

RAILROAD NOTES

Commenting upon the New Year honors, the London, Eng., weekly Journal Canada suggests that such an important event as the linking-up of the Grand Trunk Pacific should not have gone unmarked.

Commercial travellers at Cincinnati have appointed a committee to present to the Interstate Commerce Commission petitions protesting against any increase in passenger or excess baggage rates which will be circulated throughout the United States by signatories.

When the C. P. R. train from Winnipeg arrived in Fort William the other day an enormous bull moose was found lying across the track a few miles from the city, but the engineer thought it had been blown to the side of the track.

J. W. Eber, general manager of the Toronto, Hamilton and Buffalo Railway Company, states that there will be no cut made in the wages of the employees of the company. Mr. Eber said that the T. H. & B. had a satisfactory agreement with its employees and would abide by it.

The Kootenay Central Railway, running from Golden, a point on the main line of the C. P. R., in British Columbia, to Creston, a point on the Crown's West Pass line, has been opened for traffic. The line is 166 miles long. It offers an alternate route through the mountains to the Alberta division.

A. T. Hardin, vice-president of the New York Central Company, now has charge of the operating department including transportation, roadway and equipment and construction for the times from New York to Chicago with headquarters in New York, and J. J. Bernet will be resident vice-president in Chicago.

With the completion of an order for 26 light locomotives for Russia by the Baldwin Locomotive Works, K. M. Vaclavin, vice-president of that concern, sailed for Petrograd and expects to get some further orders. The Greek Government intends to place an order for 20 engines in the United States and Mr. Vaclavin will bid for it, too.

The Illinois Central Railroad will have twenty-five new giant Mikado locomotives in operation within the next sixty days as a result of a contract completed yesterday. The Lima Locomotive corporation of Lima, O., closed the order with the agents of the railroad. It was announced that it was one of the largest deals ever made in locomotive equipment. The deal involves an expenditure of approximately \$800,000.

At the annual meeting of the Western Canadian Passenger Association, Mr. John F. Pierce, assistant passenger agent of the Canadian Steamship Limited, was elected chairman. The following executive committee was appointed: R. L. Fairbairn, G. P. A., Canadian Northern, Toronto; William Stitt, G. P. A., Canadian Pacific, Montreal; W. P. Hinton, assistant passenger traffic manager, G. T. C., Montreal, and Mr. John F. Pierce, Mr. G. M. Webster was re-elected secretary.

The Chicago, Burlington and Quincy reports that for the year just ended there was not a passenger fatality on the 9,000 miles of road, although 24,415,911 people were carried. The railroad defines a fatality as an accident for which the railroad can be held responsible. Similar records have been made by the Northwestern and the Pennsylvania. Because the accident was caused, they say, by an explosion of moving picture films which were being carried by a passenger, the Burlington statisticians do not include the accident of a month ago on a Burlington-suburban train in which two men were killed.

The Canadian Pacific Railway Literary and Scientific Institute has just concluded a very successful year's work. They have upwards of 300 members, and in addition to maintaining an efficient service of literature, are able to report a substantial balance in the bank. The election of officers at the recent annual meeting resulted as follows: President, F. Lambert; vice-presidents, W. Barley, J. W. Wood, treasurer, J. A. Bertrand; trustees, A. King, S. Stone, auditors, E. G. Noble, G. Slatford; managing committee, C. Hollingsworth, C. Campeau, C. Broderick, M. Bennett, A. Davis, A. Giroux, H. Hall; secretary, librarian, W. T. Hedrick.

The last of the gang of switchmen who are accused of stealing from C. P. R. cars, has been apprehended at Calgary, Alta., by Chief of Police Cuddy, who has recovered a thousand dollars' worth of loot. The scheme of the accused, according to the police, was to break into the freight cars after a freight train had started to pull out from the city and when near the city limits the stolen goods would be thrown out of the car alongside the track and later a wagon driven by another one of the band would come along and pick up the stolen goods. It was then conveyed to a homestead which the men are hiding down in the vicinity of the city and cached there.

After forty-five years and nine months in the employ of the system now known as the Intercolonial Railway of Canada, Mr. Frederick W. Welling, locomotive engineer, Dufferin street, has applied for superannuation under the provisions of the I. C. R. Provident Fund Act, and expects to retire permanently during the present month. Mr. Welling left his engine on New Year's Eve and does not expect to appear mount to the cab in an official capacity. Mr. Welling was born in Shelburne, N.B., in 1852, and is consequently 62 years of age. In 1882 he joined the I. C. R. as a fireman out of Moncton, and seven years later, in 1889, was promoted to the right hand side, a post which he filled ever since with satisfaction to all concerned.

