

and Polish reservists carried by the railways totalled 16,103. Imperial troops numbering 3,292 were carried to the war zone by the Cunard-Anchor-Donaldson Line, which also brought back 1,805 Imperial service men who had been demobilized. The C.P.R. transported 9,032 Imperials who returned to this country after discharge. Chinese coolies for overseas to the number of 81,530 were carried by the Canadian Pacific Railway.

#### ACCIDENT INSURANCE COVERS MANY RISKS

**T**HE cheapness of accident insurance, considering the variety of contingencies against which it provides, is pointed out in the September agents' letter issued by the Dominion of Canada Guarantee and Accident Insurance Co. "Such a policy," says the letter, "costs most insurers only a small percentage of what they pay per thousand for straight life insurance. True, only a certain percentage of accidents are fatal, but when it is borne in mind that life insurance is conditional upon the applicant passing a medical examination and that the amount payable at death is the only liability undertaken, it will readily be seen that after making due allowance for the numerous other payments provided for in an up-to-date accident policy—principal sum for loss of two limbs or both eyes (very frequently double liability claims), one-half such amount for loss of one limb or one eye, loss of time for a very extended period resulting from injuries that every man Jack of us is exposed to, operation fees, hospital indemnity, etc.—the cost for what (unfortunately) many men regard as the 'remote' accidental death contingency is infinitesimal.

"Is it a 'remote' contingency? Here are some figures recently published by one of the largest insurance companies on this continent; figures of such importance as to be worth carrying in the wallet of every accident insurance agent. The figures quoted are for the 12 years, 1907 to 1918, both inclusive. The accidental deaths included are cases where the risk is common to all men, regardless of occupation. War and epidemic claims are excluded. Out of the total death claims paid year by year the annual ratio of accidental deaths varies from 7.9 to 13.2 per cent., but the percentage is steadily increasing! The following are the figures quoted for the 12 years: Total death claims, 12,665; accidental deaths, 1,357; ratio (average for 12 years), 10.7 per cent.

"Ten out of every hundred death claims paid by this company are accidental death! To us these look like figures that ought to carry great weight with thousands of men who may never have had this aspect of accident insurance placed before them."

#### THE GRAND TRUNK PROPOSALS

**A**FTER a brief flurry of opposition, chiefly from Quebec province, it is now expected that the government's plan for the purchase of the stock of the Grand Trunk Railway will be approved with little or no change. It is still more certain that it will meet with the approval of the shareholders, who have a good chance of receiving a substantial payment for their stock, while the holders of all the bonds and of the four per cent. guaranteed stock will have securities equivalent to bonds of the Dominion of Canada.

The government has taken this step in preference to letting the Grand Trunk go into liquidation, on the grounds that its inclusion in the national railway system will improve the latter. Unquestionably the national railways did lack branch lines and terminals in the east, which facilities are possessed by the Grand Trunk. If the government policy is sound, therefore, it may be expected that the whole system will in a few years, provided prosperity and immigration continue, become self-supporting as regards operating expenses and fixed charges, and possibly show a return on the money invested. If this does not happen, then it would have been better if the Canadian people had not shouldered

the additional burden, but rather have left it in the hands of the present owners for use or discard as they saw fit, or for sale to the successful Canadian Pacific.

#### SOME FACTORS IN STREET RAILWAY COSTS

**D**EFICITS from municipally owned utilities have become so common that civic officials have given up seeking excuses for them. Thomas F. Murphine, who is superintendent of the Seattle street railway, comes forward with some real points, which would seem to indicate that certain items of transportation cost should not be thrown on the shoulders of a street railway system, whether publicly or privately owned. He says:—

"If there is any system of reason or logic that justified the practice of making the street car rider pay the cost of transporting policemen, firemen, mail carriers, city officials, etc., we are not familiar with it. Neither do we think that a street car system should be used as an adjunct to the taxing machinery of the state, and consequently no additional burdens should be placed upon the car rider in order to pay into the city treasury any profits or any percentage of the gross receipts of street railways. Pavement between the tracks is not necessary so far as the street car is concerned, and there is no logic in requiring the street car rider to pay for it."

#### SOLDIERS' CIVIL RE-ESTABLISHMENT REPORT

**T**HE report of the parliamentary committee on Soldiers' Civil Re-establishment is now being printed. It provides for an estimated additional expenditure of \$35,000,000. No general scheme is recommended, but on the other hand a multitude of proposals are suggested which will likely be considered as of no value, and at the same time may constitute loopholes for the disbursement of public funds far in excess of the estimate. However, the fact that the subject has been thoroughly investigated should end the continual discussions which are taking place on the subject.

Among some of the suggestions are the following: Extension of vocational training, with additional allowances; equalization of gratuities for Imperial troops; investigation into possibilities of insurance for disabled men; loans not exceeding \$500 for disabled men vocationally trained; investigation of possibilities for small land holdings; and the abolition of private employment agencies.

The English banks have decided to include women employees on their permanent staff. The Bank of England alone has over two hundred. The attitude of the other clerks is not hostile, but they maintain that there should be no difference in the wage scale.

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Great Britain, the United States, and Canada are all spending too freely. This is the conclusion of Sir John Aird, general manager of the Canadian Bank of Commerce, who has been visiting France, Belgium and Holland. Some of the European countries, on the other hand, are devoting their entire energies to production, and we will be sure to feel the effects of their competition.

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It is curious that practically all so-called "reconstruction" proposals require the expenditure of public funds. Any business, or any class of people, could unquestionably be made prosperous by being subsidized, but no proposal is really constructive at the present time unless it admits of our huge budget being reduced rather than enlarged. What we need is industries and individuals who will contribute to the nation rather than be a drain upon it.