TRAFFIC RETURNS

Canadian Pacific Railway.

Year to date	**1916**	**1917**	**1918**	**Increase**
Oct. 31	$110,875,000	$121,068,000	$123,652,000	$2,584,000
Week ending	**1916**	**1917**	**1918**	**Increase**
Nov. 7	3,036,000	3,204,000	3,437,000	233,000

Grand Trunk Railway.

Year to date	**1916**	**1917**	**1918**	**Increase**
Oct. 31	$43,636,732	$49,929,034	$58,409,046	$8,480,024
Week ending	**1916**	**1917**	**1918**	**Increase**
Nov. 7	1,244,959	944,110	1,342,941	398,831

Canadian Northern Railway.

Year to date	**1916**	**1917**	**1918**	**Increase**
Oct. 31	$30,479,200	$34,154,600	$37,490,400	$3,335,800
Week ending	**1916**	**1917**	**1918**	**Increase**
Nov. 7	885,000	895,400	1,049,300	153,900

"OVER THE TOP," TOGETHER.

(Continued from page 1173).

velops along modern lines. In this your Association can render most valuable service. In making this an international association as between the United States and Canadian companies, you follow lines which the trend of their business had already determined. United States companies were the first to carry on business in Canada and this some years before the first Canadian company was organized. It has always continued to be a productive field for them. Later, when the Canadian companies had become firmly established, a number of them extended their operations to embrace various States of the Union, where they also had successful experience.

Geographical proximity, similarity of race, language and ideals of the people, together with development under very like conditions, made it inevitable that Canadian life insurance practice and regulation should follow American rather than English lines. This it has done, until there is less distinction between the Dominion Insurance Act and the insurance laws of most of your States than there is between them and those of other States of the American Union. In life insurance as we have it on this continent, customs and existing business ignore national lines and boundaries. The only difficulties we encounter in applying a common practice are those which arise from the relative density of population as between the two countries. You have, therefore, practically the same conditions to consider in both countries and have the same problems to solve in making your practices conform to them. It is good for the business and for the future of our peoples that you, while bettering the quality of service to be rendered, should continue to weave this thread of thrift, and social stability into the web of our international relationship.

Just here and in this connection, I would like to express my admiration and I believe the admiration of everybody for the big way in which your Government met the necessity of insuring your soldiers. It was in keeping with the spirit of America and the big way in which you have done everything you have undertaken in this war. It would have been impossible to have insured your troops in the ordinary way, or at rates which would have been practicable. It was the duty of the State to place protection within the reach of those who sacrificed for the States and it has nobly responded to that duty. Great credit is due to the men who worked out this scheme and who have managed it so successfully.

THE FIRE INSURANCE COMPANY OF CANADA

The directors of the Fire Insurance Company of Canada recently licensed for the business of fire insurance, are composed of the following gentlemen. President, Hon. R. Dandurand, K.C., P.C., (President, City & District Savings Bank), Vice-President and General Manager, J. E. Clement, Hon. C. P. Beaubien (Director Toronto Street Railway), James Auld, Winnipeg (Barrister), J. M. Fortier, Montreal (Director Dominion Gresham Guarantee Co.), C. M. Hart, Montreal (President Hart & Tuckwell), N. Lavoie, Quebec (General Manager La Banque Nationale), D. Raymond (Queens Hotel Company), Hon. Rodolphe Lemieux, K.C., P.C. (Ex-Post Master General), William Robinson, Winnipeg (Director Royal Bank), W. G. Ross, Montreal (President Montreal Harbor Board).