After thirty-two years as an engineman on the Intercolonial Railway of Canada, Mr. Frederick W. Welling, locomotive engineer, Dufferin street, has applied for superannuation under the provisions of the I. C. R. Provident Fund Act, and expects to retire permanently during the present month. Mr. Welling left his engine on New Year's Eve and does not expect to appear mount to the cab in an official capacity. Mr. Welling was born in Shelburne, N.B., in 1852, and is consequently 62 years of age. In 1882 he joined the I. C. R. as a fireman out of Moncton, and seven years later, in 1889, was promoted to the right hand side, a post which he filled ever since with satisfaction to all concerned.

Weather Map. Cotton Belt—Light scattered rains in Texas and Mississippi. Temperature 22 to 56. Winter Wheat Belt—Partly cloudy. No moisture. Temperature 4 to 32. American Northwest—Partly cloudy, scattered snow in Wisconsin. Temperature 2 to 20. Canadian Northwest—Partly cloudy. No moisture. Temperature 0 to 18 above.

HAMILTON STREET RAILWAY MAY IMPROVE ITS SERVICE

Hamilton, Ont., January 8.—The complaints against the service of the Hamilton Street Railway Company have not been nearly so loud since the Christmas shopping has closed, and everything appears to be going along better now.

"I never admitted that the service was bad, and I think that it was the best we could give," said George E. Waller, the general superintendent. "However, I would welcome any visit from the city councillors who have anything to recommend. There is a lot in that statement made by Mayor Walters that the company does not know just what the city wants, and that if a committee from the council would wait upon us with a businesslike proposition that something might be accomplished. I would like to meet just such a committee."

WITNESSES ALL AGREE THERE WAS NO DRINKING ON BOARD NAVARRA.

Yarmouth, N.S., January 8.—The first day's inquiry into the loss of the Navarra saw five witnesses examined, the pilot, captain, first officer, chief engineer, and helmsman.

The pilot left the ship at Partridge Island on the morning of January 4, and at that time everything was running smoothly on board. The evidence of the captain, first officer and helmsman shows that they were steering a perfectly correct course of south southeast from the Lurcher lightship, and that the ship was on this course when she struck. All agree that there was no drinking on board.

B. & M. DEFICIT GROWING.

Boston, January 8.—President Hustis, of the Boston & Maine and Judge Knowlton, chairman of the federal trustees of the road, appeared before the Public Service Commission yesterday to explain the policy of the company and the reasons for the proposed increases in passenger fares.

Judge Knowlton declared that the establishment of rates that will enable railroads to pay fair dividends is necessary to the best interest of the public and stockholders. He said the owners of 25 corporations embodied in the system must modify their contracts, as the road is unable to earn its fixed charges, and its deficit is increasing.

The Boston and Maine, and the American Express Co. are reported to have come to an agreement under which the latter is to allot the railroad 42 per cent. of revenues collected from the business done on the lines, instead of 35 per cent. as at present.

OPERATING COSTS INCREASED.

Earnings of Twin City Rapid Transit Company are following the course of those of most electric railroads of the country, and for November a decrease of about one-fifth of 1 per cent. was shown in revenue from transportation as compared with November, 1913. There was an increase in other revenue, so that gross earnings of the company for the month were \$572,562, as compared with \$514,412 for November, 1913.

Operating costs showed an increase of 5.79 per cent. over November, 1913, so that net revenue for the month was \$355,828, a decrease of 5.41 per cent. Deductions, which included taxes, interest, preferred dividends, rentals and depreciation, increased 2.55 per cent. and the surplus was \$128,864, a decrease of 19.12 per cent.

The Charter Market

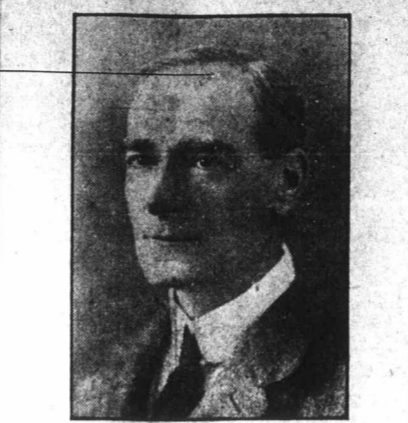
(Exclusive Leased Wire to Journal of Commerce.) Lumber—A moderate amount of business was reported in steamer chartering, and more would undoubtedly be done if it were not for the scarcity and light offerings of boats available for January and February delivery at the loading ports, as freights continue to offer steadily, many of them being urgent.

