

prise in Dublin, greatly to the astonishment of old-fashioned folks. Now she is connected with the Norwich Union, and is as indefatigable as she is successful in a sphere which is, in more than one respect, suitable to woman. Miss Rogers, for instance, has an advantage in obtaining new clients in the heads of large drapery establishments, and in waiting upon ladies who desire insurance, but who would not care to treat with a "mere man."

The value of an adjuster who knows how to adjust fire losses so that his company shall pay no more and no less than the indemnity it has agreed to pay, is not to be estimated, says the *Insurance Herald*. It is not so much the fire loss which has put company profits to flight as it is adjuster's losses. Yet it must not be forgotten that the adjuster is frequently but the right hand of his manager, who desires haste more than accurate results in settlements; who has in view some *coup* in local agency politics which may gain him a line or two, even if it should demoralize the practice of adjustments locally for years to come.

ANSWERS TO ENQUIRERS.

L. J. G., St. Mary's, Ont., sends the following enquiries: "On what occasions did the Imperial Government guarantee Canadian bonds? Give years and amounts."—In 1869 and 1873, for the Inter-colonial Railway and for the acquisition of Rupert's Land. The amounts were, we believe, £1,500,000 in each case.

"On what plea did Canada get this concession?"—The plea recited in the Public Acts relating to those transactions.

"What amount of Canadian bonds remains unsold?"—According to the Public Accounts for the fiscal year 1894, the amount is £400,000.

"How much in Imperial bonds does the Canadian Government hold against Dominion notes?"—Four hundred thousand dollars.

READER, Sydney, C.B.—By no means; "bluestone," or sulphate of copper, is not yet discarded in the formation of batteries for electric transmission. It is in fact in very general use. The battery now mostly employed is known as the Callaud gravity battery. What you have probably heard of is the employment of a combination electric machine to produce current for telegraphic purposes over long lines, as is done in several of the larger American and Canadian cities. This does away with thousands of cups of battery. The ingenious machine used by the Great North Western Telegraph Co. in Toronto for this purpose is called a motor-generator, and was designed by the company's electricians.

J. M., Winnipeg, asks "how long the Old Country life company known as the United Temperance Life Co., has been in existence, what responsibility it possesses, and what its experience has been with teetotal risks as compared with ordinary risks?" We reply that the results of the operations for 1894 of the United Kingdom Temperance and General Provident Institution were as under: New assurances were effected for 2,718 policies, assuring £814,791, and the new annual premiums amount to £34,034. £270,000 was added to the funds. The accumulated funds are now £5,800,000, the annual income £600,000, and the amount paid for claims through death £4,250,000. The company is now over fifty years old. Its experience of the last twenty-eight years, ended with 1893, has been, we understand, that where the mortality in the general section of the company's business has been 98 per cent. of the expectancy, in the temperance (*i.e.*, total abstinence) section it was only 71 per cent. of the expectancy. There is thus a difference in the mortality of 27 per cent. in favor of the teetotaler.

BOOK NOTICES.

RAILWAYS AND OTHER WAYS: with sketches of Canal and Railway men, early Railroads, Tramroads, Steamers. Sixty years ago George Stephenson said to his men: "Now, my lads, you will see the day when mail coaches will go by railway, and it will be cheaper for a working man to travel on a railway than to walk on foot." The stages through which railway development has passed to reach the point where this bold prediction has been realized are sketched by the author of this work, Mr. Myles Pennington, who had arrived at man's estate when Stephenson's words were uttered. The author is, besides, specially qualified to describe the men and the measures which have given the world its great railway systems, for he has been all his life associated with them. The oldest railway officer now living, and the first general freight agent of the Grand Trunk of Canada, he knows his subject well and handles it lovingly. The result is a most entertaining book, of generous proportions and excellent typography, historical, sketchy, statistical, and humorous by turns. One is transported from Staffordshire to Quebec, then from Portland to St. Louis, from Chicago to Vancouver, amid a running commentary of fact, incident and anecdote, which is delightfully instructive. The portraits and brief biographies of railway and other forwarders on this continent, from Ross

and Hickson to Hugh Allan, Van Horne and Pottinger, are interesting in the extreme to all who desire to recall the personages and events of railway and steamboat development during half a century. And the solution of many knotty problems of transportation the world over will be found related here by one who has much right to be called an expert. There is a copious index. Williamson & Co., Toronto, are the publishers.

