SECURITIES.	London Dec. 1. Closing	Price
British Columbia,		
1917, 4½ p.c.	100	102
1941, 3 p.c.	76	78
Canada 3 per cent. loan, 1938	82	84
2½ p.c. loan, 1947	72	74
3¾ p.c. loan, 1914-19	97	99

Shares	RAILWAY & OTHER STOCKS.	Closing	Price
100	Atlantic & Nt. West 5 p.c. gua. 1st M. Bonds	107	109
10	Buffalo & Lake Huron £10 shares	11½	12
	Do. 5½ p.c. bonds	122	125
	Can. Northern, 4 p.c.	90	92
	Canadian Pacific, $100	230¾	231¾
	Do. 5 p.c. bonds	101½	102½
	Do. 4 p.c. deb. stock	97	98
	Do. 4 p.c. pref. stock	93	94
	Algoma 5 p.c. bonds	107	109
	Grand Trunk, Georgian Bay, &c., 1st M.	...	...
100	Grand Trunk of Can. ord. stock	23¼	23½
100	2nd equip. mg. bds. 6 p.c.	104	106
100	1st pref. stock, 5 p.c.	106	107
100	2nd pref. stock	97½	98½
100	3rd. pref. stock	52⅜	52⅞
100	5 p.c. perp. deb. stock	114	116
100	4 p.c. perp. deb. stock	91½	92
100	Great Western shr., 5 p.c.	112	114
100	Quebec Cent., 3½ p.c. deb. stock	82	84
	T. G. & B., 4 p.c. bds., 1st mtg	93	95
100	Well, Grey & Bruce 7 p.c. bds. 1st mortg.	120	124
100	St. Law. & Ott. 4 p.c. bds.	93	95
	Municipal Loans.		
100	City of Montreal 4½ p.c.	101	103
100	City of Ottawa, 4 p.c.	91	93
100	City of Quebec, 3 pc., 1937	77	79
	redeem, 1928 4 p.c.	96	98
100	City of Toronto, 4 p.c. 1922-28	93	94
	3½ p.c., 1929	87	89
	5 p.c. gen. con. deb., 1919-20	106	103
	4 p.c. stg. bonds	87	89
100	City of Winnipeg, deb. 1914, 4 p.c.	101	103
	Miscellaneous Companies.		
100	Canada Company	21	24
100	Canada North-West Land Co.	...	...
100	Hudson Bay	10⅜	10⅝
	Banks.		
	Bank of England	225	230
	London County and Westminster	20½	21
	Bank of British North America	75	76
	Bank of Montreal	...	...
	Canadian Bank of Commerce	£20	21

MOTOR BUS vs. RAILWAYS

From the railway point of view the motor-bus situation in England is getting to be a serious matter. An elaborate scheme for making England a net work of motor-bus routes has already been put forth and serious work is being done to make it a reality.

Since it is a fact that the motor bus with its great weight and fairly considerable speed tears up roadbed at a very serious rate, one is inclined to the opinion that local authorities may very well lay the restraining hand on the new ve-hicle until such time as in return for its passenger-carrying rights it makes some adequate contribution to the up-keep of the roads on which its activities are exercised.—(Electrical World.)

STANDARD TIME.

Father Time's young offspring Standard Time, was born thirty years ago, when the new system for measuring time was adopted throughout the United States and Canada. Charles F. Dowd, of Saratoga Springs, N.Y., was the father of standard tine, having been the first to suggest the principles on which the system is based. Dowd's scheme, when put into effect, established six standard meridans for the United States and Canada, the 60th, the 75th, the 90th, the 105th, the 120th and the 135th, each being the centre of a region fifteen degrees wide within which the time conforms to one standard, while it differs one hour in each successive region. The various divisions are known as intercolonial, eastern, central, mountain, Pacific and Sitka time. When it is noon in the intercolonial time belt, it is 11 a.m. eastern time, 10 a.m., central time, 9 a.m. mountain time, 8 a.m. Pacific time and 7 a.m. Sitka time. Intercolonial time is four hours and eastern five hours, central time six hours, mountain time seven hours and Pacific time eight hours west from Greenwich, the central meridian.

