

RAILROAD NOTES

T. R. McCarthy, freight and shipping agent, who has been through severe illness, is now convalescent, and has been heartily welcomed back to business by his many friends on the Board of Trade.

Flat denial has been given by President Willard, of the Baltimore & Ohio to the widely circulated report that the company will at once proceed to carry out plans for improvement and betterments involving an expenditure of \$30,000,000.

Clifford Thorne, chairman of the board of railroad commissioners of Iowa, declares that the impression scattered broadcast by the eastern railroads that they have been forced to retrench on maintenance because of insufficient revenues, is absolutely false.

The personnel of the London and Port Stanley Railway Commission was not changed by the London City Council at its inaugural meeting. Sir Adam Beck remains chairman, and the other members are Philip Pocock, M. D. Fraser, K. C., and Major William Spittal.

Strike of engineers and firemen at Bangor & Aroostook, which was called on January 12, 1912, under which men have been drawing strike benefits, and which was practically broken within two weeks of being called, has now been formally declared ended by unions.

Official circulars from F. A. Wadsworth, passenger traffic manager of the Denver and Rio Grande, announce the appointments of W. H. Chandler as assistant general passenger agent at Denver, and A. C. Wilson as general agent of the Gould line at Colorado Springs.

F. W. Taylor, formerly terminal superintendent of the Illinois Central at Waterloo, Ia., has been appointed superintendent of motive power of the International & Great Northern at Palestine, Tex., in place of C. E. Seabrook resigned. The latter is going to California for the winter.

General Manager Hedley, of Int. Terminal, calls attention to the fact that the subway has been running ten years, has carried 2,000,000,000 passengers, and only one death of a passenger on a train has resulted from an accident to the road, a record unequalled by any other railroad in the world.

Resumption of conferences between the mayor of Baltimore and representatives of the Pennsylvania with respect to improvements to be made in that city has prompted the expectation that the work will be started at an early date and the proposed new terminal at Calvert station electrified.

New financing being considered by the Erie Railroad Co. is understood to be between \$15,000,000 and \$20,000,000. The management is discussing the advisability of selling first mortgage 5 per cent. bonds rather than securities under the proposed general refunding and improvement mortgage.

Gross earnings of United States railroads a year ago for December from the roads making weekly reports to Duns Review aggregated \$31,181,319, a decrease of 11.6 per cent. as compared with the same month last year. There is, however, a slight indication of improvement, as loss reported in November by these roads was 12.9 per cent., and in October 12.3 per cent.

Southern commercial travellers have attacked the ruling of the Interstate Commerce Commission that they have no right to sell goods from their sample cases for immediate delivery unless shipped by freight or express, and the rule of the railroads requiring baggage to be checked through to destination on mileage, and which is now under suspension awaiting action by the commission.

The railroad trainmen are agitating for a law in New York state to limit the length of freight trains to half a mile, as indicated by a letter to the officers and members of the Brotherhood of Railroad Trainmen, sent out by J. P. Ozden from Albany. "As per instructions from grand lodge, by circular, there is to be introduced a bill limiting trains to one-half mile in length. Such a bill should meet with the approval of the general public, as well as all of the employees of the different roads."

Mr. J. Harvey Hall, legislative representative of the Railway Brotherhoods, has just returned to Toronto from Ottawa, where he was making arrangements for an amendment at the next session of the Railway to provide for the preference for injured workmen under the Workmen's Compensation Act. In cases in which railroads go into insolvency. At the present time there is no provision for compensation to injured workmen having preference when roads become insolvent. It is possible under the present Railway Act for the bondholders to take over the road and refuse to recognize compensation claims. The required change comes within the scope of the Federal authorities, and the Province cannot pass the measure.

