

BUSINESS OF BRITISH FIRE OFFICES FOR THE YEAR 1892.

From the Review, London, Eng.

NAME OF COMPANY.	Premiums	Losses.	Expenses and Commission.	Percentage of		
				Losses to Premiums.	Expenses to Premiums.	Losses & Expenses to Premiums.
Royal	2,033,053	1,409,400	660,794	69.3	32.5	101.8
Liv. & London & Globe.	1,585,196	1,029,568	485,084	64.9	30.6	95.5
N. Br. and Mercantile.	1,467,319	998,384	482,319	68.0	32.8	100.8
Phoenix	1,110,251	847,697	334,833	76.3	30.1	106.4
Sun Fire.	1,029,326	678,647	330,106	65.9	33.1	99.0
Commercial Union	1,010,515	751,146	330,980	74.3	33.7	105.0
Lon. & Lancashire Fire.	881,056	628,646	297,173	71.3	34.7	96.5
Norwich Union Fire.	858,393	556,798	279,317	64.5	34.0	99.5
Imperial Fire.	773,725	507,452	263,043	67.6	32.9	100.5
Northern.	710,762	480,100	233,895	68.5	35.5	104.0
Guardian	602,431	412,623	214,289	68.5	34.1	87.2
Alliance	532,182	282,588	181,698	53.1	32.8	91.4
Manchester	515,802	302,495	169,591	66.5	33.4	99.9
London Assurance	443,967	295,183	148,401	65.2	32.4	97.6
United Fire	409,212	266,611	132,151	65.4	32.3	97.7
Palatine	405,291	267,831	132,536	65.2	35.9	101.1
Caledonian	403,316	263,027	145,067	65.2	30.5	90.6
Scot. Union & National.	271,901	223,787	113,315	66.1	31.5	97.6
Atlas	301,079	199,200	94,865	67.0	35.0	102.0
Union	262,523	176,810	91,830	67.0	34.0	112.0
Economic Fire	246,962	192,622	84,073	75.8	31.7	107.5
National of Ireland	245,135	185,770	77,750	75.5	33.5	107.0
Lion	204,299	150,226	63,340	73.5	33.5	107.0
Albion.	103,226	168,299	37,486	60.1	36.3	102.4

Notes and Items.

Buffalo insurance agents propose to establish a clearing house, with monthly settlements.

A fire engine 200 years old was recently effectively used at Hungerford, England.

The North German Fire of Hamburg has opened at Chicago. The Company has deposited \$200,000 with the Illinois Insurance Department.

Insurance from loss by infectious disease is suggested as a new branch of insurance. A bad time to start when cholera is abroad!

Japan is likely to adopt a system of "Agricultural Insurance," to cover not only fire and hail but every natural risk to which crops are liable.

The eighty per cent. Co-insurance clause has been adopted at Harrisburg, Reading, York, Lancaster, Pa., to take effect on risks rated at 50 cents and upwards.

A meeting of the representatives of the accident insurance companies was held in this city on the 29th ult. at the offices of the Canada Accident Co., at which were present: Mr. John F. Ellis, Managing Director of the Manufacturers; Mr. Richardson, Asst. Genl. Manager of London Guarantee & Accident, Mr. A. I. Hubbard, Manager for Province of Quebec L. G. & A.; Mr. F. F. Parkins of Travelers; Mr. Walker representing the Accident Insurance Co. of North America; and Mr. Lynn T. Leet of the Canada Accident. The Norwich & London expressed regret at inability to attend the meeting, and intimated sympathy with its objects. An association—The Accident Underwriters' Association of Canada—was formed, and resolutions under a bond of \$500 were framed and unanimously adopted to terminate rebating in every shape—regulate the scale of agents' commissions—adopt a uniform schedule of rating, and to further the interests of Accident underwriting in Canada.

Mr. Leet was elected President; Mr. Parkins, Secretary-Treasurer; and Messrs., Leet, Parkins and Ellis Executive Committee.

The North West Underwriters had a highly successful meeting at Chicago last week, at which H. C. Stuart, of Des Moines, Ia., was elected President. Excellent papers were read.

It is Reported that Mr. Jeffrey Bevan will retire from the United States management of the London and Lancashire Fire, to take charge of a general European Agency of American companies. Messrs Hall & Henshaw will be the correspondents on this side of the water.—*The Insurance News.*

The Equitable Life Assurance Co. has been involved in a suit arising from an agent having taken a note from an applicant to pay for premium prior to his being accepted, which never took place. The note got into hands of a third party, who sued upon it and recovered. The Chief Justice censured the agent for taking a note under such circumstances.

English Insurance Stocks.—Right away through the month the fall in local insurance shares has been regular and continuous, until the prices to-day are in several instances much lower than anyone either hoped, feared or expected to see this year. Without going back to the beginning of the year, or to 1892 prices, a comparison of present figures with June prices sufficiently indicates the extent of the drop. Lancashire Fire and Life, which in June stood at 6, are now 4; London and Lancashire Fire have dropped in that short time from 15½ to 13; Liverpool and London and Globe from 42½ to 40; Manchester Fire from 8¼ to 6¾; Palatines from 3¼ to 3½, have suffered comparatively little, but Royals, which in June stood at 48¾, are now only 42½, and State Fire have fallen from 1¾ to 1¼. That is to say, in nine or ten weeks Liverpool and London and Globe shares have lost 6 per cent. of their value; Royals, 12 per cent; London and Lancashires, 17 per cent; Manchester Fire, 24 per cent; State Fire, 28 per cent., and Lancashires, 33 per cent. Such a depreciation is, to say the least, unusual, and no sign of improvement being yet manifest, argues an uneasiness that has possibly not yet been given full effect to.—*The Index, London.*

The origin of fires is often mysterious, and in mills and factories, when no other cause can be assigned, they are usually charged to "spontaneous combustion"—usually another name for somebody's carelessness. But fires do sometimes originate curiously. Thus, it is related that in one instance, where some waste, which had been used with mineral oil, had been thrown into a safe place, an insect crawled through it, and then, carrying some pieces of the oily fibre sticking to his body, made his way to a gas jet. The cotton fibres which adhered to him caught fire, and he dropped, blazing, to the floor, setting the building on fire. In another case, a quantity of waste was said to have been ignited by the friction of a belt running close to it. This, however, may be considered doubtful. The friction of a belt against soft cotton is by no means of a nature to produce great heat, and a much more rational explanation is to be found in the supposition that an electric spark passed from the belt to some conducting substance through the cotton, which is ignited on its way, as parks of frictional electricity can easily do. In fact, the electrical effects accompanying the running of large belts are quite important, and it is probable that more than one fire has been due to them. Sparks can be taken by the finger from almost any large belt in motion, and an instance is related where an ingenious engineer, by fixing a metal comb near the belt, succeeded in drawing off enough high-tension electricity to enable him to light the gas jets in and about the engine room without matches, by simply touching them, after turning on the gas, with a wire connected with the comb.—*The Canada Lumberman.*