

**UNION MUTUAL LIFE INSURANCE COMPANY.**

The report of the Union Mutual Life Insurance Company for 1900 shows the year to have been one of uninterrupted progress in the line of increased security and financial firmness. The assets went up from \$7,991,042 to \$8,482,038, an increase in the past year of \$490,996, as against \$446,815 which was the largest increase in any one year since 1892. The amount of insurance in force at close of 1900 was \$50,191,853, the increase over 1899 having been \$4,137,033, as compared with \$3,832,456, which was the largest advance made in any one of the seven previous years. The number of policies in force showed a proportionate increase. The premium income and total income were materially enlarged last year. A very satisfactory feature was a decrease in death claims below the average of the three previous years, notwithstanding that, in those years, the number of policies and amount of insurance in force had increased yearly. The Union Mutual is prosperous because its management is prudent, progressive and liberal. The president, the Honourable Fred. E. Richards; the vice-president, Mr. Arthur L. Bates, and the secretary, Mr. J. Frank Lang, are men of eminent business ability and standing in the State of Maine, where they severally command the highest degree of public confidence. Mr. Walter I. Joseph, manager in this city, takes pride in representing a company so strong and reputable and pushes its interests with assiduity.

**KLONDIKE PROSPECTS.**

Recent changes made in the Government's regulations in the Klondike have caused a revival in mining which the B.C. "Trade Budget" says is a reminder of the big rush in 1898. The more important of the innovations made last month are reported by our contemporary to be "The throwing open of all Crown claims and fractions in the territory, save a few for compensation in litigation, amounting to thousands of properties; the refusal of the government to grant applications for fifty or more hydraulic leases on many of the principal creeks of the district; the issuance of an order from Ottawa that surveying to the amount of \$100 be allowed to apply on representation on quartz; another sweeping order in the council from Ottawa is that hereafter the restrictions of districts in the Yukon, confining a miner to one claim to the several sub-districts be abolished, and that he be allowed to stake at least one claim on every beach, gulch or river in the territory, and another order that a man may at any time abandon a claim that does not pay and stake a second claim on the same creek on proper proof of no pay on the abandoned property." The gold Commissioner's office is crowded all day, and, in addition to the ordinary staff of twenty clerks, there are a number engaged for night work. A pros-

perous summer is expected, and it is probable that work will be found for all who have been idle in the winter, though new importations of labour are deprecated. A singular feature in the region is the employment of men to sprinkle water on the trail where teams hauling wood travel in order to keep the track covered with ice.

**PROMINENT TOPICS.**

The question of providing elevators in the harbour of this port remains unsettled. The situation, however, is clearing, with a prospect of matters assuming a more definite, practical and satisfactory form. At the quarterly meeting of the Board of Trade on 2nd instant, the subject of grain elevators was introduced by Mr. James Crathern, who favoured the requisite money being raised by the Harbour Commissioners issuing bonds. The opinion, however, was expressed by the Council of the Board of Trade, that it was the duty of the Government to equip this port, as the national port of the Dominion, with the public elevators in order to take the best advantage of the great trade of which the port was capable, and for the accommodation and development of which the Government had spent \$238,609,554, in constructing canals and subsidizing railways. The erection of elevators at the national port of the Dominion is essential to the transportation system of Canada being complete and equal to the requirements and trade of the country. They constitute an important link in that system, and the obligation of the Government to construct elevators at the point where the inland and ocean navigation meet, rests precisely upon the same grounds as the duty of constructing canals and of subsidizing railways. The Minister of Public Works, seems to recognize this principle, and, if he were vigorously supported, the elevator question would be promptly solved by the Government undertaking their construction. That Montreal is the proper location of these appliances is proven up to the hilt by its foreign trade last year having been \$133,895,190, as compared with Quebec, \$10,613,765; Halifax, \$13,094,094; St. John, \$14,463,937. The Customs receipts were: at Montreal, \$9,136,377; Quebec, \$961,937; Halifax, \$1,252,067; St. John, \$897,659.

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Great diversity of opinion has been manifested over the elevator question. Many schemes have been evolved out of the ingenuity of those more or less interested. It is difficult, however, to discover which one, or if any one, is favoured by the Harbour Commissioners, or which is approved by certain newspapers. The attitude of some has been such as to illustrate the old couplet:

"How happy would I be with either,  
Were the other dear charmer away!"

We are glad to know that the Council of the Board of Trade has never wavered, but has consistently advocated the erection of the elevators by the Govern-