In passing upon the case of the Lorain and Southern which the Federal Commission held was an industrial line, the Ohio Commission holds that it is entitled to share in the receipts of freight received by the Lake Shore and delivered to it. In this connection the Commission declares that no matter who owns an industrial line, if it is incorporated separately from the concern which it serves, it is entitled legally to share the receipts of a trunk line on freight for which the same is handled. This decision applies to a number of other such roads in the state. Another point decided was that if such a line is a common carrier and independently incorporated, no demurrage can be charged for time including that in which a car is in transit over such line, and must be calculated from the time the cars are placed at industrial plants served.

NATIONAL RAILWAYS OF MEXICO. TO HOLD EXTRAORDINARY MEETING. New York, January 12.—Stockholders of National Railways of Mexico have been notified that, on solicitation of the Mexican Government, an extraordinary meeting of the stockholders will be held February 20th in Mexico City.

At this meeting the report of the directors for the year ended June 30th, 1914, and the balance sheet will be submitted for approval and there will also be held an election of directors to fill existing vacancies on the present boards of the company.

There will also be an election of commissioners and alternates, the executive committee has fixed January 20th as the date for ascertaining which person shall have the right to vote at the general meeting.

C. N. R. EARNINGS. C. N. R. earnings week ended January 7th, \$205,400; decrease, \$159,000. From July 1 to date gross earnings, \$10,171,900; decrease, \$2,557,700.

BRITISH SHIPPING RATES SHOW REMARKABLE INCREASE

Advance is Considered Due Almost Solely to War—Prohibition of Cedes Has Resulted in Heavy Expense.

London, January 12.—Never before in the history of shipping has a year brought about such remarkable changes, due almost solely to the European war. Early in the year there was much talk among shipping men as to the advisability of a concerted plan to lay up vessels, particularly in the Baltic and White Sea trade, owing to low freights. Now owners are reaping a rich harvest from the same steamers they were anxious to retire a few months ago on account of the bottling up, capture or sinking of some millions of tons of shipping.

This removal of tonnage from the high seas was reflected in a sharp rise in freights, which has been further accentuated by increased transport facilities with the capture or sinking of German raiding cruisers in the Atlantic, Pacific and Indian Oceans.

The enormous and suddenly increased demand for grain from North and South America gave owners of available vessels an opportunity they were not slow to seize, and against one shilling and six pence per ton from the United States to the United Kingdom the rate rose to eight to nine shillings. There have been corresponding advances in rates on other classes of freight.

The prohibition of the use of cedes in cable messages on account of the censorship cost the shipping community many thousands of pounds. This has been only partly alleviated recently by the use of a limited number of code books, which are hardly a substitute for private cedes.

RAILWAYS GRANT REDUCED FREIGHTS ON SEED GRAINS.

Regina, Sask., July 12.—The department of agriculture at Regina has announced that, following negotiations between the railway companies, the Grain Growers' Association and the department, reduced freight rates on seed grain will be in force in the prairie provinces from January 1st to June 15th, 1915.

Purchasers of seed grain, whether in carload lots, less than carload lots, in order to take advantage of the special rates, must secure from the secretary of their nearest local grain growers' association a certificate that they are bonafide farmers and are entitled to the advantage of the rates.

ALL BODIES HAVE BEEN RECOVERED FROM THE EMPRESS OF IRELAND

Quebec, Que., January 12.—The unfortunate steamer Empress of Ireland and all connected with her is now a closed book. Practically all the bodies of the 200 victims have been recovered, certainly there are none in the wrecked vessel, for a thorough search and one that was as complete as human endeavor could make it so, was made in regard to this feature of our work.

"The vessel will remain in the bottom of the St. Lawrence at the point where she sank, and no further attempt will be made to raise the hull," So spoke Mr. W. W. Wetherston, manager of the New York Compressed Air Wrecking Company, which salvage firm had the work of salvage and recovery of bodies from the ill-fated Empress of Ireland.

Asked as to the continuance of work on the wreck of the E. M. S. Empress of Ireland, he replied that this was all finished and the sad affair was now a closed book.

