company advertised its surplus, it must mention the capital and state what portion of the surplus was paid up capital.

GROUP INSURANCE.

Then the Act authorized group insurance. They saw no objection to that. As a matter of fact, he believed the companies could issue group insurance at present. And the new Act was, if anything, a curtailment of their powers. But the Friendly Societies and Trade Unions had great objections to group insurance. The M.P.'s were so thoroughly opposed to it that it could have only been carried after a great fight. That was why they did not press this clause. The Life Officers Association and the Life Underwriters all agreed that the bill was a sound one, and the Insurance Department co-operated with them most heartily. He thought the changes would make Canadian insurance laws amongst the best in the whole world.

FRENCH LIFE INSURANCE METHODS.

In the present circumstances, strong light has been thrown upon the methods of the French insurance companies with regard to their life policies, and throwing into relief the advantage and security of the policies issued by the English and Scottish offices. The policy issued by French companies, although guaranteeing the risks the policyholder may run as a soldier in time of peace, for instance, in repressing revolutionary outbreaks at home or anywhere in Europe, including Algeria and Tunis, absolutely excludes the risks in the case of war against a foreign country. The insurance remains suspended during the whole period of war, whether the policyholder be on active service or with the reserves. In the event of his death the company only undertakes to refund to the beneficiary the premiums paid. At the same time, however, a policy may be made valid for the war period by payment of a supplementary premium, which the company estimates, and which runs from 7½ to 15 or 20 per cent. of the amount insured. This, in most cases, is exorbitant and prohibitive. To take a specific instance: A man in the early forties, called out merely for Territorial service, insured, for instance, for 25,000f., is asked to pay about £100 to have his policy continued. The offices of the insurance companies are now crowded with policyholders, and the officials are well prepared for the emergency. Their first remark after mentioning the amount of supplementary premium is invariably: "Of course, you have no money to pay with just now?" and with that a form is presented for signature whereby the policyholder signs for an advance on his policy either for the amount required or a proportion of the premiums paid. Many show that quiet acceptance of events which has characterised the French nation in this crisis, and leave the office, remarking merely: "Just leave it as it is; but if I come back from the war I shall see about cancelling my insurance with you French companies and transferring it to the English companies who guarantee the risk of war." I see some scope for British insurance companies after the war.—Paris Correspondent of London *Financial News.*

Mr. Brock Willett has been appointed Montreal representative of the new Casualty Company of Canada.

BRITISH NATIONAL INSURANCE: ENORMOUS FIGURES.

The newly issued report regarding the administration of the British National Insurance Act, shows that in the period from July, 1912 to January, 1914, it is found that, apart from the Exchequer grants amounting to £5,765,250, a sum of no less than £27,660,056 has been received; and that the funds in hand reach £15,564,991. There are 13,387,782 members of approved societies (of whom 3,864,489 are women) and, with the aid of deposit contributors, there are approximately 14,000,000 of persons insured. Popularity, however, cannot in this case be argued from numbers, in view of the compulsory clauses of the acts.

Immediately after the passing of the act the industrial assurance companies made a bold bid for increased popularity (with, no doubt, the double motive of safeguarding existing connections on the one hand and extending business on the other) by providing admirable facilities for enabling their policyholders to insure under the act. Several of the giant offices established approved societies of their own—the mighty "Prudential" found that six were necessary to adequately cover the huge scope of its operations—while other companies combined in the formation of joint societies. The figures show that the approved societies of these industrial companies have 2,162,396 male members and 1,597,000 female members, a total of 3,759,396. As regards both men and women, the industrial assurance companies are easily in front of any other class of society; while in the case of women they can claim approximately one-half of the total number insured.

BACK TO THE LAND.

We are an agricultural country, producing breadstuffs; producing also wood for paper and other purposes. To what extent have we benefited by the incomparable inheritance which is ours? Why, the poor Belgian farmers would extract more from five acres than we would from fifty. The fact is, we do not farm at all—in the best and most enlightened way. We have allowed millions of acres to lie idle; and such as we do claim to cultivate, we neglect and farm in a half-hearted way. A very considerable problem will be solved if the people in the towns and cities—the idle people—will get on the land and till it and extract from it the riches it waits to give the people at large. That is the problem—to cultivate our land, which is our chief riches. The question is pertinent at the present time. We could produce almost incalculable riches from the soil, which is lying idle. In a time like this, when foodstuffs are so precious, this question is well worth thinking about. Above all, it is worth while thinking out how the people who need the land are to be put on it to till it and extract sustenance from it.—*Mr. H. S. Holt.*

Mr. Edson L. Pease, vice-president and general manager of the Royal Bank of Canada, has accepted a directorship on the Canadian board of the North British and Mercantile Insurance Company.

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Mr. A. L. Sawle, mayor of Athabasca, Alta., has resigned as manager of the Imperial Bank of Canada there, to join the Northern Transportation Company.