & Co., attorneys"; "Tata & Sons, insurance agents"; "Taraporevala, booksellers"; "Burjorji Peroshaw, carriage dealer." A letter from the Census Commissioners tells a strange tale of the difficulties arising from the "Caste" system in India. It seems that for the first time the Census of India has attempted to classify "Castes" on a definite principle. The population of India is divided into sections that are divided off from each other by impenetrable barriers, and the commingling of classes is contrary to the traditions and the public sentiment of the people. This severance of class from class, and the difficulty of passing upward in social rank by talent, education, character and success, are very serious hindrances to the progress of India.

The climate is shown by meteorological returns