HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Month.	1899.	1900.	1901.	Inc.
January	$ 8,705	$ 11,475	$9,544	Dec. $1,931
February	7,531	8,982	8,042	" 940
March	8,577	9,766	9,148	" 318
April	8,461	9,359	9,371	12
May	8,481	9,185	9,467	282
June	9,689	11,062	11,339	277
July	11,967	12,936	14,204	1,268
August	13,743	14,685		
September	14,745	15,761		
October	9,714	10,995		
November	10,328	8,728		
December	9,714	10,645		

Week ending.	1900.	1901	Inc.
Aug. 7	3,165	3,660	499
14	3,375	4,019	614
21	3,226	3,628	402
31	4,914	5,022	108

Lighting Receipts.

	1899	1900	1901	Inc.
January	$7,909	$9,583	$10,716	$1,133
February	6,620	8,037	9,418	1,384
March	6,594	7,337	8,391	1,051
April	5,976	6,839	8,092	1,253
May	5,586	6,134	7,392	1,258
June	5,308	5,865	6,593	728
July	5,249	5,934	6,738	804
August	5,927	6,542		
September	7,179	8,096		
October	7,664	8,619		
November	9,015	11,418		
December	9,600	11,676		

PORTRAITS OF 108 MINING ENGINEERS, or others engaged in mining enterprises, are given in the August number of the "Canadian Mining Review.',

THE PROBABLE EFFECT OF A TORNADO in New York is the cheerful topic discussed in a recent number of "The Insurance Press." If such a storm burst upon that city as was so destructive to St. Louis in May, 1896, our contemporary affirms that, "any building in New York would be annihilated absolutely, and puts the following conundrum :" "If a windstorm could do $12,000,000 of damage in St. Louis what amount of damage would a storm of equal power wreak in New York City, if the 'funnel' swept up Broadway?" We give it up.

MESSRS FETHERSTONHAUGH & CO., PATENT SOLICITORS, Cananda Life building, furnish us with the following weekly list of patents granted to Canadians in the following countries. Any further information may be readily obtained from them direct: *Canadian Patents* :—A. M. Ferguson, pneumatic wheel tires; G. T. Martin, variable speed gearing for bicycles; M. Dillane, combined razor and mug case; J. Z. Ladoie, composition for beverages; W. J. Hammill, fanning mills; W. Northrop, automatic weighing machine; W. L. Marshall, combined harrows and scuffers; P. Masterson, carriage pole attachments, G. W. Harris, railway signals; A. C. Ronan and T. Bengough, fiction brakes. *American Patents* :—H. S. Burgess, propulsion of vessels; J. H. Cliff and G. H. Cliff, T. D. Wardlaw, gas burner; G. W. Dean, scale removing device; R. B. Dixon, ball caster; G. R. Kennedy, nut lock; A. Kitchen rotary engine; L. Lacoste, ship brakes; G. T, Martin, variable speed gearing for bicycles.

A PERSON WHO SIGNS, "A. T. MARTIN, P. O. Box 2381, Montreal, writes to an American paper telling a marvellous story of crimes against him. He was impersonated in Scranton, P. A., and insurance policies taken in his name, he was persecuted, he came to Canada, where he was "watched and drugged and hypnotized." He is receiving threatening letters, and "offers of money if he will leave the country in silence." "His insurance policies have been paid by bogus papers being presented and a dead man used to represent him." The writer of above letter takes a strange course by appealing for help to a New York insurance journal when he is residing in Montreal. We doubt the wisdom of publishing this marvellous letter, as the matter calls for the attention of the police—if it is genuine.

THE BRITISH FIRE INSURANCE COMPANIES in United States up to 1899 had an aggregate premium income of $660,000,000, they paid $405,000 000 in losses, about $220,000,000 in expenses, the legal reserve amounted to $77,000,000, leaving a profit on that enormous amount of premiums of but 1.92 per cent., showing conclusively that instead of there being any truth in the claim that they were making too much and taking too much money out of the country, they had actually put into the country more than 24,000,000 dollars.

Mr. Mullins, San Francisco, who recently quoted above figures at a public banquet, also exploded the charge that foreign companies were favoured regarding taxation, and let light in on the claim that British companies were managed exclusively by natives of Great Britain. Out of seventy-nine branch offices only thirty are managed by men of British birth; and out of 317 clerks employed by British companies in this city, only thirty-five are of British birth.

HON. JEFFERSON JOHNSON, Insurance Commissioner of Texas, in his recent report, makes the following statements in regard to Fraternal Associations: "We have had two serious losses among companies doing the business of fraternal insurance, both having many certificate holders in this State—the Home Forum Benefit Order of Chicago and the Order of chosen Freinds of Indianapolis, Ind. These institutions went into the hands of receivers, leaving a large number of unpaid certificates scattered throughout the country. There is every reason to believe that these certificates will be scaled down until only a small percentage of the face of the certificates will be paid when the receivers of the orders finally disburse the amount that is in there hands. The failure of these societies was due to a cause that leads to certain ruin if persisted in by fraternal organizations; that is, in not collecting sufficient amount to meet the losses, and it clearly demonstrates the folly of their undertaking to pay out more money than they receive. The greatest danger that confronts fraternities at this time is the competition among themselves for patronage; resulting in the offering of inducements which cannot be realized; and undertaking various forms of indemnity about which the management of these societies know little or nothing as to the amount of risk assumed."