

impression. The company was amply solvent, but its funds had been so closely invested that, in order to meet this claim, it was necessary either to borrow the money or to sell—possibly at a sacrifice—securities which had been bought for permanent investment. The former alternative was adopted, and the president of the company and another trustee obtained the money at the bank on their personal note.

SOME LONG LIVED POLICIES.

The Mutual Life wrote 470 policies in its first fiscal year. Of these, Policy No. 1, issued on the 1st of February, 1843, lapsed after the payment of one premium. Policy No. 11, for \$2,000, issued on the 7th of February, 1843, matured as a death claim in 1905. Policy No. 22, issued on the same date as the last named, matured as a death claim in 1904, when the insured had attained the age of 101 years, lacking a few months. Policy No. 287 matured in 1905 at age 90; while Policy No. 458 matured by the death of the insured in this 98th year, on the 11th of October, 1913. This was known to be, up to that date, the oldest life insurance policy in existence in the United States if not in the world, annual premiums having been paid for full 70 years. The policy was originally issued for \$1,550 with a yearly premium of \$33.60, but at death, by virtue of dividend additions, the insurance amounted to \$5,762.56. The death claim was \$3,410.56 in excess of all premiums paid, after the insured had enjoyed increasing protection for a period of nearly seventy years.

EARLY POLICY FORMS.

Mutual Life policies for the first few years were of two forms only—ordinary life and term insur-

ance. Term policies were written for from one to seven years without right of renewal. The value of protection for the whole period of life was little appreciated at that time, and hence more than one-third of the policies issued in the first year were on the term plan, taken out for some temporary purpose. Whole life protection was more general in England, although term insurance there also was not rare. It was some years before limited payment policies were issued by the company, the early issues of this form being mostly on the 10-payment life plan.

THE AUTO AND THE LIFE AGENT.

The Canada Life devotes the current number of its interesting monthly journal, *Life*, to the automobile and its use for the life agent. Almost we are persuaded, after reading the enthusiastic testimony of Canada Life men all over the Dominion regarding the auto's invaluable assistance in their work, that the first thing a new agent who aspires to become a "star producer" should do, is to go out and buy a Ford! The unanimous testimony of car-running Canada Life agents shows that a car constitutes a most important and remunerative auxiliary to the wide-awake agent, particularly in conserving his time and in enabling him to make a very much larger number of calls in a scattered country than would otherwise be possible. The Canada Life's publicity department is to be congratulated on having hit on a new idea for the interest and encouragement of its agents.

Traffic Returns.

CANADIAN PACIFIC RAILWAY.

Year to date	1914	1915	1916	Increase
May 31.	\$43,346,000	\$34,271,000	\$49,909,000	\$15,638,000
Week ending	1914	1915	1916	Increase
June 7..	\$2,171,000	\$1,565,000	\$2,674,000	\$1,089,000
14..	2,158,000	1,623,000	2,920,000	1,006,000

GRAND TRUNK RAILWAY.

Year to date	1914	1915	1916	Increase
May 31.	\$20,420,397	\$18,771,133	\$22,162,815	\$3,391,682
Week ending	1914	1915	1916	Increase
June 7..	\$996,040	\$968,977	\$1,107,091	\$148,114
14..	1,000,639	949,313	1,113,418	164,105

CANADIAN NORTHERN RAILWAY.

Year to date	1914	1915	1916	Increase
May 31.	\$7,680,400	\$8,610,400	\$12,669,200	\$4,088,800
Week ending	1914	1915	1916	Increase
June 7..	\$383,800	409,400	629,700	220,300
14..	353,100	403,500	880,400	476,900

TWIN CITY RAPID TRANSIT COMPANY.

Year to date	1914	1915	1916	Increase
May 31	\$368,700	\$3,787,287	\$4,110,393	\$323,106
Week ending	1914	1915	1916	Increase
June 7..	181,373	175,653	193,772	18,119

CANADIAN BANK CLEARINGS.

	Week ending June 22, 1916	Week ending June 15, 1916	Week ending June 24, 1915	Week ending June 25, 1914.
Montreal..	\$72,574,668	\$81,349,796	\$47,427,927	\$55,653,405
Toronto..	51,909,202	52,113,201	34,082,217	42,437,420
Winnipeg..	35,899,010	35,103,864	16,006,823
Ottawa....	5,178,455	3,690,611	3,813,911

**Montreal Tramways Company
SUBURBAN TIME TABLE, 1915-1916**

Lachine:

From Post Office—
10 min. service 5.40 a.m. to 8.00 a.m. 10 min. service 4 p.m. to 7.10 p.m.
20 " " 8.00 " 4 p.m. 20 " " 7.10 p.m. to 12.00 mid.

From Lachine—

20 min. service 5.30 a.m. to 5.50 a.m. 10 min. service 4 p.m. to 8.00 p.m.
20 " " 5.50 " 9.00 " 20 " " 8.00 p.m. to 12.10 a.m.
10 " " 9.00 " 4 p.m. Extra last car at 12.50 a.m.

Sault au Recollet and St. Vincent de Paul:

From St. Denis to St. Vincent de Paul—

10 min. service 5.20 a.m. to 8.00 a.m. 30 min. service 8.00 p.m. to 11.30 p.m.
20 " " 8.00 " 4.20 p.m. Car to Henderson only 12.00 mid.
10 " " 4.20 " 6.40 p.m. Car to St. Vincent at 12.40 a.m.
20 " " 6.40 " 8.00 p.m.

From St. Vincent de Paul to St. Denis—

10 min. service 5.50 a.m. to 8.20 a.m. 30 min. service 8.30 p.m. to 20 " " 8.10 " 4.50 p.m. 12.00 mid.
10 " " 4.50 p.m. 7.10 p.m. Car from Henderson to St. Denis 12.20 a.m.
20 " " 7.10 " 8.30 p.m. Car from St. Vincent to St. Denis 1.10 a.m.

Cartierville:

From Snowdon Junction—20 min. service 5.20 a.m. to 8.40 p.m.
40 " " 8.40 p.m. to 12.00 mid.
From Cartierville— 20 " " 5.40 a.m. to 9.00 p.m.
40 " " 9.00 p.m. to 12.20 a.m.

Mountain:

From Park Avenue and Mount Royal Ave—
20 min. service from 5.40 a.m. to 12.20 a.m.
From Victoria Avenue—
20 min. service from 5.50 a.m. to 12.30 a.m.
From Victoria Avenue to Snowdon,—
10 minutes service 5.50 a.m. to 8.30 p.m.

Bout de l'Île:

From Lasalle and Notre Dame—
60 min. service from 5.00 a.m. to 12.00 midnight

Tetraulville:

From Lasalle and Notre Dame—
15 min. service 5.00 a.m. to 9.00 a.m. 15 min. service 3.30 p.m. to 7.00 p.m.
30 min. service 9.00 a.m. to 3.30 p.m. 30 min. service 7.00 p.m. to 12 mid.

Pointe aux Trembles via Notre Dame:

From Notre Dame and 1st Ave. Maisonneuve.
15 min service from 5.15 a.m. to 8.00 p.m.
20 " " " 8.00 p.m. to 12.20 a.m.
Extra last car for Blvd. Bernard at 1.20 a.m.