Special attention, he said, had been given to the recovery of bodies of the victims and all that were recoverable had been brought to the surface.

Certainly there are no bodies on the ship, as a thorough search had been made to assure this fact. All else that could be salvaged Mr. Wetherston further said, had been recovered, and as far as the wrecked vessel was concerned it would now be where she is and no further efforts would be made to raise the hull.

SERBS GIVEN PERMISSION TO OCCUPY NORTHERN ALBANIA.

London, January 12.—Serbia has realized her ambition to reach the Adriatic sea, according to a dispatch from Athens.

It states that the Allies have given the Serbs permission to occupy part of Northern Albania in order to protect her frontier against attacks by Albanian bands.

It is understood that if the Allies defeat Austria and Germany, Serbia will retain this section of Albania.

UNITED STATES REALTY.

New York, January 12.—United States Realty and Improvement Company declared a dividend of one per cent., payable February 1st to stock of record January 21st.

LIVERPOOL CORN HIGHER.

Liverpool, January 12.—Corn closed 1/2 to 3/4 up on Monday. January 7th, 24; Feb. 7th, 23 1/2. Wheat not quoted.

The fact that the successful business man is an advertiser is usually incidental. He is an advertiser because he is wise and possessed of good, sound business sense and an analytical mind. At some time or other he came to the conclusion that advertising could be made one of the mightiest factors of his business organization, and having arrived at this conclusion, he just naturally went to it and advertised.



MR. W. B. POWELL, Vice-President and General Manager Montreal and Southern Counties Railway, who have been seeking an extension of their trackage in Montreal.

SHIPPING NOTES

Separate ships will be provided for Mr. Taft and Mr. Roosevelt if they attend the Panama Canal opening.

Panama Canal authorities are shortly to ask for bids for three 1,000 ton steel dump scows. The general dimensions are, length over all 160 feet, beam 30 1/2 feet, and moulded depth 13 1/2 feet.

The Canadian Pacific will resume its trans-Pacific service early in March with the sailing of the steamship Montreuil, which has been released by the British Admiralty. The vessel will sail from Vancouver.

The American clipper ship Arvan, which has been held up at Sydney, N.S.W., with a cargo of wool, has been permitted to sail. She has on board between 8,000 and 10,000 bales of merino wool valued at \$1,500,000, consigned to New England manufacturers.

The sailing schedule of the American-Hawaiian Line shows that fourteen vessels will be placed on berth at New York up to March 15. The schedule of sailings from the Brooklyn piers of the company are as follows: January 14, 19, 23, 29; February 3, 8, 12, 15, 23, 27; March 5, 10, 15.

Washington has been informed that if the steamship Dacia, formerly owned by the Hamburg-American Line, and transferred recently to ownership under American registry, endeavors to engage in trade with Germany, British warships will stop her. The transfer of the vessel from the German flag is regarded as illegal, and the vessel is subject to seizure.

A new regulation promulgated by the United States Department of Commerce, which went into effect on the first of the year, makes it compulsory for all ocean and coastwise vessels of over 200 tons propelled by machinery, to carry a supply of oil for the purpose of smoothing the sea or quelling the force of the waves in case of emergency.

Sixteen days from Glasgow, the Allan liner Pometanian arrived at Halifax yesterday after a stormy trip. The captain reported that on January 6 Andrew Oliver, of Edinburgh, died, and his body was buried at sea. On January 7 a large iceberg was sighted in latitude 49.28 north, longitude 46.39 west, about 250 miles east of Newfoundland. After discharging cargo the steamer will proceed to Philadelphia.

At the Officers' Club on Pier 69, North River, New York, Secretary of Commerce Redfield presented to Captain Paul Kiehlmann of the Red Star Line steamship Kronland, a gold watch and chain; to P. Mansfield, second officer; B. Kummel, fourth officer, and 19 other crew members seated at the Philadelphia Mint, also presenting the thanks of Congress for their heroism in rescuing the crew of the steamship Volturo, burned at sea in October, 1913.

