

BRITISH WORKMEN'S COMPENSATION EXPERIENCE.

Statistics of workmen's compensation insurance in Great Britain, published by the Post Magazine, show that over the whole period from the time when the British Workmen's Compensation Act of 1906 came into force to the end of 1916 the Tariff Companies, on earned premiums of nearly 22 millions sterling, have paid and provided nearly 12 millions in claims—that is, a little less than 55 per cent. of the premiums—and rather more than 7½ millions, or nearly 35 per cent., in commission and expenses. Taken separately, management expenses work out at under 22 per cent., and, having regard to the complicated nature of the business, with legal decisions constantly varying the insurers' liability, together with the facts that the policies are annual contracts and that the premium varies from year to year with the rise and fall of the wage-roll, this must be regarded, remarks the Post Magazine, as a moderate ratio, testifying to economy in administration. As matters now stand, the underwriting margin is about 2¼ millions, or a little more than 10 per cent. But this, in the London journal's opinion, is probably because the experience is carried down to a point at which the companies are still reaping the advantage of the recent increase made in the rates, while the usual rise in the cost of compensation has not yet caught up to the advance in question. No doubt matters will not remain permanently on this footing. It would be too much to expect that workmen's compensation would in the long run yield even 10 per cent. profit on the turnover. That it has been made to do so at all is extremely satisfactory, because it gives the companies a substantial balance in hand with which to face future vicissitudes.

The Non-Tariff Companies have collected during the same period nearly 7 millions in earned premiums and paid out over 4½ millions in claims, with nearly 2¼ millions in commissions and expenses, retaining a balance of under £80,000, or little more than 1 per cent. on the turnover. If they had not succeeded in keeping their ratio of commission and expenses down to 32½ per cent., but had expended the Tariff Office figure of nearly 35 per cent., they would still have been about £90,000 to the bad, and it is in spite of obviously careful economy in management that they have comparatively little trading margin to draw upon.

TRAFFIC RETURNS.

CANADIAN PACIFIC RAILWAY.

Year to date	1915	1916	1917	Increase
Oct. 31,	\$80,428,000	\$110,875,000	\$121,065,000	\$10,193,000
Week ending	1915	1916	1917	Increase
Nov. 7,	3,015,000	3,036,000	3,204,000	168,000
14,	3,035,000	3,051,000	3,575,000	524,000

GRAND TRUNK RAILWAY.

Year to date	1915	1916	1917	Increase
Oct. 31,	\$41,530,305	\$49,636,732	\$54,152,481	\$4,515,749
Week ending	1915	1916	1917	Increase
Nov. 7,	986,765	1,244,959	1,287,185	42,226
14,	971,715	1,283,901	1,305,511	21,610

CANADIAN NORTHERN RAILWAY

Year to date	1915	1916	1917	Increase
Oct. 31,	\$20,770,860	\$30,497,200	\$34,146,600	\$3,649,400
Week ending	1915	1916	1917	Increase
Nov. 7,	806,500	885,000	895,400	10,400
14,	820,800	825,100	1,039,800	214,700

THE CANADIAN FIRE RECORD.

FIRE AT MONTREAL.

By the fire which occurred on the 22nd ult., on the premises of the Singer Fit-Rite Shoe Company, corner of Inspector and Notre Dame Streets, Montreal, the following companies are interested:—Strathcona, \$2,500; London Assurance, \$4,000; Law Union & Rock, \$6,000; Norwich Union, \$2,000; Provincial, \$2,500; Nova Scotia, \$3,000. Loss total.

MONTREAL—Mill and shed of W. H. Pauze Lumber Co. destroyed, November 22. Loss about \$20,000.

TORONTO.—Fourth floor of building at 132 Richmond Street West, occupied by M. Fisher & Company, clothiers, damaged, November 15. Third floor, occupied by Miller & Bruger water-damaged. Loss \$2,000.

Cables announced this week the arrival in London, England, on November 17th, of a son and heir to Major T. Sydney Morrisey, D.S.O., the brilliant soldier son of Mr. T. L. Morrisey, manager for Canada of the Union Assurance Society.

McGIBBON, CASGRAIN, MITCHELL & CASGRAIN

MITCHELL, CASGRAIN, McDOUGALL, CREELMAN, STAIRS & CASGRAIN

VICTOR E. MITCHELL, K.C. A. CHASE-CASGRAIN, K.C.
 ERROL M. McDOUGALL. JOHN J. CREELMAN.
 GILBERT S. STAIRS. PIERRE F. CASGRAIN.

ADVOCATES, BARRISTERS, ETC.

ROYAL TRUST BUILDING, 107 ST. JAMES STREET, MONTREAL.
 Bell Telephone Main 8069.

**Montreal Tramways Company
 SUBURBAN TIME TABLE, 1916-1917**

Lachine :

From Post Office—
 10 min. service 5.40 a.m. to 8.00 a.m. 10 min. service 4 p.m. to 7.10 p.m.
 20 " " 8.00 " 4 p.m. 20 " " 7.10 p.m. to 12.00 mid

From Lachine—
 20 min. service 5.30 a.m. to 5.50 a.m. 10 min. service 4 p.m. to 8.00 p.m.
 10 " " 5.50 " 9.00 " 20 " " 8.00 p.m. to 12.10 a.m.
 20 " " 9.00 " 4 p.m. Extra last car at 12.50 a.m.

Sault au Recollet and St. Vincent de Paul:

From St. Denis to St. Vincent de Paul—
 15 min. service 5.15 a.m. to 8.00 a.m. 30 min. service 8.00 p.m. to 11.30 p.m.
 20 " " 8.00 " 4.00 p.m. Car to Henderson only 12.00 mid.
 15 " " 4.00 " 7.00 p.m. Car to St. Vincent at 12.40 a.m.
 20 " " 7.00 " 8.00 p.m.

From St. Vincent de Paul to St. Denis—
 15 min. service 5.45 a.m. to 8.30 a.m. 30 min. service 8.30 p.m. to 12.00 mid.
 20 " " 8.30 " 4.30 p.m. Car from Henderson to St. Denis
 15 " " 4.30 p.m. 7.30 p.m. 12.20 a.m.
 20 " " 7.30 " 8.30 p.m. Car from St. Vincent to St. Denis
 1.10 a.m.

Cartierville:

From Snowdon Junction—20 min. service 5.20 a.m. to 8.40 p.m.
 40 " " 8.40 p.m. to 12.00 mid
 From Cartierville— 20 " " 5.40 a.m. to 9.00 p.m.
 40 " " 9.00 p.m. to 12.20 a.m.

Mountain :

From Park Avenue and Mount Royal Ave.—
 20 min. service from 5.40 a.m. to 12.20 a.m.
 From Victoria Avenue—
 20 min. service from 5.50 a.m. to 12.30 a.m.
 From Victoria Avenue to Snowdon,—
 10 minutes service 5.50 a.m. to 8.30 p.m.

Bout de l'Île:

From Lasalle and Notre Dame—
 60 min. service from 5.00 a.m. to 12.00 midnight.

Tetraultville:

From Lasalle and Notre Dame—
 15 min. service 5.00 a.m. to 9.00 a.m. 15 min. service 3.30 p.m. to 7.00 p.m.
 30 min. service 9.00 a.m. to 3.30 p.m. 30 min. service 7.00 p.m. to 12 mid.

Pointe aux Trembles via Notre Dame:

From Notre Dame and 1st Ave. Malsonneuve.
 15 min service from 5.15 a.m. to 8.50 p.m.
 20 " " " 8.50 p.m. to 12.30 a.m.
 Extra last car for Blvd. Bernard at 1.30 a.m.