

INSURANCE

AN ASTONISHING EXHIBIT.

It would be an astonishing exhibit were the life insurance companies able to show how inadequately insured most of their policyholders are. Men of family, who have nothing but their income, seem to think that a policy for five to ten thousand dollars is quite enough when their annual income is from twenty-five hundred to five thousand dollars. How do these insurers expect a widow and several children to live on the interest derived from the investment of say ten thousand dollars, when the family has been spending his full earning of five thousand.

The interest rate on safe securities is steadily falling, and those who leave inadequate life insurance might often as well leave none at all, as the beneficiaries soon learn that the income to be derived from it is insufficient, and are apt to fall victims to the advice of fools or knaves as to speculations which will yield larger returns than any mere 4, 5 or 6 per cent. The sure and sound investments for trust funds, which will give over 4-1-2 per cent. net are not easy to find, and women are proverbially inclined to listen to alluring tales as to mining stocks, ranch bonds, real estate schemes, manufacturing companies and the like.

Evidently the life agents do not work their fields properly, or else the insurers have failed to give the question of income to be secured proper consideration. A man whose income is \$7,500, and who has a wife and three children, represents to himself and family the earning power of \$150,000 at 5 per cent. Assuming that his entire personal expense is one-third of the income, it would still take \$100,000 well invested to maintain his family in the manner to which he had accustomed them. Yet how many men with approximately the income instanced, carry only ten or fifteen thousand dollars life insurance, and how few as much as thirty or forty thousand?—New York Journal of Commerce.

A WELL KNOWN LIFE MAN.

J. K. McCutcheon, of Toronto, superintendent of agencies of the Federal Life Assurance company, of Hamilton, Ont., has been in the west for some days on one of his periodical trips. He went to Moosomin on Friday to visit the agency there, and will return to Winnipeg on Tuesday. Mr. McCutcheon is undoubtedly one of the best known insurance men in Canada, as he has been travelling all over the country for the past thirty years, and his business takes him from the Pacific to the Atlantic. He expects to return westward shortly and go through to the Pacific coast.

Mr. McCutcheon's present visit has been made particularly in connection with the extension of his company's investments in this direction. The company has every faith in the west, and they have decided to extend their investments here by way of loans on real estate. Some further organizing for field work is also being done.

Mr. McCutcheon expressed his satisfaction with the position the company

has attained here under the direction of J. H. Grant, the local manager, and C. Ross, inspector for Manitoba. L. St. Louis, of Moosomin, who has charge of the business in the Territories, has also kept the company to the front in that region.

Mr. McCutcheon is quite enthusiastic as to the future prospects of his company and is also proud of its past record. He points to the payment of ten per cent. of their premium income in dividends, as a record which gives them good ground for a little boasting.

The Federal Life includes among its officers and directors several names known throughout the Dominion, including Jas. H. Beatty, president, David Dexter, who has been managing director since the company was first organized, Rev. Dr. Potts, of Toronto, Hon. Geo. E. Foster, late Dominion finance minister, and Hon. J. M. Gibson.

INSURANCE ITEMS.

F. J. Holland & Co. have resigned the Winnipeg agency of the Mercantile Fire Insurance company, and have accepted the general agency for Manitoba and the Northwest Territories of the Victoria-Montreal Fire Insurance company. F. J. Brydges has been appointed agent of the Mercantile.

The civic council of the town of Peterboro, Ontario, has appointed a committee to consider and report upon a scheme of municipal fire insurance.

The New York World says: "The business career of Henry B. Hyde, president of the Equitable Life Insurance society, is closed. Neither his physicians nor his friends have any hope that he will ever again be able to employ the financial genius with which he was endowed in the direction of the great corporation or society, as he prefers to call it, which he created. Mr. Hyde knows this and he has chosen his successor, in the person of James W. Alexander, the first vice-president of the society."

New C.P.R. Time Card.