It is reported from Philadelphia that Michele Lauria and Nunzio Tiberi, trading as Luana and Company, of Palermo, Italy, have filed a libel in the United States District Court, against the Societa di Navigazione Adriatica, a corporation of Venice, Italy, owners of the Italian steamship Prudenza, to recover \$100,000 damages for an alleged breach of charter contract. According to the statement of claim filed, the plaintiff had agreed to sub-let the Prudenza for a period of seven months, beginning January 23, 1915, for 1,000 pounds sterling a month. It is alleged that the defendant company now refuses to fulfill the contract. There will be a hearing in the case this morning.

TWENTY RAILROADS IN PAST YEAR REDUCED EMPLOYES 7.9 PER CENT.

Boston, Mass., January 12.—There has been considerable speculation concerning the percentage of unemployment among railroad men that resulted from the depression last year, which caused the railroads to retrench sharply in expenses. Railway Age Gazette has compiled statistics on number of men employed on 20 large roads that enter Chicago in 1914 and 1913. Two dates, June 30 and Aug. 1, are considered in each year.

Number of men employed on the 20 roads in question on June 30, 1913, was 879,492, and on July 30, 1914, it was 809,929, a decrease of 69,529, or 7.9 per cent. The figures as of Aug. 1 were 855,761 for 1913 and 764,927 for 1914, the decrease amounting to 90,934, at the rate of 10.6 per cent. 20 systems have lines extending throughout all parts of the United States, therefore the employment conditions on them are considered representative.

On June 30, 1913, the total number of employees on all railroads of the country was reported to the Interstate Commerce Commission as 1,815,239. By applying to that figure the same ratio of reduction as prevailed on the 20 roads, it is estimated that during the year ended Aug. 1, 1914, about 192,000 railroad men were thrown out of employment.

The employment figures of some of the larger systems that make up the 20 compare on the dates stated above as follows:

Table with columns for Road Name, 1914, 1913, and 1914, 1913. Rows include Pennsylvania, New York Central, Atchafalaya, St. Paul, Baltimore & Ohio, Chicago & North Western, Rock Island, Grand Trunk.

INSERT NEW WAR CLAUSE IN CHARTER AGREEMENTS

Provides Against the Use of Vessels in Trades That Are Unlawful For a British Ship.

Chartering agents are inserting a special or war clause to all chartering agreements. The new clause provides against the use of vessels in trades that are unlawful for a British ship. The special clause reads as follows:—

It is a condition of this charter and the charterers undertake that—

(1)—That the ship shall be employed only in such trades and employments and shall carry only such goods, persons and things as are lawful for a British ship.

(2)—That the ship shall not be used nor be documented in any such way nor shall she carry any such cargo or any cargo so documented as would expose her to seizure or condemnation by Great Britain or any of her Allies.

(3)—That there shall not be any breach of any of the warranties which are now or may during the continuance of this charter be contained in the policies or contracts of insurance of the ship with the War Risks Insurance Association in which the ship is entered. The warranties now contained in such policies are as follows:—

(a)—That the ship shall be employed only in commercial trading.

(b)—That the ship shall not engage in any trade prohibited by His Majesty's Government or by the committee of the association, and shall comply, as far as possible, with the orders of His Majesty's Government and the directions of the committee as to sailing routes, ports of call, stoppages, arrival and otherwise.

(c)—That the ship shall leave an enemy's port within the days of grace allowed by the enemy and shall comply with the terms of any pass granted by the enemy.

(d)—That the ship shall not enter or leave, or attempt to enter or leave, any port which is known to be blockaded by the enemy.

Upon breach of any of the conditions and undertakings mentioned in this clause, the owners shall have the right at any time to withdraw the ship from the service of the charterers, but notwithstanding such withdrawal the charterers shall in addition to any liability for damages continue liable for the hire or freight hereby agreed to be paid.

