

\$1,443,300; in steel rails, \$3,058,800; in structural iron and steel, \$217,000; in builders' hardware, \$111,800; in metal-working machinery, \$880,700; locomotives, \$725,600; machinery, \$1,620,000. These aggregate a reduction in exports from the States of \$16,828,900 in the 8 months from 1st July, 1901, to 1st March, 1902, yet in no previous period was the trade of the United States so large or so prosperous. Facts of the same class in British exports are proclaimed as proof of the coming ruin of Britain's foreign trade.

The two alleged successful rivals of Great Britain are each largely dependent upon British trade, which trade they are said to be destroying or alienating, but there is no relevant evidence in support of the contention that Great Britain's commercial decadence has set in.

FIRE AT ATLANTIC CITY.

On the 3rd inst. a fire occurred at Atlantic city, the fashionable American watering place, by which twelve hotels and other properties were burnt, the aggregate loss being estimated at \$500,000 to \$600,000. The average insurance rate in the area burnt over was $3\frac{1}{2}$ per cent., with the risks widely distributed, the total insurance being about \$150,000. The conditions were especially favourable for a conflagration, a number of hotels built of wood being crowded together alongside frame buildings of a risky character. Happily, the guests all escaped, though some of them lost part of their baggage. From an insurance standpoint the Atlantic city fire had no special significance. It was a good place to avoid in the judgment of many underwriters. While the fire was raging the Mayor was absent urging the Governor of the State to sign a charter for the city under which stricter building laws were to be enforced. The event will probably lead to higher rates for summer hotels. The companies operating in Canada that were interested in the Atlantic city fire are reported to be as follows:

Etna, Hartford.....	\$ 4,500	Phoenix, Brooklyn....	\$ 8,250
Home, N.Y.....	24,000	Royal.....	4,125
L'pool & L. & G.....	7,000	Union.....	1,000
National.....	7,000	Western.....	3,500
Northern.....	10,500		

CANADIAN FIRE UNDERWRITERS' ASSOCIATION.

The usual quarterly meeting of the above association took place on the 9th inst. at Toronto. Mr. Blackburn occupied the chair. The following Montreal managers attended the meeting: Messrs. P. M. Wickham, Alliance; Lansing Lewis, Caledonian; E. P. Heaton, Guardian; I. E. E. Dickson, Law Union; E. A. Lilly, London Assurance; R. Davidson, N. B. and Mercantile; J. W. Tatley, Phoenix of Hartford. The rates on summer residences were adjusted those on other risks discussed, but no changes made.

THE GUARDIAN ASSURANCE COMPANY. NEW BUILDING.

The Guardian Assurance Company announces that it will erect a new office building on the lot recently purchased on St. James St. opposite the buildings of the Standard Life and Star. This is one of the best sites in the city. The building will be 9 stories, steel frame work protected by terra-cotta and concrete. Fire proof materials will be used throughout. All the wood work will be made fire-proof by the process of the Electric Fire proof Co., of Canada.

The structure will be the first absolutely fire-proof building erected in Canada. It will be very attractive for office purposes. The ground floor will be devoted to a banking room, and the Guardian's city offices; the head offices will be on the top floor. The stone used will be similar to Indiana limestone, but not the same as that in the G. T. Railway or Board of Trade buildings. The base will be of granite. It will be ready for occupation in May, 1903. The architects are Messrs. Finlay & Spence, with Mr. H. Ives Cobb, of Chicago, as consulting architect. The plans were submitted to the Board in London by manager Heaton when on his recent visit, when they were fully discussed and approved. The Guardian building is expected to be one of the handsomest edifices in Montreal, which is rich in noble buildings.

LONDON SALVAGE CORPS AND ITS WORK.

The members of the Insurance and Actuarial Society of Glasgow, on the 21st March, had the pleasure of hearing an address on the Salvage Corps of London, by Major C. J. Fox, its chief officer. The corps was formed in 1865 by the fire officers. There are fire salvage corps stations in the Metropolis.

The traps (wagons), which immediately on receipt of an alarm proceed to the scene of the fire with their crew of men, carry every kind of appliance for the saving of goods from destruction by fire or damage by water, as well as lime-light apparatus for use in working after the fire has been extinguished, thus enabling the men to note the position of dangerous wall, etc., and a portable coal gas apparatus which can be employed in the interior of buildings when the ordinary means of illumination have failed, in addition to ambulance appliances for emergencies.

Major Fox referred to fires occurring at docks and wharves, and instances were given of the valuable services rendered by the corps in removing goods from buildings in which the upper floors were alight clearing off accumulations of water from lower floors, and covering goods with tarpaulins to prevent damage by water. Experienced inspectors are appointed by the London Salvage Corps to inspect docks and wharves and see that the rules laid down by the fire offices committee are carried out, also to point out defects which may exist. Fires in other classes of buildings, such as manufactories, public