

RAILROADS WIN PASS CASE IN UNITED STATES SUPREME COURT

Text of Decision in Erie's Contest With American Government Shows That Highest Judicial Body Has No Fear That Privilege Will Be Abused by Transportation Companies.

New York, March 12.—An erroneous impression has gained wide publicity with regard to the affirmative decision of the United States Supreme Court in the case of the government against the Erie Railroad for granting passes to employees of trans-Atlantic steamship lines, common carriers not subject to the act to regulate commerce. Examination of the full decision, printed copies of which were available here yesterday, discloses that the affirmation was of the decision of the Federal Court of the Southern District of New York which ruled that the action of the railroad company was entirely legal, the appeal to the court of last resort being taken by the government.

The effect is to nullify a ruling made by the Interstate Commerce Commission in the first instance and from which the Erie appealed to the district.

The decision of the Supreme Court embodies an exposition of what the law authorizes or prohibits with respect to free transportation. Attention is directed to the fact that the practice of issuing interchange passes by one carrier to another, whether rail or water, has been common for years and was known long before the interstate law was passed and the terms of which permitted its continuance. In this connection the court says: "It rests upon the same considerations, including considerations of business policy which have always been recognized as justifying the interchange of passes and is recognized and permitted by the provision in Section 1 of the act as amended and approved June 29, 1906." Continuing, the court goes on to say: "The act was passed to regulate the conduct and affairs of the carriers of the country and necessarily they are brought under its provisions and subject to them. It controls their relations, but the carriers subject to the act may have relations with other carriers and special provisions would naturally be made to govern that relation. And certainly the reason is not unimpressive which justify an interchange of passes between carriers subject to the act and denies it to those not so subject, the same business reasons existing in both cases."

In presenting the case for the government, counsel had declared that such an extension of the pass privilege would open the gates to a mighty flood of free transportation. In its decision, the court, referring to this argument, is not inclined to think the railroads are eager to distribute passes and thus burden their lines with crowds of free passengers, consequently, there is little likelihood of the privilege being abused.

"ASSUMING" THE DEBT OF DETROIT UNITED RAILWAYS.

Detroit, Mich., March 12.—Already a hitch of some moment has arisen in the negotiations for the sale of the Detroit United Railways, to the city.

The difficulty arises over what was meant by the two parties in regard to "assuming" the bonded indebtedness of the concern in question amounting to \$24,900,000.

In its acceptance of the proposition, the railway qualified its acceptance with stipulating that this transaction shall be concluded within reasonable time limits, and, of course, with an understanding that a workable and legal plan for assumption of the mortgage debt shall be formulated and carried into effect.

The Street Railway Commissioners have declared that in using the word "assume" they did not intend to say that city should accept responsibility for the debt but that their purpose was to have the city take the lines on an understanding which would permit the city to carry and retire the mortgage debts out of earnings of the system.

LONDON METAL MARKET.

London, March 12.—Spot copper, £64 15s unchanged. Futures, £65 5s, up 2s 6d. Electrolytic £70 5s, up 5s.

Spot tin, £189 10s, up 10s. Futures £167 10s, up 2s. Strains, £190, unchanged. Sales spot tin, 70 tons, futures 210 tons.

Lead, £21 7s 6d, up 7s 6d. Spelter, £44 10s, unchanged.

DULUTH-SUPERIOR EARNINGS.

The gross earnings of the Duluth-Superior Traction Company for the first week of March were \$22,156, a decrease of \$1,350, or 5.7 per cent, from the figures for the same week last year. The decrease in gross for the year 1914 is \$6,014, or 2.8 per cent.

DULUTH-SUPERIOR DIVIDENDS.

Duluth-Superior Traction Co. has declared its regular quarterly dividends of 1 per cent, on both the common and preferred stock.

The common dividend is payable July 1, 15 stock of record June 15, and the preferred dividend is payable April 1 to stock of record March 15.

THE WEATHER MAP.

Weather.—Cotton Belt.—Partly cloudy. Temperature 32 to 50. Winter Wheat Belt.—Partly cloudy. Temperature 24 to 34. No precipitation. American Northwest.—Partly cloudy. Temperature 4 to 23. Canadian Northwest.—Partly cloudy. Temperature 14 to 24. No precipitation.

LONDON MARKET FIRM AND QUIET.

London, March 12.—Market firm but not much doing. Consols 87 1/2. War loan 94.

