ALBERTA.

	1911.	1901.	Increase.
Province	372,919	73,022	299,897
Calgary	43,736	4,097	39,639
Edmonton	24,882	2 626	22,256
Lethbridge	8,048	2,072	5,976
Medicine Hat	5,572	1,570	4,002
Strathcona	5,580	550	5,030

BRITISH COLUMBIA.

Province	362,768	178,657	284,111
Nanaimo	8,305	6,130	2,175
Nelson	4,474	5,273	*799
New Westminster	13,394	6,499	6,895
Prince Rupert	4,771	....	4,771
Point Grey	4,319	....	4,319
Vancouver	100,333	27,100	73,323
Vancouver North	7,781	....	7,781
Vancouver South	16,021	....	16,021
Victoria	31,620	20,816	10,804

SUMMARY.

Maritime Provinces	907,384	893,953	13,431
Eastern Provinces	4,520,599	3,831,845	688,754
Western Provinces	1,643,886	598,169	1,045,267
North-west Territories	10,000	20,129	......
Yukon	......	27,219	......
Total for Dominion	7,081,869	5,371,315	1,710,554

*Decrease.

LLOYDS, LONDON AND NON-MARINE BUSINESS.

With reference to recent criticism concerning the manner in which Lloyds, London non-marine business is carried on, the following letter from the Secretary of Lloyds appears in the Policyholder of Manchester:

Dear Sir,—With reference to certain statements that have appeared as to the security provided by members of Lloyds underwriting non-marine business, I am directed by the committee to inform you that all non-marine business transacted at Lloyds is subject to the Assurance Companies Act of 1909, and since July 1, 1910, when that Act came into force, every member of Lloyds, without any exception, undertaking such non-marine business, has complied with its requirements. These requirements are as follows:—

(*a*) "*All premiums* received by or on behalf of the underwriter in respect of fire and accident insurance or re-insurance business carried on by him, either alone or in conjunction with any other insurance business for which special requirements are not laid down in this Schedule, shall without any apportionment be placed in a trust fund in accordance with the provisions of a trust deed approved by the Board of Trade."

(*b*) "He shall *also furnish security* to the satisfaction of the Board of Trade (or, if the Board so direct, to the satisfaction of the committee of the Association), which shall be available solely to meet claims under policies issued by him in connection with fire and accident business and any other non-marine business carried on by him for which special requirements are not laid down in this Schedule."

"The security may be furnished in the form of either a deposit or a guarantee, or partly in the one form and partly in the other."

"The amount of the security to be furnished shall never be less than the aggregate of the premiums received or receivable by the Underwriter in the last preceding year in connection with such fire and accident and other non-marine business."

(*c*) "The accounts of every Underwriter shall be audited annually by an accountant approved by the committee of the association, who shall furnish a certificate to the committee of the association and to the Board of Trade in a form prescribed by the Board of Trade."

These requirements are practically those that have been existing at Lloyds for many years, but until the Act was passed there was no power to enforce universal compliance.

Guarantees for non-marine business were first given in 1904, and in 1908 members voluntarily agreed to the audit of their accounts.

The guarantees and deposits for non-marine business now amount to nearly three millions sterling.

Lloyds. I am, dear Sir,
London. Yours faithfully,
EDWARD F. INGLEFIELD, Secretary.

To this letter the Editor of the Policyholder appends the following note:—

As regards the condition upon which Lloyds may trade, the Assurance Companies' Act provides two alternatives.

(*a*) Deposit £2,000 with the Board of Trade.	(*a*) All premiums placed in Trust fund.
(*b*) Filing statement shewing character and extent of business.	(*b*) Security or guarantee bond to be deposited.
	(*c*) Accounts audited by approved accountant and certificate sent to the Board of Trade.

The first alternative is simpler and more straightforward, and, to our mind, the more satisfactory from a public standpoint, but it involves publicity, and that seems to be the one thing above all others which is dreaded by Lloyds. We have asked the question "Why is publicity avoided?" on several occasions, but no answer has been given. We must again point out that at least four Lloyds Underwriters have failed this year in spite of all the safeguards to which the above letter refers. The Act of 1909 would have been opposed far more vigorously if it had been understood at the time that Lloyds would act as they are doing to-day.

Insurance in the United States.

(*Exclusive Correspondence of The Chronicle.*)

Casualty Business: A Storm about Brokers' Commissions—Beginning of a Fire Prevention Bureau —New York Life Reaches Limit of New Business —Personal and Company Notes.

Everybody knows that the broker is an important factor in insurance in every large city in this country. In no place is this truer than in New York,, where, it may be said, that the broker has practically controlled the fire insurance business for many years, and up to recently has dictated terms to the fire insurance companies. There has been a tendency of late, however, on the part of the New York Fire Insurance Exchange to limit the compensation of the broker, and a tremendous protest has been going up in consequence. Inconsistencies have been charged and the brokers generally have been disgruntled. At the present time, however, the greatest chaos exists in the casualty business, in which the broker had also come to take a leading part. The liability and surety associations agreed some time ago upon a certain percentage of commission which they would pay, and while the brokers take their medicine unwillingly, they did accept the situation for a time. Afterwards, the General Accident Assurance Corporation, owing perhaps to its present stress of circumstances, raised the commission and this practically compelled its resignation from the various associations of casualty underwriters, most of whom "stayed by their guns." Now we observe that two other companies, the Casualty Company of America and the Standard Accident, of Detroit, have also withdrawn from the liability association, refusing to abide by the rule of 17½ p.c. commission to be paid to brokers. A committee has been appointed to handle the matter, and upon their wisdom, judgment and ingenuity, will largely depend whether or not there shall be a complete revolution in casualty underwriting in the Metropolitan District.