

a temporary injunction restraining Insurance Superintendent McNall from revoking the company's license and set the case for hearing on its merits early in September. This contest arose over the attempt of the Kansas superintendent to force a needless examination of the company. The company did not refuse to allow the examination, but insisted that, if made, it must be made at the expense of the insurance department conducting it; whereupon Mr. McNall issued an order, based on the above cause alone, for the revocation of the company's license. Then the application to the United States court was made, with the result stated.

Still another case has been decided within the last few days upon appeal to the United States Circuit Court, at Detroit, against the summary action of Insurance Commissioner Campbell, of Michigan, resulting in a permanent order by Judge Swan of that court, restraining the commissioner from enforcing his order for the revocation of the license of the Liverpool and London and Globe. A similar order was also made by the same court in the case of the Northwestern Mutual Life of Milwaukee. The action of the commissioner with reference to the Liverpool and London and Globe was based upon his construction of the Michigan law limiting the amount, allowable to be taken on a single risk, and the case of the Northwestern turned on the right of the commissioner to collect an absurd back tax, under the retaliatory law of the State, as an offset to a back tax collection by the Wisconsin insurance commissioner from the standard Life and Accident, of Detroit.

A case is also on its way to the Supreme Court of the United States on appeal from Missouri, in which the Orient Insurance Company, of Hartford, seeks to test the constitutionality of the "valued policy" law of Missouri; while the Scottish Union and National and other companies have a case pending in the United States courts to test the validity of an Iowa law which discriminates as between the companies of other States and of foreign countries in the tax charged on premiums. Iowa companies pay one per cent., the companies of other States two and a half per cent., and the foreign companies three and a half per cent. It is claimed that such discrimination is unconstitutional. Thus we find that several cases have occurred and others are pending, where the Federal Court, as a court of equity, has interfered within the past few months, over the border, to protect the rights of insurance companies from arbitrary rulings of State supervising officials, while the prospect is that in due time the Supreme Court of the United States will render an authoritative decision as to the validity of certain State laws. The outcome will certainly be watched with interest by more than the contestants.

A RUM STORY.

Jamaica is preparing a plebiscite to the British Parliament requesting permission to endeavor to arrange for annexation to the United States.—*Commercial Bulletin*.

IF WATSON'S FLEET HAD SAILED!

What the consequences might have been to Spain if Commodore Watson's fleet had crossed the Atlantic and the war between that country and the United States had lasted for a few months longer, are of course, matters of mere hypothesis now. Possibly, he might have been ordered to capture, with military assistance, the Island of Minorca, the most strategic of the Balearic Islands which lie in the Mediterranean Sea, not far from the eastern coast of Spain. Minorca is strategically important on account of the harbor of the strongly fortified town of Port Mahon, which would form a magnificent naval station for the United States.

"I conjure you, if possible, to take Port Mahon," wrote the Duke of Marlborough to General Stanhope, at Barcelona, on July 15, 1708. In the war of the Spanish Succession, the people of the Balearic Islands supported Charles, the Austrian candidate for the Spanish throne; but Fort St. Philip, the citadel of Port Mahon, was held for the Duke of Anjou. England was opposed to the French claimant; and in her military operations against his forces she felt keenly the need of a secure port in which her fleets could winter. It was for this reason that the Duke of Marlborough sent to General Stanhope the injunction quoted. In obedience to it the general landed in Minorca the following September with a force of 2,600 men; and a fortnight later, Fort St. Philip, with its garrison of one thousand soldiers, surrendered. For this service General Stanhope was raised to the peerage as Lord Mahon. Before the general returned to Barcelona he left in Fort St. Philip a garrison which was entirely English, for, as he wrote to the government, "England ought never to part with this island, which will give the law to the Mediterranean, both in time of war and peace." Gibraltar, it will be seen, was at that time regarded as being of less importance strategically than Minorca.

By the treaty of Utrecht Minorca was left in the possession of England, who held it until 1756. When the seven years' war broke out a large expedition was fitted out at Toulon. The intentions of the French were unknown to the English, who at one time thought that an invasion of their own country was imminent, and at another that the French forces were destined for North America. At last, the real purpose of the French became known. It was to attack Minorca. Admiral Byng was sent, with a fleet of ten ships, to prevent the enemy from landing. A French army of 16,000 men, however, succeeded in landing on the coveted island before Byng arrived; and the English troops were obliged to retire into Fort St. Philip at Port Mahon. The English admiral heard of this while he was at Gibraltar, where he had made a short stay; and he called upon the governor of that impregnable fortress, as he was authorized to do, for re-inforcements. The governor refused, as he did not wish to leave Gibraltar inadequately garrisoned; and, although he felt that he was