ICE-BREAKER "EARL GREY" WAS CHASED BY GERMAN CRUISER

Toronto, Ont., January 12.—A trim, square-built, dark-haired young chap of under 30, wearing blue, with a few brass buttons, is at present in Toronto. He is Lieut. F. G. Pratt, of the Imperial navy, who was sent out from England with Captain Truesdale to take the ice-breaker "Earl Grey" over to Archangel.

Lieut. Pratt was injured in the wreck of the Welmar, on which the party were returning and which struck on the island of Bonhoeer, as a result of which he is at present on sick leave.

"On arriving in Archangel we found the ice already 10 inches deep in the harbor, on the first Monday in November. We were given a tremendous ovation, a purse of gold being given to all the company. The next day came the blessing of the ship and the colors by the priest of Archangel, and the ceremony was attended by all the nobility. We stood up behind the priest for three hours, but there was very beautiful music given by a male choir of 40. Following this the priest took a large stone jar of water and a whisk and dashed water over all of us and over the ship."

The "Earl Grey" still has two Canadian Marconi-gram operators and one petty officer, James Baines, of Charlottetown, P.E.I., on board, and has succeeded in keeping the harbor clear. She was chased across the Atlantic by a German cruiser.

NEW HAVEN BETTERMENT MADE MOSTLY ON REDUCTION OF OPERATING COST.

The New York, New Haven and Hartford Railroad makes an encouraging showing in the report for November and the five months then ended, though the gains over the corresponding period of the previous year are slight.

For the five months ended November the net income was \$1,173,388, against \$1,155,937 in the five months' period of 1913. This improvement was made on gross earnings of \$28,080,221, a decrease of about \$2,000,000 from the previous year, operating expenses being decreased nearly \$2,000,000 and non-operating income showing a gain of \$180,000.

For November the net corporate income of the company showed a deficit of \$170,753, but this was about \$60,000 less than the deficit in the corresponding period a year ago.

Improved showing for November as compared with 1913 was made by the New York, Ontario and Western, with a net income of \$6,218, against a deficit of \$23,126 the previous year. The New England Steamship Company, though showing a deficit of \$60,996, did better than in the previous year by more than \$5,000. The Connecticut Company reports a net income of \$50,520, against \$46,531 in 1913.

The Central New England Railway Company, however, with a deficit in net income of \$69,287, against a credit in net income in November, 1913, of \$46,781, has been considerably less prosperous. The Rhode Island Company, too, did not do so well this year as last, there being a deficit of \$61,721, against a deficit of only \$15,807 in 1913. The New York, Westchester and Boston reports a net of \$12,996, against \$25,686 for November, 1913.

WEATHER MAP.

Cotton Belt.—Partly cloudy, light to heavy rain east of the river. Temperature 28 to 42. Winter Wheat Belt.—Partly cloudy, moderate precipitation in parts of Ohio. Temperature 18 to 36. American Northwest.—Generally clear. Temperature 14 to 32. No precipitation.

C. P. R. EARNINGS.

Approximate earnings of the C. P. R. for the week ending January 7th, 1915 were \$1,316,000, and for the same period in 1914, \$1,850,000, a decrease of \$534,000.

GERMAN MACHINATIONS MAY FORCE CHINA INTO THE WAR.

Tokio, January 12.—The Japanese cabinet met in special session today to decide on a course of action with reference to China's abjolution of the war zone on the Shantung Peninsula.

The Japanese Envoy at Pekin, Minister Hiroki, will be instructed to report more fully on the reasons actuating China in this course.

Japanese officials declared their belief to-day that German agents, who have been active in Pekin for some time, were responsible for China's action.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:— After

ORDUNA (15,500 tons) Jan. 18th 1 a.m. TRANSYLVANIA (15,000 tons) Jan. 25th 1 a.m.

