

From individual underwriters drawing up lists for their own guidance to their agreeing generally to place them at the service of their brothers in the business, is but a step, although considerable time, doubtless, elapsed before the latter result was reached. The oldest classified list of shipping extant dates only from the beginning of the reign of George III, but this document bears unmistakable evidence of being at the time a novelty. During the early years of the reign of Charles the II, the English Colonies were beginning to prosper, English commerce, notwithstanding oppressive fiscal laws, was on the increase and the business of the underwriter naturally followed. London then, as now, was the headquarters of the marine insurance business of the country and the London coffee houses, then of recent origin, were the meeting places of all connected with the shipping business; it is the name of the proprietor of one of these establishments that now lives in that of the great corporation of Lloyds.

Edward Lloyd (of whose personal history little is known, his proper name having been lost until recovered by the researches of a recent writer,) was evidently a man of great ability and foresight. Finding his house on Lower Street regularly frequented by underwriters, he evidently formed the determination of making it the headquarters of the business and to this end gave facilities for meetings, arranged for sales of vessels and cargoes, started a newspaper and practically identified his interests with those of his patrons. The newspaper was soon suppressed, but his labors were rewarded by his seeing his establishment—lately removed to Lombard Street—the centre of marine insurance, not only for London but for the kingdom. Three generations of underwriters met at the Lombard Street coffee house, and when in 1770, having formed an association, they removed to premises of their own, and shortly after to the Royal Exchange, they took the name of their old headquarters with them and thus it has come about that the greatest marine insurance corporation the world has seen, owes its name, and to a certain extent its origin, to a London coffee house keeper of the time of the Restoration, to whose memory the foreign ship-owning companies titles of "Austrian Lloyds," "North German Lloyds," etc., are additional tributes.

The oldest classified list of shipping before referred to, is dated 1764, but is somewhat mutilated. It is arranged in a form very similar to that of the register books of to-day, but had an entirely different system of designating the character or class of the vessels. How to express satisfactorily the condition of a ship by means of symbols was evidently about this time a disputed point, and it was not until 1775 that the vowels were formally adopted for expressing the character of the hull, the Roman numerals being used, and A 1 as the symbol for a first-class ship came on the scene.

To decide which shall be the classification, letters or numerals, used in describing ships of varying character is one thing, to give to each ship the class to which it is justly entitled is another and decidedly more difficult matter. So the London underwriters found, but instead of treating the question as one in which money interests were involved, they treated it as concerning themselves alone, and during the close of the last century came to a decision, the sole merit of which was its simplicity. London ship builders at the time got the highest prices for their work, and consequently were able to, and did, turn out the best ships. Further, it was self-evident that even a Thomas ship was not so good at the end of ten years as when launched. Putting these two things together the compilers of the Register decide to class ships simply according to their age and when they were built.

This description was manifestly unfair, as it practically placed a monopoly in the hands of a few ship builders and was otherwise most oppressive. It resulted after much vigorous agitation in the shipowners starting a new Register of Shipping, thereafter known as the "Red Book," the former or underwriter's register being known as the "Green Book."

During the thirty years that the rivalry lasted some advance was made, still, during the whole of that period the relationships of shipbuilders, shipowners, shippers and underwriters, one to the other were on an unsatisfactory footing. It is now conceded that the shipowner, being the person most directly interested in the ships taking a high class, should pay the expense of the survey. Sixty years ago, however, the opinion prevailed that the interested parties were the shippers and the underwriters. By the time a fourth of the present century had elapsed the rival Registers were in a hopeless condition, but ten years more of trouble and dispute elapsed ere differences were adjusted, jealousies set at rest and the "Red" and the "Green," now united, commenced a fresh career of usefulness under the title of "Lloyd's Register of British and Foreign Shipping," the new departure dating from January 1835.

THE EXHIBITION A SUCCESS.

The great Indian and Colonial Exhibition which was opened to the public by Her Majesty the Queen on the 4th of May last, has closed after a successful season of six months. Of the five million visitors who passed the turnstile, a very small proportion had any clear conception of the extent and vast resources of the British Empire, and indeed to the average visitor, Canada, Cape Colony, Australia, New Zealand, and India, were but geographical expressions, conveying very little idea as to area, soil, or products. Barring the few who have been privileged to travel in the Colonies, and the Colonists who were visitors at the Exhibition, the great majority learned for the first time that the Britons beyond the sea were possessions of which the Mother Country might well feel proud, and which were destined to play an important part in the future of the human race. In the Exhibition John Bull saw the products of every zone, indeed, of almost every meridian that traverses the land, and the contemplation of such varied productions must have given rise to a natural and pardonable pride, when he considered that the Union Jack floated over the many countries there repre-

