

RECAPITULATION OF THE RESULTS OF LIFE INSURANCE FOR 1885,

By various regular Companies doing business in Canada.

MADE UP FROM THE SUPERINTENDENT'S REPORT.

NAME OF COMPANY.	PAYMENTS TO EACH \$1,000 IN FORCE DECEMBER 31, 1885.			Ratio of Assets to each \$100 Liabili- ties.	Percentage of New Business to amount in force, Dec. 31, 1885.	Ratio of Gain in amt. insured to amount in force Dec. 31, 1885	Expenses to each \$1,000 of New Business.	Ratio of Terminations to amount of New Business.
	Expenses including Taxes.	Death Claims.	Death Claims and Expenses.					
AMERICAN COMPANIES.								
Ætna	\$ 6.45	\$ 15.84	\$ 22.29	128	13.01	3.61	\$ 5.14	71.85
Equitable	8.10	11.39	19.49	136	31.03	15.50	3.00	50.07
Mutual.....	6.75	16.04	22.79	114	18.21	4.89	5.35	63.12
New York	10.16	11.55	21.71	125	29.87	13.21	3.85	55.79
Union Mutual.....	11.03	19.11	30.14	113	17.43	1.16	6.40	94.31
Travellers'.....	7.17	8.98	16.15	144	21.53	9.06	3.66	57.96
Average American Companies....	8.28	13.82	22.10	127	21.01	7.87	4.57	65.52
CANADIAN COMPANIES.								
Canada Life	5.17	9.06	14.23	129	11.55	7.57	4.48	44.42
Confederation	6.81	6.41	13.22	126	15.31	5.09	4.44	67.54
Sun	9.86	10.21	20.07	116	23.09	14.06	4.26	51.90
Ontario Mutual.....	7.12	10.20	17.32	105	20.55	5.23	3.46	79.36
North American.....	10.23	8.68	18.91	138	45.54	20.98	2.25	40.19
Average Canadian Companies....	7.84	8.91	16.75	123	23.21	10.58	3.78	56.68

Mr. R. W. Gale has, for nearly twenty years, been known in Canada in connection with the Equitable Life Assurance Society. He has in that time done much to assist the popularizing amongst us of that extensive company, and has done good service for the cause of life assurance generally. We understand that Mr. Gale has at last left the service of the company. Mr. Seargent P. Stearns, whose popularity in Montreal is undoubted, and whose good qualities have been mentioned in these columns too recently to make any extended notice necessary now, will, we understand, represent the Equitable in Montreal.

LIFE INSURANCE TABLE.

The table which we present on this page will be found of interest to insurance officers and agents. It gives some ratios which were recommended by the convention of American Insurance Superintendents last year, and which have been adopted in the reports of some of those officers. Our readers will observe that the Canadian companies chosen make a very good showing when compared with their larger or older rivals in the list, whether in respect of percentage of assets to liabilities, proportion of death claims or expenses.

We have not included any British companies in the table, for the reason that complete data as to these are not to be had. For example, the total amount of business in force; the percentage of expense at which it is done. One would need the British *Blue Book* from which to obtain these. It is also to be remarked that the receipts and disbursements of the American companies are not given in our insurance report as required by section 20 of the Insurance Act.

—The costly law-suit of *Bertram vs. Massey*, occupied the attention of a jury at Osgoode Hall in this city for some ten days, and arose out of a dispute about the quality of certain iron furnished by plaintiff, but refused by defendants as of inferior quality to sample. At the close, on Monday last, his Honor congratulated the jury on having got to the end of this long and tedious case, and suggested that it would have been better had the case been submitted to the Board of Trade Committee of Arbitration, since he supposed both plaintiffs and defendants were members of that Board. That committee would have been more conversant with the details and therefore better able to judge of the actual

justice of the case than he and the jury could do. Since it had come before them they had to deal with it purely as matter of law. Certain statements either wholly incorrect or only partially true, having been made in the press as to the result of this case, we think it well to state that no judgment has been given. The questions answered by the jury lead to quite a different conclusion from that given by the newspapers. No definite statement of the result of the case can be given until judgment next week.