FIRE LOSSES IN 1894.

The fire insurance business of 1894 in Canada has shown results which are, if anything better than they were expected to be. The six Canadian, eight American and twenty-one English companies operating here enjoyed no "bonanza" of profits, neither have they, with a few exceptions, need to complain very bitterly in comparison with other years. Only ten companies out of thirty got off with less losses than 60 per cent. of the premiums; fourteen lost between 60 and 70 per cent.; ten lost more than 70 per cent. According to one tabulation of the results of the year the average loss was 66.32 of the premiums. According to another it was 64.9. Either was too much, for when the amount paid for losses exceeds six-tenths of the premiums, there is no great room for dividends, as expenses go nowadays.

The losses of some of the more prominent of the companies may be given: The Royal, which did the biggest business, shows losses of \$409,557, equal to 70.89 per cent. The North British next in order, suffered losses of \$223,650, equal to 57.96. Third in order is the Commercial Union, whose losses are \$259,529, equal to 68.1. The Imperial gets off with 57.15, while the Guardian pays 79.8. The Western gets off with \$204,529, or say 60 per cent. Another large Canadian company, the British America, suffers a slightly larger proportion (61.2) by its \$157,583 of net loss. The Eastern and the Mercantile have lost 66 and a fraction each. The Queen is now classified among the American companies, and its transactions in Canada have been the largest in that group. Losses \$174,541, equal to 65.4. The average of the four Hartford companies is 59.3; the Connecticut and Aetna showing low percentages and the Phoenix a high one. The Hartford is nearest the average, being 63.25. The aggregate of losses of all companies is stated at \$2,950,000.

—On Tuesday last there was a large attendance at Suckling & Co.'s auction rooms, when the following stocks were disposed of: Robert Darling & Co., dry goods stock of \$50,000, damaged by the recent fire. Several bankrupt stocks were also sold. Eight hundred dollars worth of goods in bond, belonging to the estate of A. R. Thompson, was bought by T. A. Garland, of Rat Portage, at 40 per cent. The clothing stock at 107 King street east, amounting to \$7,000, was sold at 42½c. to Scott & Flater, of Chatham. The Toronto Shoe Company's stock, \$15,000, was bought in two lots by Mr. T. H. Tolfree at 54c. and 70c. on the dollar respectively. "The Fair," of Leamington, amounting to \$850, was sold to J. T. Bailey at 22c. on the dollar. The balance of the dry goods stock of Tod & Co., Bowmanville, amounting to about \$750, was sold to Mr. A. Morell, of this city, for 10c. on the dollar.

—A good citizen was lost to Guelph when F. W. Stone passed away on Jan. 29th. His sturdy, upright English character and his long career (he was 81, and had lived sixty years in Wellington) as a Canadian merchant and stock breeder, will keep his memory green for many a day in Western Ontario. The deceased gentleman was for twenty-two years president of the Wellington Mutual Insurance Company. He had also represented the Canada Life Assurance Company in Guelph for more than forty years. His son, Wm. Alfred Stone, who has of late had the active management of the latter company's affairs in that city, has, we observe, been appointed to the agency.

—A prominent and respected citizen of Smith's Falls, Mr. Alexander Wood, died a few days ago at the age of 71, having lived nearly half a century in that place. He formed a partnership with Mr. Ebenezer Frost, in the firm of Frost & Wood, as far back as 1863, and at Mr. Frost's death, in 1867, the firm Frost & Wood was continued by the sons and Mr. Wood. In 1885 he bought the Ward's Island milling property, and had planned great extensions and improvements of it when he was called away. He was a man of unusual enterprise and of good business capacity.

—The statement of the Great West Life Assurance Company for 1894 shows new insurance during the year, \$2,788,000; net total risks in force, \$4,096,000; premium income, \$109,982. These figures exhibit marked gains over the corresponding figures of 1893.