

izing a similar company in Chicago, and will shortly remove there.

At a recent meeting of the Insurance and Actuarial Society of Glasgow, Scotland, Prof. Watson read a communication from Mr. D. J. Swenie, fire marshal, Chicago, from which it appeared that nearly thirty per cent. of the fires in that city were extinguished by chemical fire engines.

The street car companies of Philadelphia want to run cars by the electric trolley system, but the fire underwriters throw cold water on the proposition by asserting that if the trolleys are erected on the streets there will be an increase in insurance rates. How do the insurance companies view the proposed introduction of electricity as a motive power in Toronto street cars?

Applicant for insurance—No, sir; I neither drink, chew nor swear; I don't go to the theatre or attend balls, and have no evil associates. I am at home always by 10 o'clock; am a Sunday school teacher, and my morals are above reproach. I never had a day's sickness in my life. Agent—That's an extra, extra hazardous risk, young man, and we can't take it. Applicant—What? Agent—No. The good die young, you know.—*Investigator.*

It is inexplicable, says an exchange, that death so frequently recurring to both men and horses from electric wires fed with a voltage of 1,000 should be instantaneous, and yet that it should require five shocks to extinguish the life of a criminal, half dead with terror, when the fluid is applied with all the art of science and with the intensity of 1,600 volts.

The Toronto agency of the London Assurance Society, which has been doing business in Canada since 1862 and in London since 1720, has been given to Messrs. Lyon & Wilson—Lyon and P. Turner Wilson—whose office is corner Colborne street and Leader Lane. Mr. E. A. Lilly, of Montreal, is the Canadian Manager.

We perceive by an advertisement that creditors of the Glasgow & London Insurance Co., in liquidation, are notified to file their claims with the Canadian liquidators, Richard Freygang and F. E. Donovan, 812 Notre Dame street, Montreal, before 1st May next.

A Hamilton alderman is banking after fame. He is considering whether it would not be wise to become independent of insurance companies. It costs the city \$1,823 annually for premiums. He would deposit that sum, or say \$2,000, annually in the bank, and allow it to accumulate, compound interest. It would not take many years to establish a very respectable fund in this way. The city's losses by fire have not amounted in the past ten years to the sum which it pays every year for insurance. A Toronto merchant once said if he had all the money paid out by his firm for premiums on the insurance of cargoes of tea, he could retire. They had never suffered a dollar's loss in this way. "But," he said, "the good ship might strike on a snag to-morrow. You can't tell about these things." This alderman's scheme might do if he could see far enough into the future.

The *Witness* is authority for the statement that the Montreal agency of the British American Fire Insurance Company was last week transferred from Mr. Walter Kavanagh to Mr. C. R. G. Johnson, and that the Sun Fire Insurance Company, of London, Eng., has opened up an agency in Montreal with Mr. Bramfield as district manager.

Cotton is not king when fire gets the best of it.—*Picayune.*

The telegraph brings word of the regretted and unexpected death of Mr. D. H. McGarvey, of the Canada Life Assurance Co.'s agency in Halifax, N.S. He had been ill only a few days. Mr. McGarvey entered the services of the company in 1869, and worked himself up to the position which he held at the time of his death, that of secretary of the Maritime Provinces Branch of the Canada Life. He was held in high esteem by all who knew him and was a valued official to the company.

TORONTO CLEARING-HOUSE.

Clearings and Balances of this clearing-house (of which the Bank of Toronto is not a member) for the week ended April 13, 1892, are as under:—

	Clearings.	Balances.
April 8	\$1,031,171	\$124,177
" 9	954,473	95,791
" 11	773,865	72,686
" 12	1,043,775	158,540
" 13	996,949	154,820
Total	\$4,800,233	\$606,014

HALIFAX CLEARING-HOUSE.

Bank clearings for week ending April 9th, 1892, were as follows, viz.:

Monday, April 4	\$166,334	26
Tuesday, " 5	292,089	69
Wednesday, " 6	164,483	67
Thursday, " 7	214,007	56
Friday, " 8	187,824	69
Saturday, " 9	186,765	23
Total	\$1,211,505	10

—We hear that the Montreal Board of Trade, in response to the invitation to send delegates to the gathering of representatives of boards of trade to be held in London in June, has appointed Mr. Peter Redpath, the well-known sugar refiner, who resides in London, to represent the Montreal body. If any other delegate has been appointed we have not heard of it. Surely it is desirable to have the chief commercial body of the chief city in Canada represented by some resident within her borders. Mr. Redpath is a very respectable and sensible gentleman, but no longer in active business in Canada, or sufficiently *en rapport* with her commercial life to be able to set forth the feelings and wishes of the commercial community of to-day.