The changes which the Canadian Pacific Railway company intended making in their train service in the spring of this year, and the postponement of which took place consequent on the trouble which arose with the Grand Trunk railway and the trans-continental lines regarding Canadian business being sent via Chicago, are partly to be put into effect on Monday next, the 12th inst., and in the schedule which is now being arranged Manitoba will have all the advantage. It is intended that the train for the east will leave Winnipeg about four in the afternoon, reaching Toronto about 1 p. m. on the second day, and Montreal an hour or so later, thus making the journey in less than forty-eight hours, a quicker time than it has ever before been accomplished. The train from the east will arrive in the forenoon and leave for the west early in the afternoon.

This desirable change has been brought about by the differences between the two companies being happily settled, and arrangements made whereby the C. P. R. will use the G. T. R. line from North Bay to Toronto, while the Grand Trunk agree that their Manitoba business will be sent via the C. P. R. at lower rates than apply via Chicago.

This acceleration of the through

train, and which is only the beginning of still further improvements which are to be given effect to early in the spring, will be of decided advantage to the people of the west, who will be able to do their business on the day of departure and reach Toronto and Montreal within business hours the second day, thus losing only one business day on the journey—the trip only occupying really one day and two nights. It is a striking contrast to the time of only a year or two ago, when the journey by the C. P. R. was not performed in less than about three days, and in the early days of the province when the railway journey via Chicago could not be covered in less than four days.

The branch line trains will arrive in the afternoon, in time to connect with the train going east, the latter waiting connection. There is also a slight change in the hours of the local train between Winnipeg and Brandon.

Following are the hours at which the different trains will arrive at and depart from the C. P. R. depot when the new time bill comes into effect one minute after 12 o'clock on Monday night next.

	Arrive.	Leave.
Pacific ex. No. 1...	11.30 a.m.	1.0 p.m.
Atlantic ex. No. 2...	2.40 p.m.	4.00 p.m.
Brandon local ...	10.30 p.m.	8.00 a.m.
M. & N. W. ...	3.45 p.m.	8.30 a.m.
Rat Portage ex...	5.30 p.m.	7.30 a.m.
Pembina sec., Mor-		
den, Deloraine, etc.	3.30 p.m.	12.10 p.m.
Southwestern ...	3.45 p.m.	12.30 p.m.
St. Paul ex. ...	1.35 p.m.	2.10 p.m.
Emerson branch ...	4.20 p.m.	8.00 a.m.
North Portal to Moose Jaw: Ar-		
rives at Moose Jaw at 7.45 a. m.		
and leaves at 6 p. m., daily.		

Brandon to Melita: Arrives at Brandon at 9.15 a. m. and leaves at 5.45 p. m., daily, except Sunday.

The Rat Portage mixed is a new train and will give Winnipeggers the advantage of having two daily trains east, as well as two west. It leaves at 7.30 a.m. daily, except Sundays, and arrives daily at 5.30 p.m., with the exception of Sunday.

The M. & N. W. trains leave the city on Tuesdays, Thursdays, and Saturdays, and arrive on Mondays, Wednesdays and Fridays, the incoming train connecting with the east-bound C. P. R. express in the afternoon. The Glenboro trains leave on Mondays, Wednesdays and Fridays, and arrive on Tuesdays, Thursdays and Saturdays. The daily service on the Pembina section will be continued. The Emerson trains run on Mondays and Fridays.

The arrival and departure of trains on the new M. and N. W. railway time table at some of the principal points is as follows:

Going west—Leave Winnipeg at 8.30 a. m., arrive at Portage la Prairie 10.15; leave Portage at 10.25, arrive at Gladstone 11.35, Minnedosa 1.45 p. m.; Birtle 4.10, Yorkton 10 p. m. Going east—Leave Yorkton 2.15 a. m., Birtle 7.30, Minnedosa 10.20, Gladstone 12.10; arrive at Portage la Prairie 1.45 p. m.; leave Portage la Prairie 2 p. m.; arrive at Winnipeg 3.45 p. m.

As an evidence of the interest which is being taken in Manitoba by the people of the states to the south, it may be noted that The Commercial is frequently in receipt of requests for sample copies from parties in Iowa, Nebraska, the Dakotas and other states south. The usual statement accompanying the request is: We wish to learn something about your country.