

business profits, life insurance is the only sure solution of the problem. Having reached this conclusion, the question arises as to the amount of insurance which he can and should carry.

It goes without saying that the necessary current expenses for housing, food, clothing, etc., have the first call on his income; but if his earnings are sufficient to provide for these, and to permit the investment of, say, one-fifth of his income in life insurance, he should fix upon that as his minimum proportion in making up his yearly budget of expenditures. Thus, a man of thirty, receiving a salary of \$3,000, might conclude to expend \$600 yearly for life insurance. His personal expenses (traveling, lunches, clothing, etc., together with his share of the general home expense) would probably require another \$800, leaving \$1,600 as the sum devoted to the expenses on account of his wife and children. In other words, in case of his death, an income of \$1,600 should be provided for his family to enable them to live in about their usual manner. The \$600 devoted to the purchase of life insurance would buy \$25,000 of participating insurance on the ordinary life plan, and this sum, invested at five per cent. would yield \$1,250 per annum. This calculation takes no account of the dividends which might have accumulated, and which would augment the yearly return. If the sum set aside for insurance was invested upon the ordinary life, non-participating plan, \$32,000 could be carried, which, if invested at five per cent. would yield the desired income of \$1,600 per annum.

From the foregoing it would appear that, when an agent solicits a prospect whom he has reason to suppose earns a fair salary, it will not be unreasonable to suggest an amount of insurance equal to eight or ten times his estimated annual income.—"The Spectator."

WEEKLY BANK CLEARINGS.—The aggregate bank clearings in the Dominion for the week ending 30th ult., with the usual comparisons, are as follows:

	1905	1904.
	Nov. 30	Dec. 1
Montreal	\$26,999,761	\$26,726,638
Toronto	21,780,967	22,222,723
Winnipeg	11,120,874	9,201,872
Halifax	1,764,633	1,686,022
Quebec	1,762,726	1,577,378
Ottawa	2,608,262	2,063,882
Hamilton	1,529,357	1,178,898
St. John	968,416	1,057,673
Vancouver	1,982,272	1,451,668
Victoria	719,497	760,706
London	899,438	906,334

ANOTHER ABSCONDER CASE.—A few days ago, James N. Strobbar was arrested on a charge of defrauding the Atlantic Coast Line Railway, Fla. He will be extradited and tried at Atlanta, the necessary steps towards which have been taken by the American Surety Company. He is reported to have relied on having a long respite like Gaynor, and Green, the delay in whose extradition has had a mischievous influence.

PERSONALS.

MR. E. A. LILLY, Provincial Manager of the Anglo-American Fire Insurance Company, spent a few days in Toronto, this week, with his head office.

MR. ROBERT BICKERDIKE, M.P., Vice-President of the Hochelaga Bank, and Provincial Manager of the Western Assurance Company, is visiting the Pacific Coast, in company with other directors of the Hochelaga Bank.

THE LATE MR. R. J. WHITLA.—Winnipeg has lost one of its enterprising and most popular citizen by the calling away of Mr. R. J. Whitla. In almost every department of life he had been a successful and most estimable member of the community.

Correspondence.

We do not hold ourselves responsible for views expressed by correspondents.

LONDON LETTER.

FINANCE.

London, England, Dec. 2, 1906.

Motor passenger vehicles are with us now, to a degree which might any day precipitate a boom. There have been formed in the immediate past the following companies for London and the vicinity only: The British Motor Bus Trust, London and District Motor Bus Company, London Motor Omnibus Company, Motor Bus Company, and the London and South Coast Motor Service. Besides these there are advertised to-day two motor companies, one known as the Automobile Cab Company and the other as the City and Suburban Motor Cab Company.

The motor omnibuses are estimated to cover 100 miles per diem at a net profit of four cents per mile. Each motor cab is expected to earn fifty dollars per week, six days, which, after allowing for depreciation and working expenses leaves an estimate net profit per cab of a hundred dollars per annum. The cabs are to be fitted with the hitherto boycotted taximeter device which mechanically records the exact distance covered. The hundred cabs are proposed, and a thousand omnibuses.

Petrol will provide the motive power.

Sluggish markets continue to rule, and the political crisis, prompted by the open differences of opinion upon free trade and protection, which are exhibited by leading members of the Ministerial party, has had a directly adverse influence upon Consols.

Still things do not seem to catch the attention of the investor. He likes at the moment to stand aside and let harder professionals do their best and worst. If any where he is being attracted into Home Railway securities. Once these were very popular, but recent years have seen their almost total eclipse. When, however, it is considered that the total amount of Home Railway securities aggregates to a figure fifty per cent. greater than the British national debt, it can very well be seen that such a market must affect the purse strings of a considerable element of our population.

At the close of last year the total paid-up capital of our United Kingdom railway companies was \$6,342,475,000, an increase of \$117,330,000 during the year. Of the total, less than \$2,401,450,000 is ordinary or common stock. Most dealings, of course, take place in this category. At current market prices all our railway stocks together reach a valuation of close upon ten thousand million dollars.

Working expenses and new capital issues have cast seriously into profits of recent years, but a change for the better is now expected. The present dividend position is well shown by a brief glance at the yields upon the above mentioned ordinary stocks. Thirteen per cent. of the total ordinary stock goes without any dividend whatever; 5½ per cent. takes dividends of not more than 1 per cent.; 6¼ per cent. takes between 1 and 2 per cent.; 46 per cent. takes dividends of from 2 to 5 per cent.; 27¼ per cent. takes between 5 and 6 per cent. The remaining ordinary stock takes between 6 and 10 per cent. The total receipts last year were \$215,303,505.

INSURANCE.

Renewed attention is being devoted to Employers Liability insurance in all its channels. The necessity of co-operation between insurers and insured is evident. Few employers of labour appear to have hitherto regarded their liability under the various acts of Parliament with that closeness of attention which it is worth. The insurance companies questions are answered in an