For information apply to THE ROBERT REFORD CO., LIMITED, General Agents, 20 Hospital Street, Steerage Branch, 23 St. Jacques St., Uptown Agency, 530 St. Catherine Street West.

RAILROADS

CANADIAN PACIFIC

TORONTO—DETROIT—CHICAGO. Via Belleville, Cobourg and Port Hope. \$8.45 a.m. \$10.00 p.m.

TORONTO (YONGE ST.) Via Tweed and Peterboro. \$7.25 a.m. \$10.50 p.m.

Compartment-Observation and Standard Sleepers on Night Trains. *Daily. **Daily ex. Sunday.

IMPORTANT CHANGE IN TIME. Effective January 15.

FOLDERS ON APPLICATION. TICKET OFFICES: 141-143 St. James Street. Phone Main 8123 Windsor Hotel, Place Viger and Windsor St. Stations

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY Montreal - Toronto - Chicago

INTERNATIONAL LIMITED. Canada's Train of Superior Service. Leaves Montreal 2:00 a.m. arrives Toronto 4:30 p.m. Detroit 9:15 p.m. Chicago 8:00 a.m. daily.

IMPROVED NIGHT SERVICE. Leaves Montreal 11:00 p.m. arrives Toronto 7:30 a.m. Detroit 1:45 p.m. Chicago 8:30 p.m. Chicago-Portland Sleeping Car Montreal to Toronto daily.

CITY TICKET OFFICES: 122 St. James St. cor. Francois Xavier Windsor Hotel Phone Main 5300 Bonaventure Station Phone Va. 1123

The Charter Market

(Exclusive Leased Wire to Journal of Commerce)

New York, January 12.—Chartering was good in all departments of the steamer market, with the scarcity of unchartered boats available for loading before the middle of March. The demand for tonnage holds steady, and in some trades there is an unusual demand, particularly for case oil carriers to the East, Australia and South American ports. In the sailing vessel market a good demand prevails for tonnage to Europe, and South America, but West Indian and coastwise freights continue to offer scanty supply.

A small carrier was closed for cases oil to Europe, 13 cents a case, and other fixtures of the kind were offered. Chartering in all other trades was better. Charters: Grain—British steamer, Bury, 2,000 tons, from the Gulf to Marseilles, 26.60. British steamer Cambrian King, 2,000 tons, from New York to Rotterdam, 7.00.

Petroleum—British steamer, Loder, 1,000 tons, from Philadelphia to two ports in Japan, 20.00, February-March. Schooner Augusta W. Snow, 27,000 cubic feet, New York to Bahia, 28 cents.

Lumber—Norwegian bark, Beldelide, 600 tons, from St. John, N.B., to West Britain, or East India, with deals, 80s. January. Schooner M. D. Cressey, 1,854 tons, from New York to New York with ties, p.t.

Schooner Percy Birrell, 895 tons, from New York to New York with ties, p.t. Miscellaneous—British steamer, Jeserik, 1,000 tons, (previously), trans-Atlantic trade, to be chartered for delivery Glasgow, January.

British steamer Den of Ruthven, 3,116 tons, from Savannah to Liverpool, or Glasgow, with cotton, 77s. 6d., February-March. Steamer Leelanaw, 1,337 tons, from San Francisco to Galveston, with canned goods, p.t., promptly.

URGENT THE C. P. R. TO BRIDGE

69-MILE COAL LINE GAP. Winnipeg, Man., January 12.—President George of the Lethbridge board of trade, and John George, president of the agricultural society of Manitoba, waited on Grant Hall, vice-president of western lines of the C. P. R., asking for the completion, this year, of the Weyburn-Lethbridge line.

There were present at the conference also D. G. Coleman, general superintendent, and J. G. Sullivan, chief engineer of western lines.

The delegation made a very strong plea for the completion of this line. Mr. George pointed out that it had been begun in 1910, and there was still a gap of some 69 miles. Of this, 25 miles was graded and ready for steel. The country through which the line would run was a good one.

