

which have been suggested by the Elder Dempster Captains. Our contemporary, the "Canadian Gazette," remarks on the above letter:

"There is nothing in the experience of Messrs. Elder Dempster to refute the facts and figures as to stranding of steamers in the St. Lawrence which Lloyds have prepared and published."

From our standpoint, the fact that the steamers of one line have made 80 voyages in 3 years in the St. Lawrence without a single mishap goes very far to refute the conclusion drawn by Lloyds from other experiences that the St. Lawrence route is so dangerous as to call for excessive insurance rates. The Elder Dempster experience proves that, the river route is safe to competent navigators, and no more can be said of any sea or inland water route. At the same time every feasible improvement ought to be made, and made without delay, in the St. Lawrence so as to remove whatever difficulties exist in the route from this port to the Gulf, so that captains and crews less capable than those of the first rank, and vessels less completely equipped with steering apparatus may be enabled to traverse the river with all possible safety.

The investigation just concluded into the causes of disasters on the river has ended in the presiding officer declaring that they were all the result of defective seamanship.

**English
Journalists'
Visit Criticized.**

The people in Nova Scotia and New Brunswick are naturally highly indignant at the British journalists paying no attention to the oldest and most interesting provinces in Canada. The Minister of the Interior, Mr. Sifton, is being flagellated by some of the papers of his own party for so arranging the trip of the English newspaper men as to practically confine their observations to the province and territories he more especially represents. The censure seems justified. The Province of Quebec and the Province of Ontario received very scant attention from these visitors. After their arrival they were rushed through Quebec and this city at breakneck speed. They saw nothing of the enterprises which are so important a feature in Montreal and adjacent districts, nor did they have any chance to observe the country between here and Toronto. In the Queen City they were dined and wined most liberally, but they hastened on as though all Canada east of Manitoba were unworthy of notice. It is a tactical blunder to create an impression that the field of immigration in Canada is confined to the North West. It is most unfair to the Maritime Provinces to ignore their attractions to settlers, and their opportunities for enterprise. Certainly, too, it was very misleading to the visiting journalists to confine their observations to what we may term New Canada, and give them no oppor-

tunities for studying the conditions existing in the Canada of history. Were it not serious it would be amusing for the Government to have brought out at its expense a select body of trained observers and expert narrators from England to write descriptions of Canada, and to have shown them only those parts of Canada that have been settled in the life time of this generation. Fancy those journalists going home without seeing the coast line of Canada, or the most fertile fruit sections of the country; or, the developments in the coal, iron and steel industries; or, the industrial establishments in this city, or those of the Eastern Townships; or of Ontario; or noting the conditions of the farming districts in the old Provinces; or having their attention drawn to other features in this country which manifest so graphically its rapidly developing resources. An observer of Canada who has had so narrow an outlook as was given the English journalists cannot claim to have seen this Dominion

Government Life Insurance, New Zealand. The Government of New Zealand conducts a life assurance business under the management of a commissioner and an actuary, whose joint report is issued much in the same form as that usually adopted by a life company. Thus we are informed that 3,196 proposals were "completed" last year for \$3,151,170,104, endowments for \$68,500, and twenty-six annuities for \$5,070 per annum. The income of the department was \$2,220,000 comprising \$712,245 from interest and \$1,507,755 from premiums, which is stated to be \$74,050 in excess of 1900. The claims last year were declared to be "less than is provided for in the departmental tables." Government life business evidently needs looking after like that of a company, for we find "commission" expenses included in the total expenses, which amounted to 19.6 per cent. of the premium income. The commission paid on new business was \$60,190, and on renewals \$10,225. The new premiums are given as \$101,475, so the commissions thereon amounted to 60 per cent. The renewal premiums were \$1,334,075, on which the commissions amounted to less than 1 per cent., which, to some extent, compensates for the heavy percentage of commissions on new business. The salaries paid in 1901 amounted to \$97,900, which amounts to 4.41 per cent. of the total income from premiums and interest, and 6.50 per cent. of premiums alone. The New Zealand Life Department claims to have assets amounting to \$16,427,000, of which \$3,010,900 is lent on policies; \$8,072,390 loans on mortgage, \$3,644,500 Government securities, \$459,415 municipal debentures, \$643,500 real estate and \$200,000 railway bonds.