WESTERN LINES REDUCE FORCE TEN PER CENT.

Chicago, January 8.—For the purpose of obtaining an indication of the amount of unemployment that has resulted from the unsatisfactory condition of the railroad business, statements have been obtained from the railroads entering Chicago showing the number of men in their employ August 1 and June 30, 1914, compared with the number employed on those dates in 1913. Twenty railroads showed the number employed June 30, 1913, to be 879,492 and the number employed June 30, 1914, to be 809,929, a reduction of 69,563, or 7.9 per cent. The number employed August 1, 1913, was 855,761, and the number August 1, 1914, 764,827, a reduction of 90,934, or 10.6 per cent.

HYDRO-ELECTRIC USERS.

Stratford, Ont., January 8.—During 1914 approximately 330 new users of electric light and power were added to the already large list of Hydro patrons in the city, this addition bringing the total number of users up to 1900. Statistics compiled by the light and heat commission also show that there are 1,359 residential users, 336 commercial and 99 users of power in the city. This total of 1900 also includes Selkirkville, where 46 people use the "juice." This increase works out at the rate of about one a day.



R. J. DALE, Retiring President of the Board of Trade. Mr. Dale is head of the well known marine insurance firm of Dale & Co.

SHIPPING NOTES

The Niagara has arrived at New York from Havre.

The Adriatic has arrived at Liverpool from New York.

The steamship Trengelos, now loading at Halifax, will sail about the middle of next week with a cargo of supplies for the distressed Belgians.

An Australian destroyer was launched Dec. 19 at Sydney, N.S.W. Except for the plates, the vessel has been constructed of Australian materials by Australian workmen.

The Elder-Dempster Line's S. Kaduna, Capt. Purden, reached St. John Tuesday afternoon from Cardiff. The Kaduna had a very rough passage, continuous gales being encountered to the Banks.

Three new 10,000-ton steamships are to be built on the Atlantic coast for W. R. Grace & Co., for service between New York and Pacific coast ports by way of the Panama Canal. The new vessels will cost \$2,000,000.

The falling off of trade has caused the withdrawal of the C. P. R. Pacific coast steamers Princess Royal, Princess Beatrice and Princess Sophia, and in order that alterations may be carried out on the Princess Charlotte she too has been laid up.

The United States way collier Proteus passed through the Panama Canal on Wednesday. She is the largest ship that has used the waterway. On an average six ships are making the trip through the canal daily. The canal channel is in better condition than it has been since October 15, when the last big ship sailed.

Both the new Osaka Shosen Kaisha liners, Manila Maru and Hawaii Maru, are to cross the Pacific from Yokohama to Victoria in 13 days, two days faster than the time taken by the ships at present operating in this service. Advance copies of the 1915 schedule of the company have been received by the Victoria, B.C., agents the departure of the first ship from Hong Kong being dated for August 7.

Four large sailing vessels are now on their way to Halifax, consigned to J. H. Mathers and Son, to load deals here for European ports. The Norwegian barque Aedhus sailed from Barbadoes on December 12. The barque Bellafide is on her way to Halifax from Havre. The Norwegian barque Trio, 1758 tons, and another barque of about the same tonnage are also bound for this port. The total tonnage of all four barques is not far short of 5,000 tons. The steamer Nascope is also on her way to Halifax from St. John's, Nfld., to load deals for England.

In all likelihood the next navigation season on the St. Lawrence will see a new steamship line running from Montreal to a United Kingdom port, most probably Heysham, in competition with the existing services. This project has originated in co-operative circles. The Dominion Parliament has not yet been approached with a view to securing a charter, but it is claimed by the organizers that they are receiving satisfactory results in their canvass for members, and when the details are worked out the Canadian Government will be asked for a subsidy.

WASHINGTON WORRIES OVER PACIFICATION OF MEXICO.

Washington, January 8.—Administration officials are plainly disturbed over conditions in Mexico and they have begun to worry about the apparent failure of their plans for pacification of the Republic at least for the present.

The State Department has summoned to Washington Paul Canova its special agent at Mexico City to give at first hand an account of the real situation.

