to shipping. The whole duty of the corporate body of Lloyd's, and the executive committee, was to afford people who wished to effect insurance a place of meeting with those who wished to undertake risks. Neither the committee nor the corporate body, as such, knew any more of what business was transacted between underwriter and assured than the committee of the Stock Exchange knew what were the transactions between brokers and their clients. The duty which the corporation entrusted to the committee of admitting underwriting members was one which was discharged with great discrimination and care in the interests of the public. Every person wishing to become a member of Lloyd's must, before his election, deposit at least $25,000, as caution money for paying his liabilities. The total amount of such deposits, of which he was one of the trustees, now amounted to $17,500,000.

United States and British Locomotives. The alleged superiority of locomotives made in the United States over those made in Great Britain has given our neighbours to the South a theme on which they dilated with all the enthusiasm of inflated national vanity, not unmixed with a spice of ill-will towards the old country. Had England been proved to be beaten by a rival nation in the manufacture of a machine which was wholly of British invention it would indeed have been a humiliation over which the victor would have had great reason to rejoice, for it would have meant the acquisition of a trade of enormous value. A report issued by Lord Cromer, the Imperial administrator of Egypt, destroys the boasted superiority of American engines. After exhaustive tests he pronounces the British locomotives in all respects the most efficient and economical. When engines had to be built to the specifications of the Egyptian Railway Board American prices were from 10 to 16 per cent. higher than the British, that is, when the highest mechanical skill was required and most perfect workmanship, the Americans were utterly outdistanced. When, however, a cheap engine was wanted, made up of parts that were turned out by the score to a standard pattern, needing only the cheapest labour and lowest order of mechanical skill to put together, then the Americans were able to bid below the British makers, and, naturally, these "cheap Jack" locomotives they could supply much more quickly than the British article. But, while their first cost was lower, these American engines were found in Japan, Burmah, South Africa and Egypt to be so enormously expensive in working than ten of them cost $20,000 yearly more in fuel than British engines that were doing the same or more work. So bursts another American bubble of boasting over Great Britain.

Accidents in Germany. The Imperial Insurance Department of Germany has published statistics relating to accidents which created claims under the Accident Insurance Laws of that Empire. The government accident department in 1900 had 18,892,891 persons insured. As a large number of artisans employed in building trades are not included in this total, as they have their trade accident insurance societies, it appears as though the great bulk of the adult population of Germany was insured against accident. In 1900 the fatal accidents were 8,448, those causing partial disablement for life, 51,111; total disablement, 1,366 and temporary disablement 45,521, making a total of 106,447 new accidents for which the State granted compensation. According to a German official table the accidents per 1,000 compensated have nearly doubled in the last 14 years, the greatest ratios of increase being for partial and temporary disablement, the rise being respectively from 1.06 to 2.70 and 0.56 to 2.41. On the other hand, the ratio per 1,000 of fatal accidents has decreased from 0.73 to 0.45, so that, if as some contend, the certainty of compensation for accidents has developed greater carelessness in workmen, it is evident that such imprudence has stopped short at conduct likely to cause death.

Electrical Power Display. In this age of marvels the very capacity for appreciating events of great significance is lowered. "Familiarity breeds" not "contempt," as the phrase is, but indifference. The opening of the Soulanges canal on May day was a very remarkable event. Even as a canal work the Soulanges has, or ought to have, great interest to Canadians for this channel cost $6,254,692 up to June 30, 1901, all of which was expended in the last 10 years, and 4 millions in the last 4 years. Its length is 14 miles, in which are 5 locks to overcome the fall or rise in the land from Cascade Point to Coteau Landing, along the course of which run the Cascade, Cedar and Coteau Rapids. The canal is regarded as the completion of the St. Lawrence system of canal navigation. The chief interest in this splendid work is in its electrica arrangements which are not equalled anywhere. The lock gates, sluices, bridges and lighting through its entire length are operated by and provided by electricity. The gates weighing 60 tons, moving in a body of water, are opened and closed in one minute and the sluices in 45 seconds. Only half the number of men are needed as compared with ordinary apparatus. It is indeed marvellous to see the great lock gates and bridges moved to and fro without any apparant outlay of human labour. The canal is brilliantly lighted along its whole length so