Mary's River 34, and Lake Ontario 30. The causes of the accidents were: Aground in harbors and channels, 113; stranded, 88; disabled and leaking, 101; collisions, 98; foundered, 19; fire, 28. The number of collisions is alarming.

REBATING IN LIFE ASSURANCE.

It is stated that the Life Officers' Association has in hand an agreement binding all the companies to a strong anti-rebate campaign. This measure was discussed a week ago at a meeting of the life assurance agents of Toronto, which was addressed by T. Bradshaw, F.I.A. This gentleman explained the agreement, which provides for heavy penalties upon agent and company convicted before a referee of the practice of rebating. The object is to insure equal payments by all insurers, and also to back up any legislation enacted at Ottawa, with a view to suppressing this evil of the business. It was gratifying as well as startling to learn from Mr. J. O. McCarthy, president of the Toronto Life Agents, that during the present month not a single instance of rebating had come to his attention during a very active month's business. His opinion is that the sentiment is now so much against the practice that it has almost wholly ceased.

Mr. Bradshaw stated that one clause in the agreement is that it would go into effect on 1st January, 1908, or when signed by the various companies interested, which comprised practically all the companies doing business in Canada.

The opinion was repeatedly expressed at the meeting that the measures adopted by the companies and the Underwriters' associations would work out very satisfactorily.

FIRE AND MARINE NOTES.

The estimated cost of the Halifax Fire Department for 1908 is $42,136. This includes advances in salary to the chief, the engineer, and several others.

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The St. Louis Underwriters' Salvage Company has bought an automobile patrol wagon of sixty horse-power, believing after exhaustive tests that it will be economical of both time and money in responding to alarms.

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It has been agreed, we are told, as a result of the fire underwriters' discussion, that when a fire of doubtful origin occurs all the companies will act together. Some capable and experienced man will investigate and report on all such doubtful fires, and on this report will depend whether or not claims will be paid until after a fire inquest or other searching inquiry has been held. A similar course will follow doubtful claims for damages by smoke and water.

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The secretary-treasurer of the Manitoba and Northwest Fire Underwriters' Association of Winnipeg, Mr. Birch, has been in Calgary making a test of the fire protection. He speaks well of the volunteer fire department there, but thinks it should be paid. He does not commend the water-supply. At one point he found only 15 pounds pressure, at another 40, whereas it should be 80. The citizens are afraid his visit may result in an increase of insurance rates.

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Shares of various Hartford insurance companies show a decline during past weeks. At close of November Aetna shares were at 300, but on December 7th only 280 was bid. Of Connecticut fire the price receded from 265 to 250; National Fire from 240 to 230. Some, however, are stationary. For example, the Hartford Steam Boiler & Inspection Company is steady (December 10th) at $235; the Hartford Fire remains unchanged at $450, and the Phoenix Fire at $210.

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The former fire chief of Blind River, Ont., against whom charges of incendiarism have long been pending, has been found guilty of forgery. He swore that he had received a letter purporting to be signed by Oulette Brothers, offering Raymond $500 to fire houses in Blind River. But the Oulette brothers testified that they could neither read nor write. Raymond was later arraigned on the charge of incendiarism, and two witnesses gave evidence. Sentence on the forgery conviction was five years penitentiary; on the incendiarism the same term.

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The appeal of the Canadian Pacific Railway Company against judgment given the Ottawa Fire Insurance Company in a lower court was last week dismissed with costs. Here in brief is the story of the case:—The Canadian Pacific Railway Company carries insurance in the Ottawa Company against fires that might be caused by sparks from engines passing along its lines through the forests of the State of Maine. There was loss, and litigation followed. Dispute arose as to the interpretation of the policy, and the question as to the power of the company to insure standing timbers was discussed. The railway company then said to the insurance company: "If you are not bound by the policy you should repay the premiums." The railway sued, but was beaten. When the case came to the Supreme Court last June, the railway company raised a new question, the right of a company with a provincial charter to do business outside of the province in which it was granted. All the provinces were represented in the argument, and the contention of the Dominion in favour of requiring federal charters was urged by Deputy Minister of Justice Newcombe. The decision of the court affirms the judgment of the court below in favour of the Ottawa Fire Insurance Company, and upholds the contention of the provinces on the question of right to issue charters empowering companies to do an extra-provincial business. This question may come before the Privy Council next year.

