ably transcend; and when it is reached, a further development of a vigorous policy, in a slightly altered direction, will be in order.

INTER-URBAN ELECTRIC RAILWAYS.

At the convention of the Street Railway Association, to which 179 companies belong, held last month in New York, a number of matters were discussed by the managers and directors of street railways present, which are of practical moment. These men are, to use the words of the president, "nothing more or less than merchants selling rides on a large scale. The profit on each ride is so small that money is to be made only by doing a large business," and so they are constantly bent upon increasing the business of their respective roads. After a paper had been read by Mr. McCormack, of Cleveland, on the "Relations of Inter-urban and City Railways," Mr. Lang, of Toledo, opened the discussion on the subject. The paper dealt with details of the management of foreign cars, or those of inter-urban lines, on city roads, and was a strong argument for the encouragement of inter-urban lines by the managements of city systems.

Mr. Lang spoke of Ohio cities, and said that in some of these cities the company expected to make the inter-urban cars do city work. In Toledo, however, a different arrangement is in vogue, the employees of the suburban company running the cars while in the city. This would not be a good plan unless some system of control over the suburban company's employees can be put into effect, but such an arrangement he had been able to enforce.

It is noteworthy, in connection with this subject, that the Supreme Court of Ohio has held recently that inter-urban companies can bring freight into cities irrespective of municipal ordinances. In Toledo a freight depot has been built in the centre of the city, and a charge to the inter-urban companies for rental of this terminal property is made. Speaking of the beginning of suburban lines, he said that concessions are generally necessary to help the suburban lines get started, but it pays to make them. As to freight, the lines in the neighborhood of Toledo use special freight cars which are brought in at convenient times. This traffic is welcomed by many merchants and in the future the inter-urban roads would be very valuable on account of their freight-carrying features.

So far Mr. Lang. Since he speaks as an expert in the matters mentioned, it is well for us in Canada to take heed of his experience, since what other cities have tried and either adopted or abandoned may naturally be an example or a warning to Canadians. Other speakers dwelt upon the importance of increased speed and better freight facilities, for these roads were bound to become serious competitors with the steam railways. City roads, it was stated, have become standard, while the country road has not reached the limit either in size of cars or of speed.

Mr. L. E. Myers, of Peoria, Illinois, described the conditions of freight switching and transfers with important railway systems, at that city. It necessitates a complete train-despatching system. He thought that the only recognition that could be had from the steam roads was such as could be forced. "An independent entrance to a town is the solution of the interurban-city dispute, for the city business equitably belongs to the city road." To this last sentence the reply was made by Mr. T. J. Nicoll, of Rochester, that the question depended somewhat upon whether the suburban line ran on the highway or on a private right of way. A T rail is practically necessary for high-speed suburban lines, and cars built for this do not operate well on grooved city rails. "To get business on suburban lines high speed is necessary, and if his company had to build again, it would have a private right of way." Then follows the significant reminder that freight cars to be run in a city should resemble passenger cars in finish so as to avoid criticism by citizens. Criticism by citizens then is dreaded, or at least respected, across the lakes, as well as here.

FRATERNAL INSURANCE.

The system of fraternal insurance offered to their members in the United States and Canada for a score of years, by many organizations, as a cheap form of life insurance, is not giving satisfaction. The orders are finding that they cannot continue to give insurance at as low a cost as when the membership was young. Death losses have increased at a rate greater in proportion than the yearly influx of new business, and so the companies have had to call assessments with greater frequency. The trouble has not been confined to the smaller and less prominent orders, for necessarily the larger orders are among the first to suffer. Some dozen orders in the past decade have lost a large number of members, and seem to have no chance whatever of saving themselves from final dissolution. Each year sees them struggling along with an increasing death-rate and with desertions of such members as are able to get insurance elsewhere. The end of such orders is inevitable, says the New York Spectator, which implores other concerns to take heed of the warning. "The great trouble with the fraternals is that they have not provided a reserve to pay the increasing death cost which comes with age, and their policyholders object to any increase in the assessments. In recent years the orders have paid more attention to the reserve question and have been forced to admit its necessity. . . But nearly every order boasting of a reserve fund follows a different method of accumulating it than does its neighbor. From the start they experimented with the cost of the indemnity furnished, and now they are experimenting with the reserve question in a way which will in the future tend to augment their troubles."

One of the large concerns of the kind that is manifestly referred to, though not named, is the Royal Arcanum, of Boston, which appears to have been honestly and to a certain extent capably conducted. Its membership grew to great figures, and it continues to get new members, but its funds and resources are inadequate, and it must make some change in its plans if it is not to collapse. The Insurance Department of Illinois looked into its affairs this year, and found that while assets were increased $17,000, between January and May, the liabilities for unpaid death losses increased during the same period $104,000, being, on the latter date, $877,000. The examination revealed the fact that