

If the State of Ohio should pass a law creating a number of woolen mills and clothing factories to manufacture clothing from the raw wool—levying a general tax to cover the construction of the factories and the operations of manufacturing and selling the product to the people at the net cost of the wool—it would be acting no more illogically than it did when it enacted the present State insurance law. Every insurance agent in the country is directly interested in the subject of State insurance. Indirectly, every manufacturing concern and railroad is interested likewise; for, logically, if the State can take over one class of business, there is no reason why it should stop at that one particular class; but, on the contrary, there is every reason why it should pass on to other classes."

Affairs in London

(Exclusive Correspondence of The Chronicle.)

Panaceas for the Railway strikes: A Bunch of Suggestions—Stock Markets and the Public.

The present is the first occasion in the history of the commercial world that a general strike of all grades of railway workmen has occurred. In the past any strike on the railways has been confined to one class of worker—goods' men, shunters, porters, guards, signalmen, etc.—and it was not anticipated that the various Unions would join together to aim a heavy blow at the transport services of the country.

Far beyond any temporary settlement which may now be reached is the necessity of arriving at some legislation to make impossible the recurring wars between the employer and employed. Railway nationalization has been suggested as the panacea of all evils in connection with the railways, but we know from the experience of other countries owning their railways that State ownership does not obviate strikes. Moreover, despite the socialistic chimeras which fill the air, it is not likely that the State ownership of all large trades is likely to become an accomplished fact.

WOULD PROFIT-SHARING BE EFFECTIVE?

It has been suggested that the application of the system of profit-sharing would be the most effective solution of the difficulties. It is argued that when the interest of the employers becomes also the interest of the employed and the fact is demonstrated in pounds, shillings and pence, then there will be set up an effective brake upon the strike proclivities of the men. In many industrial firms in the North of England the co-operative profit-sharing method has been adopted from time to time, but proved a failure. On the other hand, the late Sir George Livesey, who was the chairman of the South Metropolitan Gas Company—a company which serves a large part of the suburban area of London and has a capital of many millions—during the great strike of gas stokers in 1889, then introduced the profit-sharing shareholding system for the employees, and in that case the results have been satisfactory. It is even stated that if a commission were appointed by the Government to investigate the working of the different profit-sharing systems now in force in various firms with a view to the recommendation of a scheme which could be applied to all industries, it

is probable that employers and shareholders would be willing to adopt it, and it is argued by those who are in favour of this scheme that probably no branch of industry would so effectively benefit from it as the railway service, because in no other direction are the men brought into such contact with the customer.

THE STOCK MARKETS AND THE PUBLIC.

In accordance with its usual custom the Stock Exchange firmed up immediately the worst about the strike was known. Dealers were quietly buying up home railways yesterday when the strike news looked at its worst and the nervous public were selling. During the railway crisis of 1907, when stocks dropped from 15 to 50 per cent., there was a sharp recovery and, remembering this, the Stock Exchange professionals are looking to make a good profit over the movement. The investing public will apparently never learn that the time to buy is during a crisis, and the time to sell is during a boom. LONDONER.

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Insurance in the United States.

(Exclusive Correspondence of The Chronicle.)

Decrease in Fire Insurance Premiums while Life Companies Increase their Business—The Industrial Health and Accident Position: Litigation Suggested—Personal Notes.

This is the so-called "silly season" in New York, many of the officers and managers of the various companies being away and the sources of information being largely defective. Several facts, however, can be set down as true, among them the decrease in fire insurance premiums for the year in the Metropolitan district, and, in fact, all over the country, caused partly by the slackness in general business and partly by the voluntary action of the companies in cutting down their lines in conflagration districts. So far is this true that the leading companies, while showing a uniform increase over former years, show a decrease as regards the premium income of the first six months of 1910. Normal conditions can only be reached after various important national projects are settled; for example, the Reciprocity Treaty with Canada and a thorough decision as to what the tariff situation is to be. All these matters have kept general business "on the anxious seat," so to say, and all have affected fire insurance more or less.

LIFE COMPANIES INCREASE THEIR BUSINESS.

Life insurance, on the other hand, has shown a decided tendency towards a return to the conditions which prevailed before the investigation of 1905. Many of the larger companies have written larger amounts than heretofore, and one of the largest companies is rapidly approaching the limit which is allowed by the laws of the State of New York. It is well known that the New York Life Insurance Company has been allowed some latitude on condition of its submitting to certain circumstances of expense, under the peculiar by-laws of the recent statutes. This will enable it to write somewhat more than its prescribed \$150,000,000. The other great companies are not likely to approach that sum and they are