

was an active member of the Montreal Board of Trade, and had served as a member of its council; was a member of the Corn Exchange, and president of the Marine Underwriters' Association. He was manager of the Quebec branch of the Birkbeck Investment Co., and president of the Philipsburg Railway & Quarry Co.; also a director of the Ontario Accident Insurance Co. He took great interest in the Montreal Insurance Institute, at the first debate of which he presided. He had made a study of the navigation of the St. Lawrence, and his suggestions relating to the needed improvements were valuable and appreciated. He commenced his military career as a member of the High School cadet corps in 1863, and after considerable and honourable service retired with the rank of Major. His afflicted father, the venerable Archbishop of Montreal, has the sympathy of the whole community. Seldom has a city felt itself so stricken as Montreal by the tragic death of Major E. L. Bond.

CANADIAN FIRE UNDERWRITERS' ASSOCIATION.

(COMMUNICATED.)

The adjourned quarterly meeting of the C.F.U.A. was held in the Association Rooms, at Toronto, on Tuesday, 3rd December, with a fair attendance of members.

Owing to the referring of some items of the agenda to a future meeting, and the withdrawal of one or two altogether, the actual business coming under consideration was greatly reduced. The work of Specific Rating in Quebec and Ontario towns was reported upon and good progress shown. At some points in Ontario it was found that a rigid application of the present rules, whereby rates are formed, worked out to results that seemed to many members to press very hard on certain localities, whose general record for fire losses had been favorable to the companies. In fact, in some instances almost prohibitive rates were evolved. Some relief in this direction was asked for and considered a reasonable request. The Association, therefore, sanctioned reconsideration of such cases by the Rating Committees, and will likely favor any recommendation in this connection that may be presented.

A deputation from the Hamilton Board was received, and much time and consideration was given to their representations and opinions regarding the proposed extension of the Non-Intercourse Rule. This Rule will provide that a Board agent may not hold a non-Board agency of any kind. The deputation submitted an original and very cleverly conceived scheme or plan, which had been approved by the Hamilton agents. Much interest was manifested in the suggested arrangement having for its object the reducing of the excessive rate cutting now prevalent in Hamilton. Action for the present was deferred to give time for consideration by the whole Association.

The next quarterly meeting will be held in Montreal.

SUN INSURANCE OFFICE.

The Agency at Montreal of the above well-known British Office, being recently vacant, Mr. H. H. Blackburn, manager for Canada, has appointed Messrs. Evans & Johnson to represent the company here. We congratulate the Sun Insurance Office on this appointment.

PROMINENT TOPICS.

The tragic death of Major Bond has been the universal theme, his life was so useful; so noble; so needed; so full of promise of long years of public service as to have rendered its untimely ending a calamity to this city. Such a death seems to mortals premature, but it is well to bow to the will of the All-Wise Ruler, who alone knows when man has arrived at maturity for a higher state of being for which this world is a preparation. Major Bond had served his fellow-men with exceptional diligence, he had responded to every call of duty. His summons was terribly sudden—but it found him ready.

The Honourable Mr. Tarte has written to the Harbour Board intimating that he considers the Jamieson elevator plan a closed affair. The Minister stated his willingness to appoint one or two engineers of his department to discuss with the Harbour Board's staff the plans regarding the elevator plans. Mr. Tarte's letter was approved by the Commissioners. The question of appointing an expert engineer to act with Mr. Kennedy, the Harbour engineer, was discussed and left over. He will visit New Richmond, in company with several members of shipping companies, in order to thoroughly examine the new wharves of that port, which are reported to be the best equipped on this continent.

In reference to Mr. Connors' deposit of \$50,000, the Minister of Railways and Canals expressed his willingness, through Mr. Tarte, that the money be refunded. Messrs. Crathern, Reford and Torrance disagreed with this course. Mr. Mackay said that there were two sides to the question. The Commissioners would have to prove loss in order to retain the money. The best way to settle the matter, he thought, would be to have the Commissioner's lawyer meet Mr. Connors' attorney with a view to arriving at some understanding. It was shown that Mr. Connors had caused work to be done on the site that was alleged to be disadvantageous to the Commissioners. He had spent \$7,000 to \$8,000 on timber and excavations. Mayor Prefontaine pointed out that if legal proceedings were commenced they might last several years, the result of which would be that the Commissioners for all that time would be kept out of the land needed for improvement works. The matter was relegated to a committee.

The Municipal Affairs Committee of the City Council, having considered the Sunday trade question, reported that it embodied its views in the following resolution:—

"Resolved, that, having examined the proposed amendment of the city by-law No. 36, respecting Sunday trading, the council of the Board of Trade respectfully urges that no change be made to the existing by-law, as the council considers that it is not in the best interests of the city to legalize Sunday trading by discriminating in favour of any special classes of business."