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London's Insurance and Cost of Fire Brigade.
The gross amount insured against fire in London in 1904 was \$5,115,202,350, and the cost of the fire brigade was about .03 p.c. of the gross amount insured.

English Telephones.
The telephone business in London, Eng., has never been worked satisfactorily. The "Record" declares that it has been compelled to give up the telephone as messages are conveyed quicker by a messenger, within a reasonable distance. Our contemporary says, "after wrestling with the wire for 5 to 15 minutes we have had to send a messenger." The control of this service by the Post Office is not regarded hopefully. Col. Fox, chief of the London Salvage Corps, states that, "in the event of fire the telephone as a means of call is a perfect danger."

Motor-Cars as a Defensive Force.
A suggestion has been made to have the "motor-ists," a new word for owners of automobile cars, organized in Great Britain for defensive purposes. The proposer of this scheme says, "I suggest that a thousand motorists, a number which I am sure could be trebled or quadrupled, should organize themselves, and should pledge themselves, on the first news of such invasion, to instantly fill up their cars with picked riflemen drawn from their own immediate neighbourhood, and to convey them, with a week's food, their rifles, and their ammunition, to the danger point. He would have each the garage of each motorist on the rolls of this service supplied with ammunition, to be ready for emergencies."

Considering the extreme improbability of the old land being invaded this scheme seems somewhat fantastic, but, it is not unlikely that these rapid vehicles will be utilized by the Government

when it is desired to transport a small body of troops over a route where railway is not available. A bicycle corps exists, so a motor-car corps has a precedent.

Common Sense on the Trade Question.

A letter appeared on February 12, in the London "Times" from Mr. O'Hara, superintendent of Commercial Agencies, Ottawa, in which he gires and deplores the following figures showing the imports into British colonies of goods from Great Britain, United States, Germany and France:

Imports into.	From Great Britain.	From United States.	From Germany.	From France.
	£	£	£	£
Australia.....	22,461,000	4,591,000	2,655,000	336,000
British East Indies.	49,645,000	1,151,000	2,761,000	1,345,000
British S. Africa	20,303,000	3,149,000	1,147,000	137,000
British West Indies.....	2,821,000	2,280,000	91,000	57,000
Canada.....	12,439,000	32,000,000	1,364,000	1,479,000
New Zealand.....	7,982,000	1,527,000	303,000	55,110

An English merchant sent a reply to this in which he shows his common sense. He says:

"As regards Canada, the colony under consideration, may I, as one engaged in the colonial trade, point out what, in my opinion, is the real reason of this apparently curious position? It is merely a question of trade going where it can obtain quickest delivery. In these articles, which go in small parcels and which, to a large extent, make up the figures quoted above, quick delivery will secure the business even though the price is 7½ per cent. to 10 per cent, higher; and it must always be remembered that the freight (say) from Birmingham to Ottawa in many cases exceeds the freight from the States by more than the amount of the preference in duty. A Canadian buyer, who was in my office last week, told me that he could telegraph an order to New York at a small expense and have the goods in his warehouse in three days, but he always had to allow about five weeks for getting goods from Birmingham."