

Canadian Automobile Underwriters Association

At the annual meeting of the Canadian Automobile Underwriters Association held at Ottawa on Nov. 25th, the officers elected for the ensuing year were as follows:—President, Mr. John Jenkins (Employers); Vice-President for Ontario, Mr. W. T. Perry (Ocean); Vice-President for Quebec, Mr. E. F. Hussey (Travelers).

The C. A. U. A. has a large membership, including practically all the important companies writing Automobile Insurance in Canada. The interests of the members were looked after for many years by two independent Associations, one representing the Fire Companies, and the other the Casualty Companies. The overlapping on collision and property damage insurances, made an amalgamation of the two Associations a necessity, and having passed through two years, during which many difficulties arising out of the merger have been smoothed over, it seems as if the Association were in a stronger position than ever to advance the best interests of its members.

As intimated in our last issue, Mr. Williams, Manager of the Motor Union attended one of the meetings, and addressed the members at length. While it was evident that he did not see eye to eye with the Managers of the Companies in the Association on all points, many ideas in common were found to exist, and while Mr. Williams did not make formal application for membership at the time, the members hope that he will before another automobile season opens, see the advantage of joining with the other Companies in the business in Canada, many of whom have been transacting it for ten or more years and are, therefore, fully versed in its requirements and special difficulties.

The Yang Tsz Insurance Association, Limited

The Yang Tsz Insurance Association Limited of Shanghai has just been granted a Dominion license to transact fire insurance throughout Canada. The Company is an old British one, organized in 1852 and has assets of nearly \$7,500,000.

Verdict of \$40,000 Against Owner of Automobile

A Brooklyn woman recently secured a verdict for \$40,000 damages against the owner of an automobile, by whose car she was run down and injured. This enormous judgment against an automobile owner throws a strong light upon the liability to the public which is assumed by any and by

every owner of a vehicle using the public streets and roads. It naturally constitutes a powerful argument in favor of the carrying of liability insurance by every automobile owner. But it also helps to establish the need for protection beyond the limits of the policy of customary size in the writing of liability insurance on automobiles.

GENERAL CONDITIONS

The determining factor in the entire situation continues to be the reluctance of consumers to buy, partly because of their expectation that prices may go even lower, and in part because of the curtailment of purchasing power of large sections of the buying public. Farmers are not purchasing actively at present because prices of the products which they have to offer in exchange have declined sharply. Wage earners hesitate to purchase because their earnings are being curtailed by increasing unemployment and in some cases by reduction in wages.

The adjustment of prices to new conditions of supply and demand has proved difficult. Two factors on the buying side of the equation offer (much encouragement, however. In comparison with those classes whose income increased rapidly during the period of rising prices, the decline in prices which has already taken place has increased the purchasing power of salaried employees and persons in receipt of fixed incomes from investments. Large crops assure a fair volume of buying throughout the agricultural parts of the country, especially the grain states. Farmers unquestionably are delaying their purchases until the prices of what they must buy approach the level at which they must sell their crops. As that level is approached, they will buy in increasing volume, because their position is essentially sound.

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