

in, and Sir Joseph Hickson, whose great experience, ability, and high character command universal respect, has written a letter to the effect that the policy so much condemned, of acquiring control of contributing roads, has been of much advantage to the Grand Trunk. What is most noticeable in the criticisms of those who are making so much agitation in London over this line, is the entire absence of definite, specific, detailed statements as to the features in the management which are regarded as defective or imprudent. General charges are easy to formulate, even by those who have no knowledge whatever of the subject. When criticisms of the management of any public company are made in merely general terms, there is strong presumption that they are not based upon specific knowledge. So far as the opinion in Canada goes, it is favorable to Mr. L. J. Seargeant and his staff. The road has suffered severely by prolonged bad trade, and for this the management is not responsible, though for it, it may be punished. The Board of Directors of the Grand Trunk should be either in Canada, or a strong local Board should be appointed. To direct efficiently a railway in Canada in an office in England is not a reasonable effort. At the meeting yesterday the Board resigned. A new Board will be elected on 7th inst.

**U. S.
Railway Traffic
Reviving.**

The large amount of U. S. railway securities held in Canada, and their close association with our own roads cause their financial affairs to be of great interest on this side the line. It is very gratifying then to find that there are widespread signs of a revival of traffic. Out of 51 roads, 31 showed an increase of receipts in the first weeks of April over corresponding period 1894. The other 13 lines had decreases which were very trifling, too much so to have any significance. The following well-known roads report increases for first week of April, which were maintained later, but exact figures are not out, viz., Atchison, \$53,000; Big Four, \$24,300; Norfolk and West, \$34,500; Chesapeake and Ohio, \$10,500; Land & Gt Northern, \$15,700; Buffalo, Rochester and P., \$12,090; Mexican Central, \$23,158; Pittsburg and Western, \$10,055; Rio Grand Western, \$12,600; Missouri, Kansas and T., \$5,524; New York, O. and W., \$6,241; with other roads less, well known. In Indianapolis alone there were 2,005 more freight cars handled in the first week in April than in same week 1894, and the demand for rolling stock is quite active. Railway traffic is an excellent trade barometer, it is so quick to answer to whatever changes may arise in the business situation. We note that our lines have begun to show evidences of revival, which will be increased, we trust, largely now navigation is open.

**Reduced
Expenditures.**

The country will receive with much satisfaction the news that the public expenditure is to be considerably reduced. The estimates for Consolidated Fund Account cut down the outlays by \$1,682,693. These expenses are mainly those in which economies can be effected.

and the details of the estimates show that the Finance Minister has gone through every Department with a pruning knife, which he has vigorously applied. Out of the 41 items comprised in the Consolidated Fund expenditures there are 27 which show decreases, and only 5 increases, which are for the Public Debt, Justice, Superannuation, Subsidies to Provinces, and Trade and Commerce. The chief items of decrease are: \$263,398 for the Militia, \$875,325, Public works; \$155,000, Mounted Police; and \$80,036, Legislation. The reduction in Mounted Police looks as though the Government considered the North West was now becoming so settled as to need less military protection. The reductions on Capital Account are offset by an increase in the amount to be provided for reduction of the Public Debt by \$1,721,539, leaving on both accounts a net decrease of \$467,195.

THE POSITION OF THE MUTUAL RESERVE

The recent examination of the Mutual Reserve Fund Life Association of New York by the Insurance Superintendent of the State of New York reveals some things concerning the financial condition and peculiar methods of management which are of great importance to the policyholders and the general public. This examination has been going on for several months, and, so far as the condition of the Association is concerned, was conducted in the thorough manner characteristic of the Hon. Michael Shannon, first deputy under Superintendent Pierce up to the time of his death on February 1st of this year. Since then the examination has been completed by Examiner Appleton who was all along associated with Mr. Shannon. The report of Superintendent Pierce embodies in detail the results reached both by Mr. Appleton and by Judge James C. Spencer, the legal counsel of the Insurance Department.

The examination of the financial condition of the Association is as of December 31, 1894, and places the total invested and non-invested assets at \$4,171,381.32, and the actual liabilities at \$697,815.32, leaving a balance of \$3,473,566. Deducting the contingent mortuary liabilities or amounts due to members from the mortuary assets or amount due from members, a further balance remains of \$1,40,590.84. The total apparent surplus, all accounts considered, is therefore \$3,614,156.84. It will be remembered that in January last the insurance officials of Illinois, Ohio, Texas and South Dakota made a joint report of their examination of the Mutual Reserve Fund Life as of November 13, 1894, only eighteen days earlier than the date to which the examination of the New York officials was made. The examination of the "four State" officials was upon the special invitation of Mr. Harper, the president of the Mutual Reserve, and was comparatively brief. The report indicated that it was merely an examination of the books of the company, such as could be made by any expert accountant. That report placed the invested and non-invested assets at \$4,228,120.93, and the actual liabilities at \$675,764.84. The contingent mortuary assets were \$1,340,490.31, and the contingent mortuary