

ence of the present day for iron and steel ships renders it hopeless to expect that the former activity in wooden shipbuilding can ever return.

P. E. ISLAND SHIPPING.

The aggregate shipping of the province of Prince Edward Island amounts to 196 craft, measuring 22,706 tons. Detailed abstract of the shipping registered at the port of Charlottetown on Dec. 31, 1892, appears in the *Halifax Chronicle*, of which the following is a summary:

9 barques, measuring	6,522 tons.
13 barquentines, "	4,996 "
9 brigantines, "	1,976 "
142 schooners, "	6,208 "
2 sloops, "	32 "
21 steamers, "	2,972 "
196 vessels, "	22,706 "

THE IRON HALL.

The following despatch gives some further account of the proceedings in connection with winding up that huge assessment swindle known as the "Iron Hall." It is dated Philadelphia, 31st December. The chief of the brotherhood has so far eluded the officers of the law, but no doubt he will be overtaken in due time:—

"Dr. Charles H. Baker, late supreme medical director of the defunct Order of the Iron Hall; Joseph Glading, late supreme organizer, and James H. Eckersley, late chairman of the supreme finance committee, were yesterday arrested by the local detectives on warrants sworn out by Superintendent of State Banking, Charles H. Krumbhaar, charging them with 'conspiring to cheat and defraud, with unlawfully using the money belonging to the order, and with hindering and obstructing the administration of public justice.'

"They were taken before Magistrate Pole late in the afternoon and bail for a hearing at 11 o'clock next Thursday was fixed in the sum of \$5,000. There was also a warrant for Supreme President Freeman D. Somerby, but that official has so far eluded the vigilance of the detectives. Somerby's whereabouts is the subject which is worrying all those connected with the Iron Hall muddle, and he is variously reported as being in New York, Baltimore or on his way to Indiana, where he thinks his chances in court would be better. Meanwhile Captain Miller's men are looking for him and will spare no efforts to effect his capture."

INSURANCE ITEMS.

The officers of the Iron Hall Assess-Insurance concern are disposed to make a fight for their liberty. The marshal of police arrested the Baltimore members of the indicted group, E. W. Rouse and J. H. Hosmer, last week, and they were released by a judge on \$2,500 bail. Somerby is meanwhile not arrested, because the offence under which the men were indicted at Indianapolis is a misdemeanor and arrests cannot be made for a misdemeanor without a warrant. The extradition of Somerby and Hayes will be contested on the ground that the alleged crime was committed in Philadelphia city, and the defendants should be tried there.

It was a serious fire that excited the lower town of Quebec on Thursday of last week. The paper warehouse of Reid, Craig & Co. took fire at four in the morning; the flames crossed St. Paul street and destroyed the

dwelling of David McInerney and Francis Derouin; then they attacked and swallowed up the confectionery of A. B. Dupuis & Co., and damaged Piddington's soap factory, while Terrean's foundry is also injured. The total loss is in the vicinity of \$40,000, and the insurance probably fully covered by the Royal Liverpool and London and Globe, Liverpool and Lancashire, British America, etc.

Calendars and Christmas tokens have come in upon us in such numbers that we are compelled to acknowledge them *en bloc*. The following fire insurance companies have sent us calendars: the British America, the Eastern, the Liverpool and London and Globe, the Caledonian, the Northern, the Atlas, the Lancashire, the Mercantile, the Waterloo Mutual. We have also one from Mr. W. H. Holtby, of Brampton.

The life companies are not behind the fire underwriters in sending reminders at the holiday season. The Canadian branch of the Standard sends one of its accustomed pocket diaries, the North American Life a daily engagement book, the Mutual Life a desk pad, while the New York Life sends out as a souvenir a forty-four page illustrated description of its agents' surprise party in November, and the Mutual Life the best calendar we have seen this year. The Manufacturers' Life also sends a neat calendar.

This is the admonition that Gen. Magill suggests that the modern underwriter should paste in his hat: "Competition may be, as is generally supposed, the life of trade, but when applied to the agency system of the insurance business it is ruinous, for the local agent can have but little information as to the cost of carrying the endless variety of hazards, and has no guidance except the price offered by others. Officers and managers of companies must fix the prices or they must determine the minimum below which it is unsafe for the agents to go."

