

It was decided to establish branch organizations at Montréal, London, Kingston and Hamilton, so as to excite a local interest in the association, and an arrangement was made whereby the lives of members were insured with sound and reliable companies.

In 1879, when the association assumed the responsibility of the life and accident insurance of its members, the membership had increased to 1,226 and the invested funds amounted to over \$20,000. So marked was the success of this new scheme that over \$2,000 profit accrued from the first year's operations.

Several important changes were carried into effect in 1881. Among them Mr. C. Riley, the Secretary, was replaced by the present occupant of that office, Mr. James Sargent. The life insurance scheme laid before the association by Mr. J. C. Black, and which had been carefully considered by a special committee, was endorsed and operations commenced under it. Since that time the amount expended on the mortuary benefit has been \$81,464, and under the accident scheme of 1879 \$21,854.07 has been paid out to members of the association.

The membership has steadily increased until at the end of the year just closed it had reached 3,133, with a surplus of \$181,979.91. This is a record of which the Association has just reason to be proud.

Along with the Association's insurance schemes there has grown up a subsidiary Mutual Benefit Society which was organized to provide extra insurance at cost, and which has been of great benefit to members, and is as prosperous as the Association itself. Mr. W. G. Lowe is its secretary.

One of the chief factors in the marvellous development of the Association is the protection given to the railways from fraud. A

by whom the ticket is suspended, and the ticket is kept at the first place at which it is presented. Such a speedy Nemesis makes



R. H. GRAY, Treas.

the traveller, who, if he be a ten years' member, has \$1,200 of fully paid up insurance dependent on good behaviour, careful in his conduct. The mutual protection is the principal reason why the railways give the special rates and privileges, and has had a great deal to do with the aggregation of the surplus of nearly \$180,000 during the eighteen years of the association's existence.



JAMES SARGANT, Sec'y.

The Presidents of the Association were: Messrs. Warring Kennedy, James Patterson, Capt. W. McMaster, Hugh Blain, James C. Black, and A. A. Allan.

#### THE NEW HEADQUARTERS.

Anyone who had occasion to visit No. 51 Yonge street when it was the head office of the delunct Central Bank would be considerably surprised at the transformation that has now taken place in the interior of the building. Light is one of the chief desiderata in a building devoted to offices, and the architect, Mr. E. B. Jarvis, Traders' Bank Chambers, has given full play to its admission in a most remarkable and ingenious manner. Every room in the building, from the basement to the top storey, is full of light, every possible device having been called into requisition to effect this end. There is not much artistic display in the shape of decorations, but the rooms are fitted up more with a view to solidity in appearance and the comfort and convenience of the occupants.

The building consists of a basement and three storeys. A separate staircase leads

from the sidewalk to the basement, in which there are a number of prismatic lights which help to dispel the gloom that generally pervades the basements of most buildings. The front of the basement will be rented as offices, and in the rear there are the boiler room and a ladies' lavatory. There is also a staircase leading from the basement to the main entrance. Leaving the basement by the separate staircase you ascend about half a dozen steps and find yourself in the main entrance on the ground floor, to the elevator and staircase and public hallway. On this floor there are large offices to rent both in front and rear. Ascending to the first floor there is another large office to rent in the front, and in the rear the Mutual Benefit Society have their quarters.

The second floor is used exclusively by the association. In the front portion are the Secretary's office and board room, with a private passage from the public hallway to the former. The Secretary's office is fitted up admirably, the whole length of the counter



being taken up with shelves and pigeon-holes covered with sliding doors. In all the partitions and woodwork generally there is something peculiarly pleasing in the uniformity of the lines and mouldings, each being followed without any jog to a complete and effective finish. The rear portion of this floor is used as a large reading room and small writing room.

On the third floor the front room will be used as a billiard room, but this has not yet been definitely decided. It is admirably



R. J. ORR,  
2nd Vice-President.

printed list of members is sent each month to the railway offices, and in the event of a traveller on the road attempting any underhand work, such as bribing a conductor and beating his way, the conductor notifies the general passenger agent to the effect that ticket No. — has been guilty of an offence, the agent wires the office of the association,