

AMERICAN LIFE COMPANIES—BUSINESS OF 1871.

Date.	COMPANIES.	Pole's	Insurance.
1843..	Mutual.....	12,188	\$35,347,683
1845..	New York.....	*9,000	26,000,000
1850..	United States.....	2,430	5,377,730
1850..	Manhattan.....	1,844	4,901,460
1853..	Knickerbocker.....	3,989	8,000,000
1859..	Equitable.....	10,010	41,300,000
1859..	Guardian Mutual....	3,225	6,362,600
1860..	Washington.....	2,549	5,161,778
1860..	Home.....	1,270	2,818,700
1860..	Germania.....	2,926	4,794,219
1862..	Security.....	4,382	10,572,479
1862..	North America.....	3,923	8,778,711
1864..	Globe Mutual.....	2,854	7,097,295
1864..	National.....	2,022	3,048,197
1864..	Brooklyn.....	1,521	3,187,350
1865..	Universal.....	3,188	9,174,459
1866..	Continental.....	10,170	20,570,591
1866..	Atlantic Mutual.....	1,619	2,616,389
1866..	World Mutual.....	1,016	1,830,595
1867..	Excelsior.....	1,748	3,709,000
1868..	Metropolitan.....	1,602	8,312,930
1868..	Asbury.....	1,598	2,574,488
1868..	Eclectic.....	1,715	3,634,640
1868..	Western New York..	554	346,666
1868..	Mutual Protection..	5,751	16,162,160
1868..	Homœopathic.....	914	1,605,000
1868..	Craftsmen's.....	887	1,832,754
1869..	Commonwealth.....	1,351	2,624,995
1869..	Empire Mutual.....	4,799	9,407,328
1869..	Empire State.....	1,535	2,700,000
1869..	Hope Mutual.....	3,070	6,718,800
1870..	Government Security	1,227	2,750,000
1870..	Merchants'.....	724	1,499,900
<i>Cos. of other States.</i>			
1844..	New England Mut'l..	2,969	7,093,176
1845..	State Mutual.....	580	1,171,500
1846..	Connecticut Mutual..	6,511	18,083,463
1850..	Ætna.....	10,283	17,635,164
1850..	National.....	1,050	2,500,000
1851..	Berkshire.....	985	2,125,291
1851..	Massachusetts Mut'l.	2,694	6,426,069
1851..	Phoenix Mutual.....	10,040	20,219,513
1858..	Northwestern Mutual	5,659	12,702,798
1858..	St. Louis Mutual.....	4,363	11,332,692
1862..	John Hancock Mut'l.	2,331	4,933,619
1865..	Provident Life & Tr..	1,259	3,002,798
1865..	Connecticut General..	1,309	2,313,000
1866..	Economical Mutual..	673	2,121,597
1866..	New Jersey Mutual..	1,362	2,946,325
1866..	Travellers'.....	2,745	4,550,594
1866..	Anchor.....	1,931	5,540,784
1868..	National, U. S. A....	2,003	5,946,803
1868..	National Capital.....	405	1,483,208
1869..	Internat'l Life & Tr..	740	1,579,754

*Approximate estimate.

—Ins. Times.

GUELPH TOWNSHIP MUTUAL FIRE INSURANCE COMPANIES.

The annual meeting of the above Company was held on the 6th. Mr. Blyth was appointed chairman. The annual report states that the only loss of the year was \$100.

During the year there has been property insured to the extent of \$80,900. Of this amount about \$65,000 has been for renewal of policies expiring, and \$15,900 by the admission of a number of new members. The amount of Premium Notes received on the above property insured is \$3,851 50, and the cash payments on the same is \$149 36. The total property insured by the Company at this date is \$261,090,

and the amount of Premium Notes held by the Company is \$12,453 40. They also submit the following Financial Statement, which shows the sum of \$441 35 to the credit of the Company. The cash receipts of the year were \$600. It is now about twelve years since the formation of the Company, and during that period there have been only two assessments made upon the premium notes of 5 per cent. each, in addition to the 4 per cent. upon the issue of each policy every three years, this latter payment being required to meet the incidental expenses of the Company. But to show in a more particular way the cost to members who had been insured in the Company for the period of its duration. Take, for instance, a policy covering \$2,000 of insurance. There has been paid in all on such insurance about the sum of \$30, which includes the charge for policy and survey, or \$2.50 each year for every \$2,000 insured.

The following were declared directors for the current year:—Wm. Alexander, Jas. Laidlaw, John Hobson, John Card, John Bolton, John Laidlaw, and Thomas McCrae. Mr. Wm. Alexander was re-appointed President, and Mr. Wm. Whitelaw, Secretary.

