

**Figures.** It is evident that the secrecy of the Census offices is not strictly observed. Curiosity as to the number of the people in Canada is natural enough, but it is being catered to very irregularly and unreliably. The last guess, which seems to have been made in the Census Bureau at Ottawa, gives the population of the Dominion as about 5½ millions.

Manitoba, The Territories and British Columbia are believed to have trebled their population since 1891, while Ontario, New Brunswick and Prince Edward Island thought to have less numbers than 10 years ago. Quebec is credited in the latest guess with an increase of nearly 20 per cent., which is incredible. The time has long past since the Census figures ought to have been issued. The returns for Great Britain have been published several weeks.

**A Great Australian Life Company.**

The 52nd annual report of the Australian Mutual Provident Society is just to hand. It is published in a much more attractive form than that usually adopted by insurance companies. The company accepted 16,820 proposals and issued policies for \$21,120,500, the new premiums on which amount to \$1,043,760. The funds owned amount to \$85,149,225, and the total assurance in force, \$238,533 825. Since 1883 the sum of \$41,687,000 has been distributed in quinquennial cash bonuses, the percentage of the cash bonus in total premiums received being 35.7 per cent.

**Fraternal Societies.**

The business of 127 Fraternal Societies for 1900 is given in their journal as follows:

Certificates in force.....	\$3,457,186
Amount written last year .....	995,862,102
Amount in force at end of year.....	5,685,833 171
Total assets.....	22,737,174
Total liabilities.....	5,218,730
Income from assessments.....	53,322,020
“ “ from other sources.....	4,834,491
Total income.....	58,664,246
Losses paid .....	48,152,194
Returned to members.....	302,533
Commissions and examiners' fees.....	1,107,199
Expenses of management.....	4,530,245
Total disbursements.....	54,462,340

The services to the community in general and to wage-earners in particular, which friendly societies have rendered, are daily rendering, and are capable of, are invaluable. These associations have done more to inspire self respect, to develop a spirit of self-help, to make pauperism detestable, to inspire respect for law and order, to teach young men how to conduct business amongst the artisan classes than has ever yet been appreciated at its true worth. It is consequently most deplorable to have their life assurance schemes open to such grave objections as, with more or less reason, are so generally brought against them by actuarial critics.

**Disasters to Racing Yachts.**

The accidents that have happened within the last month to the racing yachts, "Shamrock," the "Constitution" and the "Independence" are further evidence of these vessels, like the "Columbia" which lost her mast two seasons ago, being built as racing machines, not "yachts" in the proper sense of the term. There is no problem of a navigation character the solution of which can be helped by building vessels of this exceptional style. In this the sport of yacht racing differs from what is put forward as the apology for horse racing, which was mainly established, long years ago, to stimulate the breeding of a superior class of horses in England. The need for this form of encouragement to horse breeding no longer exists; it is provided by the horse market. Of all the qualities most valuable in a yacht, safety is the supreme; speed is a very secondary consideration, as those taking pleasure in a yacht are not rushing from port to port on schedule time. But in a racing yacht the value of these qualities is reversed; speed is supreme, safety is a desirable but not a ruling factor. For yacht racing to have any utility, no boats should be entered except those built for strictly yachting purposes, for occupation by the owner, his friends and crew during a pleasure or health cruise, or one undertaken in the interest of science. The encouragement given to betting by yacht races as now conducted is deplorable.

**War and Railway Fatalities.**

The comparative fatalities by the Boer war and by the railway service have been worked out by the "London Chronicle" with the following result: "Our army in South Africa stands, or, at least, stood, at about 250,000 men, while our army of railway servants in the United Kingdom in just double this—500,000. It is not clear from War office figures how many of our troops have been wounded (and recovered) during the campaign, but the total number of deaths in action, up to the end of April, was only 1,345; and, if we multiply this by five, we shall probably get a fair ratio for the wounded, who would thus number some 6,000. But, apart from losing 616 in killed, our railway army had no fewer than 15,000 of its members injured in one year—which is thus relatively a very much larger proportion of wounded than has fallen to the lot of our warriors in the field. We thus arrive at the astonishing result that at least one profession of peace is far more perilous to limb than the practice of war."—Our contemporary has either quoted the wrong figures for war casualties, or they have been stated incorrectly in other British journals. That only 1,345 soldiers have been killed in the war and 6,000 injured is incredible.