Lieut. Col. Burland, Montreal.

Charles Warren Pickell, manager, Massachusetts Mutual, Detroit.

Joseph A. DeBoer, president, National Insurance Company, Montpelier, Vt.

Edson L. Lott, United States Casualty Company, New York.

James Bissell, vice-president, Hartford Fire Insurance, Hartford, Conn.

Mr. B. Hal Brown, chairman of the Governing Council, in following the President said that the large and representative attendance recalled earlier meetings of the institute and augured well for the success of its future.

The speaker considered that the members were most fortunate in having with them the Honorable Mr. Graham, Minister of Railways and Canals, and Mr. Martin, Professor of Mathematics, Royal Military College, Kingston, at their opening meeting, both being gentlemen actively engaged in their respective capacities in furthering the development of the great Dominion, of which all are so justly proud. Hand in hand with this development the protection offered by insurance in all its branches must go, guaranteeing the stability of individual business effort, and the property wealth already accumulated. The people of Canada were reputed to have more insurance per capita than those of any other country in the world. This, as far as life insurance was concerned, was unquestioned; and if properly encouraged by wise laws, and not hampered thereby, would go far towards relieving tax payers from burdens to provide old age pensions for the support of impecunious citizens.

It appeared certain that the session of 1909-10 gave promise of great interest and advantage. Arrangements had been made to eliminate the fees for ordinary membership. The money necessary for unavoidable expenses had been contributed or promised by the companies or their officials. It was anticipated that some lively and instructive debates would take place between the members of the Montreal Institute as well as with members of the Toronto Institute.

Mr. B. Hal Brown stated that there were in Montreal about 60 chief offices, and that the clerks engaged number between 800 and 1,000. The outside agents, to say nothing of the medical examiners intimately associated with companies, and the many policyholders all interested in insurance, supplied a community which presented wide opportunities for interesting and valuable Institute work.

**Address by Hon. George P. Graham.**

The outstanding feature of the evening's programme was the address upon "Canada" deliverd by Hon. George P. Graham, Minister of Railways and Canals. He urged strongly upon those present their individual responsibility in the upbuilding of Canada and in its good government. "Young men," he said, in part, "have not been taught, and are not teaching themselves the necessity for taking part in public affairs. Perhaps it is the fault of us older ones. But this country has been given, with all its wonderful resources, to the people, and every man has a duty to perform in return; and the man who refuses is not giving a proper *quid pro quo* for what he is getting from the country."

His speech was largely a resume of the constitutional development of Canada. "The young man," said Mr. Graham, "who is looking for something to interest his spare moments could not do better than devote them to the study of Canada'.'

The time had come when Canadians were looked upon as proprietors—not merely as tenants. And in the coming to this status there were involved certain responsibilities. Thus it was, while plans for defence might differ, Canadians generally felt that it was time they did something towards guarding their coasts and protecting their sea-commerce.

As to internal development, he thought Canada could boast that no people in the world had spent more proportionately in the development of their country. And the expenditure was warranted. Canadians had the greater part of the water transportation on the continent. If the Georgian Bay canal was constructed, Canada would have the best water route in the world. Canada had spent dollars on her waterways, where the United States had spent dimes.

**Professor Martin's Address.**

Following Mr. Graham, Mr. I. V. Martin, Professor of Mathematics in the Royal Military College, Kingston, gave an interesting and humourous address. One suggestion, however, was made in all seriousness, namely, that a memorial be presented to the Board of Governors of McGill University to provide for a department in that institution devoted to the study of insurance subjects.

The programme was enjoyably supplemented by musical and literary numbers. A vote of thanks was proposed to Hon. Mr. Graham by Mr. Lansing Lewis, seconded by S. P. Stearns. Mr. T. L. Morrisey proposed a vote of thanks to Professor Martin and took occasion to refer to the necessity for every effort being put forward to secure fair legislation in the Insurance Bill now pending; Mr. R. Macdonald, seconded the vote to Prof, Martin. Mr. R. Wilson-Smith in moving a vote of thanks to President Allen referred with approval to the suggestion made by Prof. Martin as to the establishment of an insurance course at McGill. He also threw out the suggestion that, considering the important interests represented by the Institute, it should secure some permanent home as its meeting place.

INDUSTRIAL CANADA, the official organ of the Canadian Manufacturers' Association, complains that car shortage is proving a serious handicap to Canadian shippers all over the country. Exception is taken to the charge of $1 per day as demurrage charges on cars, and shippers are cautioned to avoid the fine.

Railroad officials state that it is inevitable that in a year of prosperity some shortage should be felt from now to the close of navigation.

"The shippers are not, however, delayed to any great extent," said Fourth Vice-President Bosworth of the C.P.R. to a press representative, "for every effort is made to expedite traffic. The double-tracking of the C.P.R. between Fort William and Winnipeg has done much to relieve the congestion in that district this season."