

LIFE INSURANCE.

Once the question was, can a Christian man rightfully seek life insurance? That day is past now; now the question is, can a Christian man justify himself in neglecting such a duty?

No other plan has been devised by which duty and affection can so adequately, so securely and so essentially provide against the uncertainty and the irreparable loss of a productive human life as life insurance.

"I am well and strong, and don't need to insure my life." Queer logic! When you are sick or broken down you *can't* get insured. Now is the very time to provide for accident or sickness, while you are healthy and can get insurance, and while you are young and can get it cheap.—*Travelers Record*.

Co-operative Life Insurance Societies from other States have received a *coup de grâce* in Iowa. Under whatever Royal riddle-ma-ree title of secret brotherhood they may conceal their faking each one must put up \$100,000 or shut up. Iowa does not intend to be euchred if she knows herself, and she thinks she does.

An examination of the Rochester, N.Y., Co-operative, known as the Mutual Benefit Associates, has just been completed by Deputy Superintendent of Insurance McCall. The assets were found to be \$7,041.60 with liabilities of \$136,000. Proceedings have been instituted by the Attorney-General to wind the concern up.

The Government has not abandoned the scheme of Government life insurance recommended to the consideration of Parliament in the Speech from the Throne in 1879, and outlined in the resolutions proposed by the Minister of Finance in that resolution. The matter, however, will not be put into practical shape at present.

Five thousand iron workers of France have struck against a piece of tyrannical benevolence in the shape of a system of life insurance sought to be enforced upon them. Anything of this kind might be made a condition of employment, but in the case of men engaged before it was conceived the enforcement of such a system would be a breach of liberty.

An exchange suggests that it is selfishness supreme for a man to content himself with the expectation of going to heaven, leaving his family behind to scrub for a living, when he can so easily provide for them in a reliable life insurance company. St. Paul said that "he who provides not for his own household is worse than an infidel," and surely such a man's chances for heaven would be rather slim.

A meeting was held at the office of the Standard Life Insurance Company, at which most of the life insurance companies were represented and in whose objects all are understood to concur. A resolution was passed approving of the Bill, and petitioning the Government to push the measure through as one of their own. The chances of the Bill being passed are considered to be good, but the fear is that it will be carried over till next session. Individual members of the House and of the Government are being asked to use their influence, and it is not likely that any opposition will be raised.

—The *Scottish Banking and Insurance Magazine* furnishes the following statement, a remarkable instance of the value of industrial insurance. It says:—"In connection with the recent storms on the east coast, which caused a fearful mortality among the fishermen, it may be mentioned that seventy or eighty of the fishermen who have been drowned were insured in the Prudential Ins. Co. With the usual foresight always displayed by this Company, the superintendent received instructions to settle claims at once, without the production of the usual certificates. This has caused

great satisfaction in the district. The sums insured range from £5 to £200. In one case the insurance was as high as £400.

The Provincial Health Bill which is now before the Legislative Assembly is receiving the hearty support of all the public bodies which have spoken on the subject, and there is little doubt that it is approved of by the public to whose vital interest it is that the Bill should be passed, although the public shows the languidness which is far too common in most important matters of state. The medical societies, English and French, have devoted much attention to the Bill and finally approved of it; the Board of Trade has passed a resolution commending it to the good will of the Ministry; and now the insurance men have spoken to the same effect.

MARINE NOTES.

The ship *Nararra*, of Yarmouth, burned at sea while on a voyage from Shields for San Francisco, was insured in Halifax for \$30,000, and in Yarmouth for \$14,000. The freight is insured in Halifax for \$17,000.

A Marine Insurance Association has been formed in the town of Lunenburg, N.S. to be known as the Lunenburg Marine Insurance Association. The company will have a branch office in Bridgewater, and are now prepared to take risks.

Mr. M. H. Gault, of Montreal, has been appointed general agent for Canada of the Providence Washington Marine Insurance Company of Providence, Rhode Island, and Local agent for Marine Department of the Commercial Union Ins. Co.

The inland insurance pool, which started at Chicago under such favorable auspices a few weeks ago, seems to be already in the throes of dissolution. Without individual honesty there can be no honesty in combinations, the trouble seems to be that some companies think they have not been allotted their proper share in the pool.

Notice is given that the light-house tower on the west end of Sable Island, off the coast of Nova Scotia, has been undermined by the sea, and that, in consequence, it has been impossible to exhibit the light since the 12th of February last. Every effort will be made to re-establish this important light at the earliest possible date, of which due notice will be given.

The Montreal Lloyds, in which Hon. A. W. Ogilvie of Montreal and Mr. C. M. Acer of Colborne are the principal underwriters, are apparently pleased with the results of their ventures so far. They confine their operations to the protection of cattle shipments, and from the fact of Mr. Acer having had considerable experience in all the branches of the cattle business, it is reasonable to suppose that they will be able to judge the probabilities with some degree of certainty.

A day or two ago it was noted that the American Government had granted permission for Canadian tugs to work on the stranded schooner *Nellie Teresa*, and already the Dominion authorities have gone "and done likewise." A Detroit despatch says:—"The Canadian propeller *Argyle* ran aground near the stake at the foot of Stag Island yesterday. Permission was obtained from the Canadian authorities for the tug *Wilcox* to work on her, and she was soon released. We congratulate both the Governments and the owners of imperilled vessels on the return to common sense and christianity as shown by the above paragraph, and we trust that such regulations will be made as will enable those in charge of vessels in peril to procure the best available assistance, irrespective of nationality.