Settlers had gone in ahead of the road and had waited patiently for it, but were getting tired of waiting. He showed how they needed the Lethbridge coal, and how farm buildings of all kinds were being held back for want of lumber and cement, which came to them from the west. By the completion of this line, the haul would be shortened 400 miles.

President Marnoch pointed out the advantages of this route for grain going for shipment via Panama, and live stock to the coast, and heavy traffic in coal, lumber and cement eastwards.

The delegation received an attentive hearing from Mr. Hall and his colleagues. While no promise was made, the delegation seemed confident that the 69 miles now ready for steel would be completed this coming spring.

Public debt of the United States on Jan. 1, 1914 was \$1,115,170,691.

WAS CUT OFF BY WAR COULD NOT PAY LOAN

Receiver Appointed Following Failure of Russian Transport and Insurance to Reach Home Office

CLEARED THROUGH HAMBURG

Representatives of Company Could Not Satisfy Claim Because British Post Office Returned Mail Sent to German Firm.

New York, January 12.—Because mail addresses in Hamburg, has been returned to New York by British postal authorities during the past week, a receiver for the American Russian Insurance Company has been appointed.

The firm is the Russian Transport & Insurance Company, which since 1904 has been doing a surplus line insurance business through Douglas Bros., Inc., of 123 William Street. The outbreak of the war cut off from its European connections. As a result some \$10,000 in losses which accumulated in August and September, 1914, were not paid.

It was reported that at the outbreak of the war the Russian Transport & Insurance Company cleared surplus line business through a German insurance firm in Hamburg. Profits of loss were filed with the firm by the American agents and of course the firm was unable to pay them.

For the past three weeks, however, the American firm has been unable to reach the Petrograd office of the Russian Transport & Insurance Co. because of the war and the business through a German insurance firm in Hamburg. Profits of loss were filed with the firm by the American agents and of course the firm was unable to pay them.

The company came into the New York Supreme Court when Judge Goff appointed Charles H. Munn receiver for the property and accounts in New York. The appointment was made on the application of the receiver's claim for \$3,865, in surplus line insurance.

The company was organized in 1844, and is said to have a paid up capital of \$2,500,000. Statements for the year 1912 show assets of over \$3,000,000. The receiver's claim for \$3,865, in surplus line insurance, was appointed with a view of finding out what was belonging to the company and how they were used.

Mr. Munn had obtained a judgment several months ago for nearly \$1,000, which has not been paid.

DROPPED MATCH STARTED FIRE IN PRINCE ARTHUR APARTMENT

Tenant Lit Pipe, Threw Away Match and Tall Lengthy Telephone—Two Rooms Were Badly Gutted.

Considerable excitement was caused among the tenants of the Prince Arthur Apartments, at the corner of St. Patrick and Prince Arthur streets, yesterday afternoon when a fire broke out in the apartment of Mr. Alphonse Desrosier, on the second floor, burning two rooms and rendering the remaining rooms temporarily uninhabitable.

According to his statement to Deputy Chief M. J. Desrosier had filled his pipe and lighted a match just as the telephone bell rang in the next room. He dropped the match and went to the phone, engaged in a long conversation. While he was speaking a tenant noticed the increasing heat and smelled smoke. When he finished his conversation he found the fire from a visible furnace, the falling match had ignited the curtain, which had quickly set fire to the room.

Mr. Desrosier rang an alarm at the box at the corner of St. Patrick and Prince Arthur streets, at 8:45 p.m. Chief Munn and District Chief Dagena with the eastern and a part of the central and north divisions of the brigade, responded. The fire was confined solely to the apartment in which it originated and the water damage to other apartments was very slight, as will be shown by the fact that the apartment of Alderman Blumenthal, that directly under the burned apartment, the ceilings were merely moistened the water not having come through. Other tenants of the apartment house became frightened when they saw flames coming from the window.