—As was foreshadowed in these columns last month, the directors of the Great Northwestern Telegraph Company, at their last meeting in this city, chose Mr. Dwight, the former vice president and general manager, to be their president. It was a perfectly natural choice, for we know of no one who could fill the position better, and there are very few could fill it so well as Mr. Dwight. The sketch we give elsewhere of his career will be found interesting. We learn further that at a subsequent meeting of the board, Mr. Adam Brown, ex-member of Parliament for the city of Hamilton, was elected vice president. Mr. Brown is well known as a public spirited citizen and an influential business man. He has many friends throughout Canada as well as beyond it.

—A branch of the Bank of British North America has been opened at Woodstock, Ont. The manager at that point is Mr. H. J. M. McMichael.

—From a statement of recent exports from the district of Sherbrooke, Que., to the United States, we gather that the value of unmanufactured lumber shipped from Sherbrooke, Cookshire and Lake Megantic across the boundary line was \$90,947, and of manufactured lumber \$427,538, for the year ended with March, 1892. For the first three months of this year, says the *Sherbrooke Gazette*, the exports from Sherbrooke district to the States were as under:—

Animals	\$ 660 00
Bark, for tanning	2,765 00
Gum (spruce)	1,042 50
Lumber (manufactured)	82,094 45
Lumber (unmanufactured)	42,338 80
Product of mines	38,142 67
Wood pulp	19,178 65
American goods returned	1,279 15
Miscellaneous	435 42

Total.....\$187,936 64

MILLING IN CANADA.

A miller writes from Bridgen, Ont., to the *Toronto Canadian Miller* as under on the milling situation: "In these days of protection and free-trade talk it is well to consider the position of Canadian millers and that of our American competitors in the markets of Britain. Under the present protection arrangements we have undoubtedly an advantage in the provincial markets, and the advantage would be much more marked if our manufacturing capacity were not double or treble the home demand. As it is now, the exporter of wheat has an advantage over the miller and is consequently nearly always able to pay more, relatively, for wheat than the manufactured article will bring, and while the present or any surplus of crop prevails such will be the case. To illustrate: Our market, or at least our controlling market, for mill offal, bran and shorts, is the Eastern or Middle States, and to put our feeds into that market means about \$2.50 per ton between actual and entry charges.

"Well, how does this work? Take, for instance, a mill of 200-barrel capacity; for argument sake we will say it uses 1,000 bushels wheat per diem. The offal on this wheat will be about 18 pounds to the bushel, or nine tons per day; nine tons at \$2.50 mean \$22.50, and for the export trade about two cents per 100 pounds on the flour manufactured for duty, on the cotton sacks in which it is shipped, which will equal about \$8 more in all. If the American miller were buying wheat the same as the Canadian and selling flour in the same market, an American would be able to realize about \$30 per day more than the Canadian for running his mill, and many of us would be glad to make the half of that amount in the trade. Now, \$30 per 1,000 bushels is three cents per bushel, and in order to compete in the world's markets the Canadian miller must buy his wheat from the farmer for three cents per bushel less than the American, in similar position as to freights.

"But the Canadian shipper of wheat for export is in exactly the same position as the American shipper; consequently, in his export business, whether to Jamaica or Jerusalem, our present trade position as to milling against the world, with perhaps one of the best locations in America, the largest Canadian manufacturing industry is, for all purposes of profit, handicapped out of the race. Scarcely any one will be found to say that the millers of Canada are deficient in energy or pluck, but there seems very little use in our sending a representative to Europe, or the Government the best-looking man in Canada to Jamaica, until they make an effort to relieve this important trade from the disabilities under which it labors. As well try to rear an ice-bridge across the falls of Niagara in the month of July."

—The returns of immigrants arriving at Winnipeg for the quarter are now completely revised, and are divided as follows by the Dominion immigration agents: Manitoba, 4,363; territories, 2,699; British Columbia, 842. Total 7,904 for the first three months.