SOME RECENT FIRES.

Omemee, Ont.—Mrs. Morris' residence burned. Loss $4,500. Insurance in Gore Mutual, $1,000.

Selkirk, Man.—Chas. Hornitz's general store seriously damaged. Building worth $2,500, stock $6,000.

Red Deer, Alta.—Purdy's furniture shop and Dominion Meat Company burned out; loss $4,000 by fire and water.

St. Johns' Que.—Standard Drain Pipe Company's main building destroyed; power house and office saved. Loss about $100,000.

Arnprior, Ont.—Montreal Suspender & Umbrella Company's brick factory were burned to the ground. The loss is estimated at $304,000.

Forest, Ont.—The destruction by fire of the flax mill, supposed incendiary, causes a loss of $4,000; insured for $2,500 in Waterloo Mutual.

FIRES AND COMPANIES CONCERNED.

John Luxton, London, Ont.—Losses, $100; insurance, Edinburgh Company, $900.

R. J. Unwin, Toronto.—Losses, $800; insurance, Royal, $7,000 on house, $1,000 on contents.

Dutton, Ont.—C. W. Hodder's losses $500. Insured in the Wellington Mutual for $300.

Clute & Walker, Vegreville, Alta.—Value of stock destroyed estimated at $9,000. Insurance, $6,000. Manitoba Sovereign, $2,000; Brandon, $1,000; Phoenix, $3,000. Building owned by M. A. Dutcher.

NO TRUTH IN REPORT.

Royal Victoria and Crown Life Companies Will Not Amalgamate.

"An old story revived," sums up the widely circulated report in the daily press yesterday, that the Royal Victoria Life Insurance Company, of Montreal, and the Crown Life Insurance Company, of Toronto, are about to amalgamate. Mr. Wallace, of the Crown Life, tells the Monetary Times there is absolutely no truth in the report.

"The question of amalgamation," he says, "was considered about a month ago; we turned it down. We are not considering a merger with the Royal Victoria, or any other company."

To the Monetary Times Mr. David Burke, manager of the Royal Victoria, says that the matter "has been discussed by representatives of the Boards."

COBALT ORE SHIPMENTS.

The following are the Cobalt ore shipments, in pounds, for the week ended December 21st: Hudson Bay, 64,000; Kerr Lake, 43,700; La Rose, 43,730; Nipissing, 130,599; Nova Scotia, 181,000; total, 463,029 pounds, or 231 tons.

The following are the ore shipments, in pounds, since January 1st: Buffalo, 2,208,820; City of Cobalt, 101,230; Coniagas, 4,798,710; Cobalt Central, 101,360; Colonial, 74,250; Drummond, 108,920; Foster, 611,806; Green-Meehan, 196,780; Hudson Bay, 243,170; Imperial Cobalt, 37,5[illegible]; Kerr Lake, 644,890; La Rose, 5,706,875; McKinley-Darragh, 1,407,935; Nipissing, 4,788,249; Nova Scotia, [illegible],000; O'Brien, 2,666,360; Red Rock, 91,443; Right-of-Way, 258,220; Silver Leaf, 93,618; Silver Queen, 957,15[illegible]; Trethewey, 1,648,438; Townsite, 234,278; Temiskaming, 430,611; University, 61,387.

The total shipments since January 1, 1907, are now 27,956,760 pounds, or 13,978 tons. In 1904 the camp produced 158 tons, valued at $136,217; in 1905, 2,14[illegible] tons, valued at $1,473,196; in 1906, 5,129 tons, valued at $3,900,000.