Standard time, which has now been adopted by nearly all civilized nations, is a great convenience to all, but especially to railroads and travellers thereon. Before the introduction of standard time there were nearly three-score standards in use in the United States and Canada.

PICTURE EDUCATION.

How to get on or off street cars, the right and wrong ways to cross streets, the right and wrong ways to change seats in a boat, typical accidents on street car systems, fire drills to save life, factory fire brigade in operation and scores of other subjects are shown in motion pictures every day.

Motion picture exhibitions of industrial conditions are regular features at conventions, and meetings in works, held by safety engineers.

Canadian Insurance Companies.—Stocks and Bonds—Montreal Quotations Dec. 1st, 1913.

Name of Company.	No. Shares	Last Dividend per year.	Share par value.	Amount paid per Share.	Canada quotations per ct.
British American Fire and Marine	15,000	3½–6 mos.	350	350	97
Canada Life	2,500	4–6 mos.	400	400	160
Confederation Life	10,000	7½–6 mos.	100	10	277
Western Assurance	25,000	5–6 mos.	40	20	80
Guarantee Co. of North America	13,372	2–3 mos.	50	50	160

BRITISH AND FOREIGN INSURANCE COMPANIES.—
Quotations on the London Market. Market value per pound.

Shares	Dividend	NAME	Share	Paid	Dec 1, 1913. Closing	Prices
250,000	12s. per sh.	Alliance Assur.	20	2 1-5	11¾	12¼
450,000	12s. per sh.	Do. (New)	1	1	13½	14
220,000	7s. 6d. per sh.	Atlas Fire and Life	10	24s.	8	8½
100,000	20	Brit. Law Fire, Life	10	1	3⅜	3⅝
20,000	18s. per sh.	Cler. Med. and General	25	2½	19½	20½
295,000	90	Commercial Union	10	1	25½	26½
100,000	15s. per sh.	Employers' Liability	10	2	13½	14½
10,000	28s. 6d. per sh.	Equity and Law	100	6	27½	28½
179,996	10	Gen. Accident, Fire & Life.	5	1¼	1⅝	1⅞
10,000	10	General Life	100	5	7¾	8½
200,000	10	Guardian	10	5	9⅞	10⅜
67,000	16 2-3	Indemnity Mar	15	3	9½	9¾
150,000	8s. per sh.	Law, Union & Rock	10	12s.	6¾	7¼
75,000	8s. per sh.	Do.	1	1	8	8½
100,000	..	Legal Insuarnce	5	1	⅝	¾
20,000	24s. per sh.	Legal and General Life	50	8	21½	22½
245,640	110	Liverpool, London & Globe.	10	1	23½	24½
35,862	20	London	25	12½	51	52
105,650	50	London & Lancashire Fire	25	2½	32¾	33¾
66,765	15	Lon. and Lanca. Life and Gen.	5	1	2½	2¾
40,000	42s. 6d. per sh.	Marine	25	15	37	38
50,000	7½	Merchants' M. L.	10	2½	3⅛	3⅜
110,000	40s. per sh.	North British & Mercantile.	25	6¼	39	40
300,000	40	Northern	10	1	8¼	8¾
44,000	30s. per sh.	Norwich Union Fire	25	3	29¾	30¾
309.755	37½	Phœnix	10	1	7½	8
689,220£	10	Royal Exchange	St.	100	204	209
294,468	83 1-3	Royal Insurance	10	1½	29½	30½
843,800£	4	Do. 4% Deb. Red.	St.	100	100	102
264,885	17½	Scot. Union & Ntl. "A"	20	1	3¼	3⅝
240,000	14s. per sh.	Sun Fire	10	2	14½	15
48,000	10	Sun, Life	10	1½	24	25
111,314	50	Yorkshire Fire & Life	5	½	4⅞	5
20,000	60	Do	1	1	11	11½