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ADMIRAL SAYS THERE IS NO UNITY IN AMERICAN NAVY

Washington, January 8.—A statement that there is an utter lack of proper co-ordination of the fighting units in the United States Navy is contained in a letter addressed to Mr. Daniels, Secretary of the Navy, by Rear-Admiral Knight, head of the Naval War College at Newport. Admiral Knight declares that this absence of co-ordination "has characterized our naval policy, or rather our complete lack of naval policy since 1862."

Admiral Knight's testimony that there was no agency in the navy department responsible for keeping the strategists of the service in touch with the fleet, coupled with Rear-Admiral Fisher's evidence along the same line, had a good deal to do with the action of the sub-committee of the House naval committee in recommending that Congress create a Bureau of Operations. This bureau if adopted, is expected to develop into a general staff system such as is in operation in nearly every up-to-date navy in the world.

N. B. CO. INCREASED CAPITAL.

The New Brunswick Fire Insurance Company during the past year increased its capital from \$300,000 to \$400,000, the bulk of the new stock having been sold to small holders. The New Jersey Commissioner of Banking and Insurance made an examination on December 31, and approved the increase.

WABASH IN NOVEMBER.

Wabash—November \$2,318,350; decrease \$269,454. Net \$2,048,896; decrease \$83,321.

Five months gross \$12,386,950; decrease \$926,942. Net \$10,692,21; decrease \$121,255.

PETERBOROUGH POWER CO.

Peterborough, Ont., January 8.—G. N. Gordon, city solicitor, has returned from Toronto, where he has been in the interests of the expropriation of the Peterborough Light & Power Company by the city. Mr. Gordon informed the Review to-day that he expects to give the matter his entire attention for the next week or ten days, and everything in connection with the arbitration, taking of expert evidence, etc., will be completed by the latter part of this month.

NO BIG NEW HAVEN MORTGAGE BONDS MAY BE ISSUED OCCASIONALLY.

New York, January 8.—In reply to reports that the New Haven was planning to create a \$400,000,000 refunding mortgage, President Elliott made the following statement:

"It would be very helpful to the New England railroad situation if action could be taken and laws passed this winter that would permit the New York, New Haven and Hartford Railroad Co. to fund its present floating debt of about \$52,000,000 with long-time mortgage bonds.

"A mortgage, if issued, will probably not name any total sum, but bonds will be issued from time to time for purposes approved by the proper public authorities, and any mortgage will contain the necessary provisions protecting the right of existing securities.

"The Legislature of Massachusetts for 1914 directed the Public Service Commission to make an investigation of the relation of railroad companies to the statute laws of this and other States.

"To aid the Commission in their work the New Haven Company, within the past six months, has done much work in giving information to the Commission about the conflicting laws of the New England States, and about the New Haven finances. There have been several conferences. Among the plans discussed was that of a mortgage. Nothing definite has been done about it, and nothing can be done until the Legislatures of the various States take action."

DULUTH-SUPERIOR EARNINGS.

Earnings of the Duluth-Superior Traction Company for the last ten days of December were \$36,569, a decrease of \$680. For the whole month earnings were \$107,355, a decrease of \$3,647, or 3.3 per cent. For the twelve months ended December 31, earnings total \$1,289,057, an increase of \$30,419, or 2.4 per cent.

MOOSE JAW ELECTRIC.

Moose Jaw, Sask., January 8.—The directors of the Moose Jaw Electric Street Railway Company announced to-day owing to the general depression through the West and the decrease in traffic, they will be unable to declare the semi-annual dividend. The notice to shareholders states that the resumption of the dividend is not far off, and that the road has the distinction of being almost the only road West of Winnipeg which is paying its way.

TEMPORARY OFFICERS NAMED FOR ATLANTIC HARBOR PROJECT.

Boston, January 8.—Alfred H. Brodick, president of the Boston-Chadwick Lead Company, and Gardner Washburn, are among the men named for temporary directors of the proposed harbor railroad from Jacksonville to Fort George Island, Fla., at the mouth of the St. Johns River. The corporation will be known as the Atlantic Harbor Railroad Company, the capital stock will be \$50,000, and the highest amount of liability that may be incurred will be \$5,000,000. The temporary officers are: President, George J. Percival, Atlantic City, N.J.; vice-president, Francis B. McGarry, Jacksonville, Fla.; secretary, W. M. Wright, St. Augustine, Fla.; treasurer, P. D. Cassidy, Jacksonville. The last-named city will be the principal place of business and the first annual meeting is called for January 12.

