by the average traveller appears to have been shortened in 1908 and in 1909, as there is a decrease of some 12,500,000 in the number carried one mile in 1908, and in 1909 this item of the passenger mileage only exceeded 1907 by a relatively small figure. Also it is to be noted that in 1909 the revenue per passenger per mile was 1.89 cents as against 1.88 cents in 1908.

As has been generally understood, it was the freight department that furnished the chief part of the gain in earnings. The increase here was no less than $4,144,923, or more than four-fifths of the whole gain. The items of the freight forwarded compare as follows with the preceding year:

	1908.	1909.
Flour, bbls	5,843,988	6,683,354
Grain, bush	88,345,234	97,236,150
Live Stock, hd	1,349,771	1,371,873
Lumber, ft	1,764,445,495	1,726,944,584
Firewood, cords	249,605	249,628
Manufactured articles, tons	3,981,888	4,425,241
Other articles, tons	5,102,116	5,916,248

Every item except lumber shows an increase. The largest increase, relatively, was in "other articles"—the gain being about 16 per cent. This item would comprise such articles as coal and other minerals, hay, fruit, vegetables, fish; some of them would be classed as high grade freights and others as low grade. For manufactured articles on the whole a high rate of freight is received. In them the gain is 11 per cent. Flour shows an increase of nearly 15 per cent.; and grain a little over 10. Both these items, of course, reflect the satisfactory harvest of 1908. Both should also in the current year show a satisfactory gain over the 1909 figures; and no doubt they will.

Lumber shipments have gone down both in 1908 and 1909. In 1907 they totalled 1,989,444,728. Compared with that figure the 1909 total shows a deficiency of over 262,000,000 feet. It is well known, however, that the lumber industry of the Dominion has been undergoing something of a depression. Also, it may be presumed that some timber districts that have furnished the C.P.R. with large consignments of lumber are beginning to get worked out.

In total number of tons carried the increase is 1,509,291 or a trifle over 10 per cent. on last year's total of 15,040,325 tons. The ton mileage is up 507,180,166 or over 8½ per cent. The increase in the earnings per ton per mile—from 0.75 cents to 0.76 cents—indicates that as compared with 1908 the freight carried came under a slightly higher classification.

There is considerable fascination, for the student of an imaginative turn of mind, in the item of the general receipts which comes last on the list. The revenue from sleeping cars, express, elevators, telegraph and miscellaneous increased $492,589, or about 7½ p.c. The fascination consists in letting the mind dwell upon the vast and varied forms of activity which contribute to this income of $7,198,977. Before one's eye rises up a picture of those magnificent hotels at Quebec, Montreal, Winnipeg, and Vancouver, the huge elevators at Fort William, the net-work of telegraph wires. It is the contemplation of these properties, and of the land domain, of the great fleets of steamships, and of the vast extent of the mileage ond equipment pertaining to the railway proper, that moves the enthusiasm even of cold-blooded critics, and induces them to style the Canadian Pacific an empire rather than a railway concern. The revenue from these auxiliary sources in the last two years has furnished roughly one-tenth of the whole receipts. The increase in them is fully keeping pace with the development of the railway earnings proper.

UNDER-AVERAGE LIVES.

Dealing with under-average lives is about the most difficult of life insurance problems. Some twenty years ago—in its issue of March 15, 1890, to be exact—THE CHRONICLE drew attention to certain considerations that actuaries and medical examiners were coming to recognize more fully. But while marked practical progress has been made, the general problem has by no means been solved satisfactorily during the score of years that have since elapsed, and the question was among those most earnestly considered at the recent Actuarial Congress at Vienna.

To Mr. G. F. Hardy fell the task of opening discussion upon the broad query: "Is it desirable to divide under-average lives for the purpose of assurance into special classes according to their distinguishing features, and, if so, in what way should they be classified?" He outlined the conclusions contained in the papers submitted to the congress. Herr Altenburger, at one extreme, maintained that a classification of under-average lives was not necessary, and that in order to extend the insurance business, it was desirable to reduce the number of cases declined to a minimum, and reject only the worst lives. The reduction in cost of business-getting through extension of the popularity of insurance, was counted upon by Herr Altenburger as likely to more than offset increased actual mortality. Then there was the view of Dr. Blaschke who deemed existing data to be adequate for a solution of the problem if various types of under-average lives were combined into one or two comprehensive groups. Other writers, however, were of the opinion that more data must yet be collected before drawing conclusions.