

Table I. Distribution of Assets by percentage

Year	U.S. Govt. Securities	All. other Govt. bonds	Securities of business and industry	Mortgages	Real estate	Policy loans	Misc. assets
1921	10.6	8.5	24.5	35.2	2.3	13.3	5.6
1931	1.9	6.4	27.6	38.0	3.4	16.7	6.0
1941	20.5	8.1	31.0	19.6	5.7	8.9	6.2
1945	45.9	4.3	24.8	14.8	1.9	4.4	3.9
1948	30.2	4.2	36.6	19.5	1.9	3.7	3.9

Table II. Securities of Business and Industry

Year	Railroad bonds	Public utility bonds	Industrial & miscellaneous bonds	Stocks	Total
	(In millions of dollars)				
1921	1666	160	45	69	1940
	(21%)*	(2%)	(0.6%)	(0.9%)	(24.5%)
1931	2926	1738	382	518	5564
	(14.5%)	(8.6%)	(1.9%)	(2.6%)	(27.6%)
1941	2891	4873	1845	551	10,160
	(8.8%)	(14.9%)	(5.6%)	(1.7%)	(31%)
1949	3005	8745	7155	1445	20,350
	(5.4%)	(15.7%)	(12.9%)	(2.6%)	(36.6%)

*Figures in brackets are percentages of total assets.

In 1948 American life insurance business employed about 326,000 persons,—219,000 men and 107,000 women. Of these, 106,000 were home office employees, 183,000 agency managers and agents and the rest agency clerks and cashiers.

Table III gives, life insurance policy amounts in force in 1947, in some countries.

Table III. Policies in Force (in millions of U.S. dollars)	
Australia	2,998
Canada	10,948
France	2,575
India	1,958
Italy	776
Sweden	2,789
Switzerland	1,706
United Kingdom	19,942
United States	186,223
Japan	3,914

From South India

A Master Plan For Madras City

IN ALL advanced countries of the West the "Garden City" movement is fairly widespread, and attention is concentrated upon model suburbs, rural housing, utilitarian methods of town-planning, slum clearance and rehabilitation of large areas. Town-planners have taken advantage of the progress in production methods and nature has been harnessed to serve man's needs. Thanks to the science of engineering, water has been brought to places where it could not be had before and unhealthy places have been turned

into health resorts with all the modern amenities of civilized living.

The plans for city development in the United States today follow the "wheel" pattern. The new cities that are springing up there look like gigantic wheels from the air. A broad highway, loosely circumscribing the central business section of the city, forms the hub of the wheel. Other highways, radiating towards the outer residential and industrial sections form the 'spokes', and the more important spokes continue beyond the city limits as the princi-

pal inter-city highways. Curved routes, spreading out from the hub in ever-widening circles, at spaced distances from the centre of the city to the suburbs, complete the 'wheel'.

This particular pattern is designed to solve the problem of traffic congestion facing the American cities, and is devised by engineers of the Federal, State, and Municipal Governments. Those who have devised it believe that the wheel pattern would form "an appropriate system of urban arterials for almost any city". Traffic congestion has become steadily worse since the end of the war, and not only in the U.S. Urban populations have increased, and more and more people are buying automobiles. Since most cities were built and designed before the motor car had come on the scene, the often haphazard, criss-cross pattern of streets formed a mighty obstacle to smooth traffic flow resulting in congestion which proved not only a nuisance, but also caused delays, accidents, and high municipal operating costs. It is to remedy this state of affairs that the 'wheel' pattern is being adopted.

Whether it will also remain the model of city planning in the future, need not bother us at present, but the principles and the method of approach to town-planning adopted by our experts in big cities today are not calculated to benefit city-dwellers of the future to any appreciable extent. The city of Madras, for example, has developed haphazardly over many decades. This has naturally created many serious problems, such as slums, sub-standard housing conditions, narrow and inadequate streets, inconvenient roads, unsatisfactory local transport and insufficient open spaces. These have not engaged the serious attention of the City Administration or of the town-planning experts till now. A Master Plan of city development conceived as part of a related and stable policy of development, providing for social and economic factors and commanding the support of the community groups, is yet to come into being.

For lack of such a Master Plan,

some of the open grounds and play-fields within the heart of the city, instead of being expanded and improved upon, are being gradually being built upon, to the detriment of the health of the dozens. The preparation of a Master Plan was entrusted to the Engineer, Corporation of Madras, some fifteen years ago; but nothing tangible has been produced forewant of adequate staff and finance. The work has now been taken up in right earnest, but the lack of finance is again proving a major handicap.

The pre-requisite for such a Master Plan is the collection of information and statistics and the conduct of a proper topographical survey of the whole city, including a three-mile-ring round the city limits. The whole of the extended areas of the city is now practically unsurveyed. The preparation of an up-to-date topographical map for the whole city by the usual land survey operations would necessitate the employment of about 25 surveyors, 4 supervisors, and one assistant engineer for a period of two years at least, and would cost Rs. 2 lakhs. Since under the prevail-

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