—The influence of the declaration of dividend by the Bank of Montreal was appreciably felt on the Toronto Stock Exchange. Although there was no increase over last years dividend, rumours were fairly circulated that the earnings of the bank had been unusually large and the stock advanced rapidly. Just at the close there was something of a reaction from the highest figures, brought about partly by a firmer feeling in the money market. For the week Bank of Montreal and Toronto each rose 2½, while Ontario, Standard and Federal were weak, the last named falling 1½ in bids, to 110½. Insurance shares were strong, British America gaining ¾ and Western 1%. Telegraph shares have been fairly steady. There was a decline of 3/- in Canada North-West Land, to 65/-. Very light transactions took place in loan societies shares, with no special change to note.

—Our latest advices from Nova Scotia are that business continues to improve and no failures, except of a few saloon-keepers—who can well be spared—have occurred for months. It is expected that a “boom” in building operations will strike Halifax this autumn as among other proposed erections are a new city-hall, Dalhousie University, a ladies college and several business premises.

—Declaration of dividend by a number of Canadian banks and financial institutions shows no change of rate. The Bank of Montreal declares five per cent for the half year; the Merchants Bank of Canada, three and a half, the Ontario Bank, three; the Bank of Hamilton, four; the Federal Bank, three. The dividend of the Freehold Loan and Savings Co., is at the usual rate of five per cent.

—A load of potatoes, from Prince Arthur, sold at Battleford at \$1.75 per bushel.

VESSELS PROPELLED BY ELECTRICITY.

While progress is being steadily made in the application of electricity as a motive force on land vehicles, it is not the less true that experiments continue to be made having in view its use to propel boats. And, surely, to travel by boat without smoke, without heat, without smell of oil, without noise of machinery, and without vibration, would certainly add pleasure to navigation.

The crossing and recrossing of the British channel was accomplished the other day by the “Volta” yacht, using electricity as a propelling power. Upon this the *New York Sun* remarks: “The employment of electricity as a motor for vessels is not, however, entirely novel. Some years ago a launch whose propeller was driven by a Siemens motor and Sellon-Volckmar accumulators made several experimental trips on the Thames. Afterward Messrs. Yarrow and Co. fitted up a second electrical launch, which ran at the rate of eight miles an hour on the measured mile, and made a distance of six consecutive miles on the Thames in thirty-seven minutes without employing full speed. This boat was forty feet long and of good beam, capable of carrying thirty persons including the two needed to run her. The was able to go six hours in succession on her stored-up power, or an aggregate of forty-five miles.”

The yacht “Volta” in successfully running from Dover to Calais, and then returning, making the trip in less than four hours one way and in four hours and a quarter the other, accomplished a voyage of a different sort. It is true that the sea was unusually calm, but there does not appear to have been any danger of disarrangement of the apparatus by heavy waves. The almost absolute noiselessness of the boat's progress is specially dwelt on in the brief cable account; and it is no doubt advantages of this kind that electricity can claim as a substitute for steam in marine engines.

Yet it is not likely, in the opinion of the *Sun*, “that steam will, at least for the present, be displaced by electricity in ordinary navigation, whatever may be the experiment in pleasure yachting. There is always the prime factor of economy to be considered when a new motor claims favor, whether it be electricity, compressed air, caloric, or the force in coiled springs.” Electricity has for years been struggling for adoption as a motor on land. In Paris not long ago an electrical omnibus was driven through crowded streets with perfect facility, and there have been electrical railway locomotives in Vienna, in Berlin, in Paris, in Toronto, and elsewhere, as well as in several cities in the United States. The repeated experiments in New York are familiar. Perhaps the recent gains made in Paris by Deprez in the transmission of electrical force will help the solution of the problem; but at all events the factors that will prove most potent in determining its use on any general scale are economy, convenience and safety.