LANDS GRANTED TO RAILROADS BY THE UNITED STATES.—The Secretary of the Interior has transmitted to Congress, in compliance with request contained in House resolution of March 14th, 1871, a tabular statement exhibiting the following land concessions by Congress to States and corporations for railroad purposes:

States.	Estimated quantity in grant. Acres.	Estimated quantity will receive. Acres.	Quantity Patented. Acres.
Illinois.....	2,595,053	.....	.....
Mississippi.....	2,062,240	1,108,680	908,680
Alabama.....	3,729,430	2,783,135	2,282,138
Florida.....	2,360,114	1,760,467	1,760,368
Louisiana.....	5,578,720	2,672,405	1,072,465
Arkansas.....	4,804,871	2,803,171	1,793,167
Missouri.....	2,085,160	1,949,175	1,820,645
Iowa.....	6,526,727	3,994,200	8,610,242
Michigan.....	4,931,361	3,449,791	2,851,034
Wisconsin.....	5,778,360	3,143,458	1,642,973
Minnesota.....	9,783,403	7,288,000	2,002,833
Kansas.....	9,370,000	4,897,000	.....
California.....	3,520,000	3,200,000	.....
Oregon.....	3,500,000	3,500,000	152,854
States total.....	67,525,130	45,143,46	22,998,470

Corporations.	Union and Central Pacific..	Sioux City and Pacific....	Central Branch	North'n Pacific	Atlantic & Pacific.....	South'n Pacific in California..	Texas Pacific..
	35,000,000	580,000	245,166	47,000,000	2,330,000	3,520,000	18,000,000
	24,320,000	60,000	200,000	47,000,000	2,330,000	3,000,000	17,000,000
	1,686,442	.....	.....	.....	.....	.....	.....

Corporation Totals.....106,675,166 93,910,000 1,686,442

The grand total granted to States for railroad purposes and to railroad corporations is as follows:

	Granted. Acres.	Will probably receive. Acres.	Already Patented. Acres.
	174,200,296	139,053,426	22,681,919
Deduct for lands reverted and lapsed.....	8,740,264	6,314,005	6,089,011
Net			
Grand Total.....	165,420,032	132,739,661	18,995,908

SHIPPING INTERESTS OF THE MARITIME PROVINCES.—The ship-building and shipping interests of New Brunswick are reported to be highly prosperous. There were built last year 22 barques, 22 schooners, 8 brigantines, four ships, four steamers, four wood-boats, and one sloop, giving a total of 65 vessels and 27,000 tons. All these, it is stated, were built for New Brunswick owners, and the building of the steamers seems especially to be a source of congratulation, this being altogether a new branch of trade to the shipyards of that Province, that description of vessel having formerly been built elsewhere, and the new business being regarded as an indication of a large extension in that direction. The freights, too, have been remunerative, and the low prices at which the vessels can be built has added to the profitability of the trade. The average cost of building vessels with seven years rating is estimated at \$35 per ton, or ready for sea, with all provisions on board, at \$39 per ton, exclusive of coppering. Good vessels of a lower rating can be had, also ready for sea, at \$29 per ton. Among the vessels building just now are several of large tonnage and in Nova Scotia, ships and steamers from 1,000 to 2,000 tons are now on the stocks.

—The whole number of vessels belonging to or trading to ports in the United States, reported totally lost and missing during the year 1871, as compared with the previous year, with their estimated value, are given in the following

RECAPITULATION.			
1870.		1871.	
Vessels.	Value.	Vessels.	Value.
Jan.....	37 \$1,016,000	53	\$1,461,000
Feb.....	32 753,000	34	1,071,000
March.....	36 1,448,000	30	771,000
April.....	37 828,000	27	523,000
May.....	17 310,000	23	606,000
June.....	22 500,000	22	531,000
July.....	20 535,000	23	429,000
August.....	32 443,000	38	878,000
Sept.....	31 66,000	39	1,585,000
Oct.....	66 2,034,000	28	587,000
Nov.....	63 925,000	70	2,240,000
Dec.....	56 1,358,000	58	1,253,000
Total.....	449 \$10,817,000	445	\$11,985,000

—N. Y. Journal of Commerce.

MARINE POLICY—UNSEAWORTHINESS—CAUSE OF LOSS.—Action on a policy on a vessel, alleging a total loss. Plea, that the plaintiff knowingly and wrongfully sent the vessel from the port of Toronto in an unseaworthy state, and permitted her to remain on the lake in such state, and without being properly equipped, and that by reason of the premises only the vessel was wrecked and lost. Held, that the plea was not proved by showing that the vessel was unseaworthy when she was wrecked, unless such unseaworthiness was the immediate cause of the loss.—Woodhouse v. The Provincial Insurance Company.—176, Q. B. R., 1871.

—About \$70,000 have been raised in Halifax and Liverpool, N. S., as capital stock of a company which is to run a steamer from Halifax to an United States port, touching at Yarmouth and Liverpool, N. S.

—At the annual meeting of the Guelph Gas Company, a dividend of 7 per cent was declared. It was recommended that the reserve stock be disposed of and directors were elected for the current year as follows:—Messrs. D. Guthrie, J. Hogg, N. Higinbotham, J. Massie, R. Mitchell, F. J. Chadwick, and C. McLagan, were re-elected directors. At a meeting of the directors subsequently held, Mr. Guthrie was re-elected President.