

**AN INSURANCE INSTITUTE FOR MONTREAL.**

The incalculable advantages to any profession or business to be derived from the formation of institutes having for their main purpose the education and betterment of those who are engaged in the profession or transacting the business which the said institutes represent must be manifest to everybody. Therefore it is that we hail with peculiar pleasure the founding of the association to be known as the "Insurance Institute of Montreal."

It is an important step in the direction of placing Canadian insurance offices upon an equal plane of efficiency with the best of their brethren in other countries.

There is no question that the formation of this institute will result in a vast amount of good. It will encourage practical study of what has become an interesting science, it will foster a fraternal feeling among the members, and employers and employed will alike benefit thereby.

From a perusal of the constitution and by-laws, we learn that the objects of the Institute are the reading of papers and delivery of lectures upon subjects connected with insurance business generally; the discussion of questions relating thereto; the establishment of educational classes; the collection and preservation of papers read before the Institute, together with other documents, maps and statistics bearing upon the science; and the promotion of social intercourse amongst the members of the profession, and generally such other matters as may tend to the advantage of the Institute.

Its membership is limited, at present, to chief representatives, assistant managers and secretaries, actuaries, chief medical officers, legal advisers and directors of companies carrying on the business of insurance in the city of Montreal, or the Province of Quebec.

As Associate Members: insurance clerks, agents, inspectors and adjusters, resident in the city of Montreal are eligible.

The officers of the Institute elected for the year 1900-1901 are, W. M. Ramsay, Standard Life, president; G. F. C. Smith, Liverpool and London and Globe, first vice-president; E. L. Bond, British, Foreign and Marine, second vice-president; David Burke, Royal Victoria Life, hon. treasurer; B. Hal Brown, London & Lancashire Life, hon. secretary.

The members of the governing council are; E. P. Heaton, Guardian Fire & Life; T. B. Macaulay, Sun Life, of Canada; Randall Davidson, North British & Mercantile; J. W. Marling, Canada Life; M. C. Hinchaw, Atlas and National; F. F. Rolland, Ocean Accident; Sergeant P. Stearns, Equitable Life; F. W. Evans, Aetna Life; A. McDougald, British Empire Mutual; Chas. Stansfield, Metropolitan Life.

We are confident that this important institute, if well conducted, and the first governing council virtually assures a successful launch, will do an amount

of good which cannot be measured, and it promises to influence favourably the business lives and fortunes of a multitude of young men to whom such an association will afford the means of obtaining a broader education for future managerial, secretarial or actuarial work.

**THE MARINE INSURANCE MATTER.**

Too much importance cannot be attached to the question now occupying the special attention of the different bodies to whom is entrusted the safeguarding of the interests of the port of Montreal. The CHRONICLE recently advocated the appointment of an expert committee "to thoroughly investigate all the charges brought against the ports directly on our seaboard, and incidentally to report upon the dangers of the Straits of Belle Isle and the approaches to the long stretch of inland navigation leading to Montreal." We also referred to the "necessity of continued expenditure to make the navigation of the St. Lawrence satisfactory and free from reproach. No Government will ever be blamed for its expenditure upon the proper lighting and efficient survey of the coast. Let everything possible be done to make the navigation of British North American waters as free from peril as modern precautions can render it, and thus remove the burden placed upon our import and export trade in the shape of what seems to be unjust discrimination on the part of marine insurance companies against British North American ports."

Now that a special committee of citizens has been appointed to take action in the matter, we venture to hope that the request for a royal commission to thoroughly investigate everything in connection with the port of Montreal and the approaches thereto, so that we may ascertain if the rates of marine insurance are fair and equitable, will receive attention.

Should it be found that our shipping interests are suffering from any unjust discrimination against the St. Lawrence route, a prompt and effectual remedy must be found for the protection of Canadian trade and commerce.

**THE CLIMATE IS TOO GOOD FOR THEM.**—The statement that the Government of the United States has intervened with the view of the transfer of American Transvaal prisoners to a more salubrious climate has been received with astonishment at Ceylon. Among the prisoners are an officer and six men described as Americans. They are all well and have been so since their arrival. The prisoners camp is situated in the healthiest locality.—A Ceylon Cablegram.

**SOUTH AFRICA RAILWAY SUPPLIES.**—Mr. George Wyndham, Under Secretary of State for War, writes as follows regarding the report that orders for railway supplies in South Africa have been placed in the United States: "No orders have been placed by Colonel Girouard in America in connection with the South African railways; and I am confident that the alarm ascribed to British manufacturers lest they should not have an opportunity of profiting by the business which will follow the war is unfounded."