

really means nothing at all, for offices must meet the loss of income in some way or other and the hardening of rates must be the result. Therefore, commission should only be paid for work done.

On the occasion of his visit to Glasgow Mr. Noverre was entertained to dinner on 6th ult., in the Conservative Club by the managers and secretaries of the Glasgow offices. Mr. H. G. Andrews, President of the Actuarial Society, occupied the chair.

**A New York
Lawyer on Life
Insurance and
Trust Companies.**

The "New York Evening Post" interviewed an eminent lawyer in that city who carries a large amount of life insurance in regard to the intimate relations springing up between some life companies and trust companies.

"A life insurance company is supposed to represent the highest and most conservative type of an investing corporation. Such companies have always been safeguarded in respect to their investments and the custody of their funds. For the purpose of conducting their business they have been allowed to deposit in banks and trust companies 'current funds to meet current expenses.' In recent years, however, there has been a tendency to let down the bars through the organization of trust companies controlled by insurance companies. In such instances the insurance companies have made very large deposits of money, representing much in excess of 'current funds,' and thus indirectly, at least, becoming interested in ventures that insurance companies ought never to touch.

"All this means a rush for large profits, and in some cases it is not too much to say that the trust company officials are themselves the chief beneficiaries. Aside from its peculiar dangers, this movement is interesting in showing how insurance funds are being diverted from the channels that were so religiously followed before the investment feature of the life contract was made so much of. Although interest rates are lower it must not be forgotten that insurance assets are nothing less than trust funds, and that the considerations which operated to safeguard such investments a few years ago are just as necessary to-day. To my mind the practice is essentially dangerous, for while there have been very few trust company failures around New York the movement is now reaching proportions where the protection of insurance funds should be very carefully considered. While some trust companies are about as strong as the best banks, they are not, as a class, restricted as to their investments in the same way that insurance companies are. That being so, why should the life insurance companies of one city emerge as the trust companies of another?"

**The "Railway World" gives
The G. T. Railway's
Pacific Scheme.**

some particulars of the operations in connection with Canadian Northern Railway which seems to be about being utilized as a section of the Grand Trunk Pacific.

Since the completion of the Ontario and Rainy River Railway, now absorbed by the Canadian Northern Railway, the construction engaged in by Mackenzie, Mann & Co. in the West, with the exception of some 50 miles of grading beyond Erwood, Sask., last year's track end has been in the direction of completing Canadian Northern Railway branches in Manitoba, and in developing the Edmonton, Yukon and Pacific Railway, which the Canadian Northern Railway has power to absorb. Under the Edmonton, Yukon and Pacific Railway charter some four or five miles have been built, from Strathcona, on the Calgary and Edmonton Railway, into Edmonton, and the Edmonton, Yukon and Pacific Railway Company entered into an agreement with the British Columbia Government, confirmed at the last session of the British Columbia Legislature, to construct a line from Bute Inlet, on the Pacific coast, for 480 miles to the interprovincial boundary *via* Yellowhead pass. This company has parliamentary authority to use also the Peace river pass if thought desirable. The carrying out of the agreement with the British Columbia Government depends upon the securing of a Dominion subsidy, in addition to the \$5,000 a mile voted by the British Columbia Legislature. The Edmonton, Yukon and Pacific Railway Company, though a Mackenzie, Mann & Co. enterprise, is as yet independent of the Canadian Northern Railway Company. This latter company only became a transcontinental possibility by an Act passed at the last session of the Dominion Parliament, when its route to the Pacific coast was fixed *via* the Pine river pass. Under these two Acts Mackenzie, Mann & Co.'s lines can reach the Pacific coast by either of three routes, and may use two of them; one, the Pine river pass, given to the Canadian Northern Railway by Act of Parliament, and the other, the Yellowhead pass, fixed by the conditional agreement entered into with the British Columbia Government. The Yellowhead pass has an altitude of 3,738 feet, and is also the pass by which the Canada Central Railway Company, incorporated at the last session of the Dominion Parliament, desires to construct a line. The Peace river pass is about 2,800 feet above sea level, and is the point aimed at by the Trans Canada Railway Company and the Pacific, Northern and Omenica Railway Company, while the Pine river pass has an altitude of 2,000 feet. Surveys of all of these passes were made on a more or less complete scale, prior to the construction of