G. N. R. GIVES BIG LUMBER ORDER TO BRITISH COLUMBIA MILLS.

Vancouver, B.C., January 8.—Great Northern purchasing agents have presented mill men of Vancouver and New Westminster with the pleasing New Year's present of an order consisting of 60 carloads of bridge timber and car lumber. Purchasing Agent Wood, of Seattle, superintended the deal.

It is understood that the timber will be used in bridge construction in the middle west and that the lumber will be taken to the Great Northern's car repairing shops.

This order, it is understood, is but the precursor of others. The timber and lumber will be specially selected for the railway and its sawing and finishing will keep the fortunate mills busy for some time.

BRITISH COLUMBIA ELECTRIC.

The November statement of British Columbia Electric showed a decrease of \$97,668, or about 13 per cent. in gross and \$54,883, or about 22 per cent. in net. For five months gross earnings are down \$435,672 and net \$213,791, comparisons for that period being as follows:

Table with 3 columns: 1914, 1913, Dec. Gross, Expenses, Net

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—

Table with 2 columns: Ship Name, Date

For information apply to THE ROBERT REFORD CO. LIMITED.

ALLAN LINE

PROPOSED WINTER SAILINGS—1915.

St. John, N.B. - Halifax, N.S. - Liverpool ROYAL MAIL SERVICE

Table with 3 columns: Ship Name, From, Date

St. John, N.B. - Havre - London

Table with 3 columns: Ship Name, From, Date

Boston - Portland - Glasgow

Table with 3 columns: Ship Name, From, Date

For particulars of rates and all further information apply to H. & A. ALLAN

2 St. Peter Street and 576 St. Catherine West, T. Cook & Son, 530 St. Catherine West, W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

RAILROADS

CANADIAN PACIFIC

NOW IN EFFECT. ST. JOHN AND HALIFAX

6.30 p.m. Daily except Saturdays.

On and after 17th January TRAINS CANCELLED.

7.55 a.m. from Windsor Station Daily for Ottawa, 5.45 from Place Viger Sat. 6.45 from Ottawa to Windsor St. Stn. daily and 8.00 a.m. to Place Viger Saturdays.

CHANGE IN TIME

OTTAWA—From Windsor St. Station.

8.05 a.m. Daily—1.00 p.m. Daily except Saturdays. 7.55 Sunday only—9.00 p.m. and 9.45 p.m. Daily.

From Place Viger Station. 8.00 a.m. Daily—5.45 p.m. daily except Saturdays. 8.45 a.m. to St. Agathe daily and to Lac St. Mon. Wed. and Fri.

6.15 p.m. to St. Jerome daily instead of 6.00 p.m. 2.25 a.m. from Labelle Mon. instead of 2.00 p.m. 6.25 a.m. from St. Jerome daily instead of 6.00 a.m. Train now leaving Mon. Labelle for Montreal Sat. 12.30 p.m. daily will run from St. Agathe Sat. except Sun. and from Labelle, Mon. Wed. and Fri. Train now leaving Labelle at 6.20 a.m. on Saturdays will start from Stn. Laurier at 4.00 a.m. leaving Montreal at 11.00 a.m. 4.40 p.m. to Calumet instead of 6.15 p.m. 4.45 from Point Fortue Saturday and Sunday instead of 5.00 p.m.

Train from St. Eustache at 6.30 a.m. with 7.30 p.m. and 8.00 p.m. daily except Saturdays and Sundays.

Trains to St. Eustache will leave at 8.00 a.m. and 11.50 p.m. daily except Saturdays and Sundays.

Train for Knowlton, Waterloo and Drummondville will leave at 4.10 p.m. ex. Sunday, Morning and Evening cancelled.

FOLDERS ON APPLICATION.

TICKET OFFICES:

141-143 St. James Street. Phone Main 8123. Windsor Hotel, Place Viger and Windsor St. Station.

INTERNATIONAL LIMITED.

Canada's Train of Superior Service, leaves Montreal 9.00 a.m. arrives Toronto 4.30 p.m., Detroit 7.30 p.m., Chicago 8.00 a.m., daily.

IMPROVED NIGHT SERVICE.

Leaves Montreal 11.00 p.m., arrives Toronto 7.20 a.m., Detroit 1.15 p.m., Chicago 8.40 p.m., Cleveland 10.00 p.m., Philadelphia 11.00 p.m., New York 12.00 p.m.

CITY TICKET OFFICES:

122 St. James St., cor. Front St., Tel. 478. Windsor Hotel, Phone 8123. Bonaventure Station. Phone 1114. Main 8123.

ST. THOMAS STREET RAILWAY.