At St. Thomas the fire department responded to twenty-five calls during the past year, all petty affairs but Geen's planing factory, in which the loss was \$9,000.

The following tribute to a deserving man appears in the *Insurance Age* of New York: "By the arrangement between the Western Assurance and British America companies, J. J. Kenny of the Western becomes virtually manager of both companies. Kenny is a modest, unassuming sort of man, who, having lots of business to mind, minds it to such purpose that the success of the Western has been conspicuous ever since it entered this country. He is a large enough man to drive this double team just as safely as he did his single turn-out; and while it is not his style to do much whip-cracking, his vehicles will arrive at their destination all the same."

The true, faithful fire insurance adjuster, who comprehends his duties and performs them to the best of his abilities—and there are many such—will not condescend to take undue advantage of any claimant. He will, nevertheless, watch over the interests of his office carefully, to prevent advantage being taken of it, and, when assured of the honesty of the claim, will interpose no obstacle to its prompt payment, according to the tenor of the contract, holding his company honest and ready to pay all just calls upon it. Any other course would be a reflection upon its solvency and good faith.—*Chronicle*.

It was lately shown by a statement in the *Cleveland Marine Review* that fifty-seven vessels on the Great Lakes, having a carrying capacity of 28,708 gross tons and valued at

\$1,014,250, have been lost during the season of 1892. In the statement no account is taken of the very large amount of losses through strandings, fire, etc., where the vessels were not given as total losses. Vessels abandoned to the underwriters and afterwards released or raised, in cases where the losses were from sinking, are also excluded. The object is to show simply the tonnage that has passed out of existence.

An insurance adjustment bureau has been opened in this city by Mr. A. W. Dodd, lately superintendent of agencies in the United States for the Western Assurance Company. Mr. Dodd was thirteen years with the Western, and was deservedly esteemed by the officers and agents of the company, who, when he took leave of them, presented him with a gold watch. Mr. Dodd will, we have no doubt, prove a very satisfactory adjuster for those who employ him.

ITEMS FOR GROCERS.

The Central Association of Retail Merchants of New York and Vicinity, having a membership of 3,000 grocers, has issued a circular relative to non-returnable berry packages; it is addressed to the growers and dealers in berries throughout the United States: "At a meeting held in the fall of 1891, it was resolved that, after March 15th, 1892, the grocers would refuse to buy berries contained in packages the cost of which was not included in the price of the fruit." The arrangement did not go into effect at the date named, but will do so on 1st January, 1893, from which date the grocers will refuse to buy berries not contained in non-returnable packages. Among the reasons given are the following: "They will cheapen freights by more than one-half, because present charges include free carriage of empties; they will always present the fruit in clean and sightly packages, and this means uniform higher prices; they will widen the existing market for berries and create new ones; prevent gluts, and keep up prices to a profitable level; will be more healthful, because of the lessening of the dangers of contagion."

A fortnight ago, the steamer "Coquitlam" discharged at Tacoma 800 tons of salmon from the ports on the British Columbian shore. It is to be frozen by the Crescent Company, says the *Victoria Times*, and shipped to St. Petersburg. It will go east over the Northern Pacific, and at Philadelphia will make as direct connection as possible for the Baltic. This is probably the first shipment of the kind ever made.

TANNING BY A NEW PROCESS.

A new leather manufacturing concern commenced business in Salem, Mass., last week. Their process of tanning is a new one, and if it is successful it is expected that a large business will be built up. Moriarty & Son is the name of the new firm, and it is understood that they are doing the work for Boston parties. They secured the old Walden factory on Boston street last week, and commenced operations as stated above. One thousand hides were put in soak on the first day. Henry Varney will have charge of the preliminary work, preparing the hides for tanning. They will then be subjected to the new process, which, it is claimed, will accomplish the work of tanning much quicker than the old method. The result of the experiment will be watched with interest by men in the leather business, as it will be important—if successful.—*S. & L. Review*.