

date of organization as stated in the British Registra General's report :

Defoe Benefit.....	1681
Ovington of Northumberland.....	1711
Canterbury Friendly Society.....	1727
Whittington Men's Society.....	1754
Old Spread Eagle Society.....	1762
The Kingsley Friendly Society.....	1765

It is quite a mistake to classify these along with public friendly societies. The fact also that not one of them is based upon the assessment system excludes them from being evidence of that system having been in successful or unsuccessful operation in England for over 100 years. If the history organization, transactions and inner life of the above societies were made public the narrative would be highly interesting and very amusing, but, from a life assurance standpoint, wholly valueless and irrelevant to the issue.

MONTREAL STREET RAILWAY, MARCH STATEMENT.

The statement of the Montreal Street Railway Co. for March last and since October 1, 1901, show a substantial increase of earnings over some terms 1900-1901. The total earnings last month were \$156,876 against \$141,495, in 1901, an increase of \$15,381. The increase in operating expenses was \$5,473 and in fixed charges and interest on loans \$6,915, making together \$12,388, which sum being taken from the increase in gross earnings leaves a net increase in surplus of \$2,993. A satisfactory feature is the decrease in percentage of expenses from 69.83 to 67.04 per cent., a decrease of 2.79. Doubtless, the season this year was more favourable than in 1901. As compared with the half-year October, 1900 to March, 1901, the corresponding term 1901-1902 shows less favourably than the month of March. The gross earnings were \$56,697 more, but the operating expenses and fixed charges were greater respectively to extent of \$35,958 and \$35,311, making the outlay more by \$71,269, which sum clears away the enlarged earnings and leaves a decrease in surplus of \$14,572. The past six months include the season when traffic is at its lowest and expenses highest. The Company's management is now characterized by a most wise business-like ambition to meet the convenience and the comfort of passengers, by which policy alone can traffic be developed. Complaints are made that the service on lines running north and south is still very irregular as compared with the St. Catherine and Notre Dame St. routes. Probably, work on these sections causes delays, but the management would do well to hasten a reform in this particular.

TAXING INSURANCE COMPANIES 2 per cent. on gross premiums in Illinois, has been declared unconstitutional by the Supreme Court, Springfield.

THE TASTE FOR FOREIGN-MADE GOODS.

The plea, "Made in Germany," was for some time the popular cry in Great Britain. This succeeded one that was rather a sneer than a cry, as, from the time that German manufactures began to be sold in England, it was quite enough to say "Made in Germany" to excite doubts as to their quality. Thus, a cheap imitation of silver was called "German silver," the word "German" being quite enough to show that the metal was a sham. English advices state that the fancy is for goods "Made in America," the English having an extraordinary and by-no-means creditable taste for foreign productions which extends into the region of art and has been most repressive of British artistic talent. The same morbid, irrational taste for foreign goods exists in Canada. There are goods on sale in every dry goods store in this city that are called by a French name, goods universally thought to be made in France, which, however, are made at Bolton, Lancashire where they are packed and sent out with labels to cater to the taste for foreign goods. An English contemporary gives illustrations of the absurd talk current about the decadence of British industry which this craze for foreign goods inspires. A home incident illustrates this: Recently a young Englishman was in a store in this city in company with a lady relative, who, when examining some dry goods, said; 'Why don't you English people wake up and make such beautiful goods as these?' He quietly replied "My dear—, these goods were made in my father's mill, —, Lancashire; we make nothing else but 'French' goods, and we ship bales every day to France to be exported as of French manufacture!"

A Midland manufacturer reports that English goods are being actually sold as American "because it is now the fashion to talk down one's own country and its productions." As he puts it, "your American has fifty coal trucks to build for an English colliery, and the press on both sides of the Atlantic boom the fact. A Midland yard turns out its two hundred per week, enlarged its works four-fold in twenty years, and the press and the public are not even notified." This same manufacturer gives some curious instances of the prevailing prejudice in favour of foreign goods. He says: "A few days ago a gentleman knowing our productions was in a big store in Midland town. He noticed some of our goods. 'Yes!' said the manager, 'beautiful goods, grand designs and beautifully finished, all foreign—American.' 'Oh! indeed, said my friend, 'are you quite sure? Did you not get them from Messrs.—of London?' 'Oh, yes!' 'Well they are all designed and produced by Messrs. — of —.' 'You astonish me, sir, I have been selling them as American.' 'But did they tell you they were American?' 'Oh, no! I thought we could not make such goods in this country.'" The next illustration is even more striking: "About four years ago at one of the great stores in the West End I noticed a great array of articles of our own pro-