

demand. But if the demand of the salvors is exorbitant, or no interest of the owner requires such settlement, it is his duty to proceed to some port convenient to all parties interested, where the amount of salvage may be determined according to law. Lord Stowell has defined a salvor to me, "A person who without any particular relation to a ship in distress, proffers useful service, and gives it as a volunteer adventurer, without any pre-existing covenant that connected him with the duty of employing himself for the preservation of that ship." Hence it is, as a general rule, that neither the master, nor a passenger, nor a seaman, nor a pilot, is entitled to a salvage compensation for the ordinary assistance he may have afforded a vessel in distress, it being the duty as well as the interest of all persons on board, of every description, to contribute their aid on such an occasion. A passenger however, is not bound to remain on board the ship in the hour of danger, but he may quit it if he has an opportunity of doing so; much less is he bound to take upon himself any responsibility as to the conduct of the ship, and, if he remains and performs any service beyond the line of his duty, he will be entitled to salvage.

If the ship is saved and completes the voyage by carrying forward the cargo, it is the duty of the master to cause a final apportionment or adjustment of the salvage and other expenses, as in a case of general average, to be made at the port of delivery, without unnecessary delay. "The maritime laws of England," says Sir Edward Simpson, "fix no certain proportion in cases of salvage, but are governed by circumstances of danger, hazard, trouble, and expense of saving." The law is the same in the United States. "On this subject," say the Supreme Court, "there is no precise rule; nor is it in its nature reducible to rule. For it must in every case depend upon peculiar circumstances, such as peril incurred, labour sustained, value saved, etc., all of which must be estimated and weighed by the Court that awards the salvage."

BANQUET TO MR. ROBERTSON MACAULAY.

The President of the Sun Life Assurance Company of Canada was tendered a banquet last evening by the Montreal Congregational Club in the Assembly Hall of the Congregational College. The chair was occupied by Rev. E. M. Hill, of Calvary Church; seated at his right was the guest of the evening and Mrs. George and at his left Principal George and Mrs. Macaulay. Quite a large company of admiring friends of the respected guest attended the banquet. The occasion was made more than usually interesting by reason of Mr. Macaulay's recent return from his journey round the world on a visit to the offices of the Sun Life in India, China, Japan, Great Britain and elsewhere.

Canada's Premier in the City.—From the San Francisco *Bulletin*.—"Sir Richard White, Canadian Premier, is registered as a guest at the Palace Hotel.

Premier White's home is in Montreal, Canada, and his visit to this city is for pleasure alone, he says. Mr. White succeeded Premier Sir John McDonald."

We are sure that our good friend, Mr. Richard White must have been highly amused when reading the above.

Notes and Items.

The late Anton Seidl, the famous conductor who died suddenly in New York, from what was said to be *plomaine* poisoning, was insured in the Equitable for \$15,000.

The Standard Bank of Canada has declared a dividend of four per cent. for the half year, and the Banque d'Hochelega a dividend of three and one-half per cent.

The Ontario Accident Insurance Company has received a license to carry on the business of accident and sickness insurance in Canada, the license formerly issued to the same company being cancelled.

Some misunderstanding appears to exist as to the recent assessment levied by the Hartford Life. The assessment is on the old form Safety Fund policies to meet future death claims and amounts to 20 per cent. The new Massachusetts law compels the assessment.

War risks on real estate have been written extensively in Massachusetts for a week past. Seashore cottages at one per cent., and city dwellings at fifty cents annually. This is not bombardment insurance, but simply a waiver of the war clause in the Massachusetts' standard policy.

An examination into the affairs of the Highland Mutual Fire, of Newburgh, N. Y., discloses a deficiency of \$55,243 (assets exclusive of capital stock and premium notes \$19,211), liabilities, \$74,454.) The Superintendent of Insurance has called upon the company to make the deficiency good on or before May 22nd current.

Mr. C. D. Hanson's friends will be glad to hear that he is rapidly recovering from the effects and shock of amputation, and expects to leave the hospital shortly for St. Anne's, where he will sojourn for a few weeks before resuming his business as adjuster. We are informed that Mr. Hanson was fortunate enough to carry an accident policy with that liberal institution, the Ocean Accident.

That a life insurance policy is a handy thing to have in a house has again been demonstrated, this time in the Supreme Court of New York. A man who had formerly been a prosperous member of the New York Stock Exchange sought the Court's approval to sell a policy of life insurance on his life to enable him to pay the wedding expenses of his daughter. In his affidavit he set forth that he had sustained business reverses, that he had in addition to the policy which he wished to sell a further insurance of \$30,000 on his life, and that his wife and two daughters had consented to the sale or surrender of the policy of \$5,000 for the sum of \$2,250, its surrender value offered by the company which issued it.

Plaintiff further averred that the accrument from surrender of the policy is necessary for the support of his family until his business is better, and also for incidental expenses connected with the approaching marriage of his youngest daughter. His wife and daughters concurring with the proposed arrangement in every detail, application was granted by the court.