St. Thomas, Ont., January 8.—The month of December was not so profitable for the street railway as the same month in 1913, the general deficit for the month being \$109.90. In December 1913 the returns were: Passengers carried, 42,252; cash fares, \$818.49; ticket sales, \$960.25. The returns for the past month were: Passengers carried, 39,303; cash fares, \$782.64; ticket sales, \$886.20.

TRAMWAY QUESTION DEFERRED.

Owing to the indisposition of Controller Thomas Cote, the Board of Control has deferred a further consideration of the tramway question.

SEVENTY-SIX PER CENT. OF FIRES DUE TO PREVENTABLE CAUSES

45,000 Fires in Texas, 20,644 were in Private and Semi-private Dwellings.

New York, January 8.—The State Fire Insurance Commission of Texas, reporting on causes of fire, gave a record of 45,000 fires since December 10, 1913, when it was organized, to January 1st, 1915. It shows that of some 20,644 fires occurring in dwellings, apartment houses, boarding houses and private homes, 18,355, or about 89 per cent., were due to preventable causes.

TO FIGHT INHUMAN NEGLECT OF HORSES

(Continued from page 1.)

At the backs of the houses on St. Dominique street between Prince Arthur and Dorchester streets were scores of stables, some darker than the holes of the horse that was forced to sleep there, unventilated, unheated and in many cases below the level of the yards.

A few days ago the S. P. C. A. received notice that there was a sick horse in a neglected condition. It was found that the animal had been literally frozen to death. The stiffened body, so nearly a skeleton that the bones stood out in great ridges and humps, at the holes stood out and the halter and rope were still on the neck. The hoof marks on the side of the stall part of which had been broken down, testified to the dying struggles.

The stable was absolutely unlighted and unventilated. The walls were of thin wood which afforded little protection from the cold of a winter night. The floor of the stall had very evidently not been cleaned for days and perhaps weeks, and there was no bedding of any kind. The stable is in the rear of 731 St. Lawrence street, the entrance being on St. Dominique street. The owner of the place claims that the horse is not his, but so also does the man to whom he attributes ownership.

A short distance from that establishment there is a box, not very different from a large packing crate, save that it is infinitely worse repair than the latter, even after the transportation companies' attention. The floor of it is below the level of the dirty part in which it reposes and the inside of it is devoid of light and fresh air. The cracks and cavities have been carefully covered with foul cloths and necking.

It is a stable, at least in the opinion of its proprietor. But after living in this place for some time his horse rebelled the other day and refused to enter. The owner lashed it and kicked it but the unfortunate animal preferred that treatment to the horrors of its denunciations and stayed out. The S. P. C. A. heard of the case and steps are being taken to improve matters for that horse. The stable has already been cleaned.

Stables That Make Horses Blind.

Confinement in such stables as these, without light and without ventilation, will cause blindness in a horse as well as bringing on other diseases. In some of the boxes in this section of Montreal the air was so overpowering that it was almost impossible to enter and quite impossible to remain for even a few moments. Yet the horses were locked up there all night and sometimes during the day as well.

In some few stables in this district by way of a contrast to the majority, many of which were actually below the ground level and would be flooded in the event of a thaw, there was good provision for the reasonable comfort of the horses. One building even had electric light and good windows and ventilation and a clean floor.

The average, however, was bad, so had that stringent measures will be needed to stamp out the unnecessary cruelty and neglect that is now being practiced. Most of the stables could be dealt with by the health department inspectors should those agents of civic inactivity ever attempt to remedy or improve conditions. The buildings are near dwellings, in most cases beside or immediately behind them, and are far from being sanitary.

The stables, as buildings, could rarely be dealt with by the health inspection department inspectors did they not content themselves with inspecting only and sometimes not even that. While they were engaged in this work they might also examine some of the houses in which the owners of the horses or stables are living.

The system of working an old horse to the limit of its endurance and then when it is no longer of use allowing it to die from disease or neglect appears to be prevalent. This, too, will be attended to by the S. P. C. A. inspectors.

In striking contrast to the housing of animals in the St. Dominique street and neighboring districts is which was opened by Mr. Innes last year. Here dogs, horses and other creatures, while "boarders" to be kept for a time.

Notices of Births, Marriages and Deaths, 25c each insertion.

BIRTHS.

ROTHSCHILD—On Tuesday, December 22nd, 1914, to Mr. and Mrs. Ben Rothschild, Cochrane, Ont., a son.