sented. The promoters of the Exhibition have reason to feel satisfied with the public interest manifested in the great show; and the exhibitors who, in many instances, have been prompted by patriotic motives to forward their exhibits, will, it is to be hoped, be fully repaid for their zeal and enterprise. So far as Canada is concerned, it may truly be said that Sir Chas. Tupper has done his best to see that the several Provinces of the Dominion were well represented, and the fact that the High Commissioner's efforts have been gratefully acknowledged by Canadian exhibitors may be taken as an evidence that Sir Charles threw into the carrying-out of this Exhibition all the force and energy which have characterized his political career. Sir Charles has been ably seconded by the Provincial representatives. Mr. W. D. Dinnock and Mr. C. R. H. Starr, being untiring in their efforts to make the display of this Province as attractive as the limited space and the comparatively small number of exhibits would allow. The Exhibition should have the effect of stimulating emigration to this country, and at the same time of building up a new and profitable exchange of commodities between the several portions of the Empire.

GREEDY MONOPOLIES.

Monopoly is the curse of the age, through its exertion the people are robbed of their hard earnings, and the public called upon to pay through the nose for that which exists only by its sufferance. The patent system, although it has stimulated inventions, is responsible for many of the evils which arise from individuals or companies holding exclusive control of new discoveries or adaptations. We realize that many a man may toil for years in bringing to perfection and putting into shape an invention, but this is no reason why, if his discovery prove popular, he should continue to unmercifully fleece the public for a term of years, under the full protection of the law. Take for example the telephone; everyone now knows that the idea of transmitting sound by means of a telephone did not originate with Dr. Bell, and that the invention, so far as he is concerned, was simply the successful adaptation of mechanical and electrical appliances; but supposing the Bell telephone to be original in every particular, neither its inventor nor the present owners of the patent, have any moral right to charge the public such an exorbitant price for its use. Of course, this is in a measure the result of stock manipulation, for which Dr. Bell himself may not be responsible, but for which the American Bell Telephone Company is. Perhaps it is not surprising that the annual rental of telephones is so high, seeing that the stock is watered almost beyond precedent. We might cite as an instance the New England Telephone Company, the nominal stock of which stands at \$12,000,000; of this stock, the American Bell took up \$6,000,000, putting in its Boston Exchange at \$3,894,300, although the same represented an investment of but \$129,350. Such a transaction as this would have been impossible, had it not been that the patent laws of the United States gave to the owners of the telephone an unqualified monopoly. The interests of the public demand that, in granting of patents, conditions be specified that would prevent patentees, or those to whom they sell their rights, from exacting exorbitant remuneration. Let the inventor reap a fair reward for his time, labor, or ingenuity, but protect the public from monopolists, whose greed is insatiable, and who are ever ready to make money out of the public necessity.

CIVILIZATION AND SUICIDE.

We occasionally hear the prevalence of self-murder commented upon as if it were a growing and peculiarly modern evil. Of this it would be hard to adduce sufficient evidence. For thousands of years men have taken refuge from "the slings and arrows of outrageous fortune" by a voluntary death from suicide, direct or indirect. Many a disappointed medieval knight joined a crusade or embarked on a foolhardy enterprise solely as a means of escaping from a life which held out to him no prospect of happiness. In the days of Roman and Grecian greatness, incessant foreign warfare or civil strife often brought the arrow of death to a willing and expectant breast.

The French author, *Garrisson*, points out that suicide is co-existent with civilization. The Old Testament furnishes only a few examples, notably those of Samson and Saul. At Rome, there was no suicide before the establishment of Roman pre-eminence, when it became common. When the life of the state ceased to be a fierce struggle with surrounding tribes, when the wealth and luxury of all countries found their mart in the Roman capital, when the Roman citizen knew no worthy foe except among his countrymen, when private ambition took the place of patriotic zeal, the failure of a factious scheme or the disappointment of a dearly cherished hope led many a Roman to turn the sword against himself. Among modern nations the Japanese show a peculiar fondness for self-destruction, accomplishing it generally by the horrible method of disembowelling. At what stage of civilization suicide first shows itself it would be difficult to determine; but it is easy to understand that in savage life the killing of others oftener suggests itself than the killing of self. The simple habits of life, and moderate aims of the savage, too, furnish little room for the sense of dejected helplessness incident to the more complex, less self-dependent life of the civilized man. Among the commonest causes of suicide are disappointment, mental derangement, and the want of an object in life. Any overwhelming affliction may easily prompt to suicide a man who is neither deterred by the fear of God nor strengthened by confidence in the wisdom of Providence. For the tendency to suicide, which, although probably not on the increase, is still a lamentable social evil, *Garrisson* suggests a rational treatment,—to render man's existence more varied by increasing the number of his ideas and his intellectual power.