Table with columns: 1 p.m., Equivalent, Changes. Includes Amal. Copper, Atchafson, Can. Pac., Erie, M. K. & T., Penna., Sou. Pac., Union Pac.

TWO C. P. R. TRAINS SMASH.

St. John, N.B., March 12.—Due to it is said, to the failure of an operator at Greenville Junction to deliver an order, two trains of the Canadian Pacific Railway crashed together, one head on, about two o'clock this morning, at Bodfish, a station in Maine.

SHIPPING NOTES

The Niagara and the Madonna have arrived at New York.

The British steamer Nestorian sailed from Mobile with 14,000 bales of cotton for Liverpool.

The Japanese steamer Chiyu Maru, San Francisco, via Honolulu for Hongkong, arrived at Nagasaki, Japan, for a spare propeller.

The "Lady Grey" is now at Champlain and is expected at Three Rivers, Que., on Monday. The ice in the St. Lawrence below the latter point is now quite soft.

The White Star liner Arabic now enroute for New York from Liverpool is bringing 575 passengers and 8,264 bags of mail, the greatest mail consignment ever carried from England.

The United Fruit Co. steamers plying between Boston and the tropics will hereafter carry sugar, thus relieving the shortage of tonnage in the sugar carrying trade.

From present indications there will be a considerable increase in the number of canal boats lightering between Three Rivers, Que., and the United States during the coming summer.

The four sealing steamers are still ice bound off Cape Race. The Erik's men, who left their ship, say she had a narrow escape from being a total loss. Several men actually jumped from the ship's deck to the cliff on which she grated, but the turn of the tide sent her outward soon after.

The steamer Beethoven, which a Berlin wireless despatch of yesterday said had been sunk either by a torpedo or a mine, is reported by her owners to be safe at Avonmouth. The Berlin despatch said the Beethoven was bound from Newcastle for Gibraltar and that two of her crew had been drowned when she sank.

Laden with products of American packers, the American steamer A. A. Raven has been detained in the Downs, according to a London despatch. The cargo is consigned to dealers at Rotterdam, and the British Government insists that it must be consigned to the Netherlands overseas trust before it is allowed to proceed. The steamer sailed from New York February 13.

The Red Star liner Lapland left Liverpool yesterday for New York with first-class and third-class passengers, many of them Americans. A report gained currency during the day that the steamer, after crossing the Mersey Bar, had been chased by a German submarine. The report, however, has not been officially confirmed, and not much credence is being attached to it.

A new steamship company is being formed in England for service between Boston and the Argentine. Contracts have been issued for five big freight steamers to be ready by fall of this year. The ships will be built in England. The company will be known as Furness-Houlders Argentine Line, Limited, the capital stock \$5,000,000, and bonds of \$2,500,000 will be issued.

So far as it can be ascertained to date, the Mississippian and the Metagama, the fine new sister steamships built last year for the Canadian Pacific Railway, will be the only vessels of the company to carry passengers between Montreal and Great Britain during the coming season. The Granpian, which the company has had under charter from the Allan Line during the winter, will make her last trip for the C. P. R., on April 16th, so that her first visit to Montreal will probably be for the Allan Line. The fleet of cargo steamships coming up this year for the company will suffer little diminution, among the boats expected being the Monmouth, Montfort, Montreal, Ardgaroch, Mascara, Rietotte and the Milwaukee.

TRAIL SMELTER RECEIPTS.

Table with columns: Ore receipts at Trail Smelter for week ending March 4th, 1915, and from October 1st, 1914, to date, in tons. Includes Company's Mines, Centre Star, Le Roi, Sullivan, Other mines, Total.

M. AND S. C. R. Y. TO CONTINUE CONSTRUCTION WORK SOON.

Among the important construction works in the vicinity of Montreal which are likely to see a renewal of activity this spring is the Montreal and Southern Counties Railway. A large part of this line has been completed and good service is being given but there still remains several miles to be built on the South shore. Plans have been made for the work and as soon as conditions are favorable it will be continued.

CONSOLIDATED SMELTERS DIVIDEND.

Consolidated Mining and Smelting Co. has declared its regular quarterly dividend of 2 per cent, payable April 1 to shareholders of record March 31.

TWIN CITY EARNINGS.

For the last week of February the earnings of the Twin City Rapid Transit Company were \$179,710, a gain over the corresponding week last year of \$11,371, or 6.75 per cent.

CAMDEN SHIPYARD GETS CONTRACT FOR TWO OIL TANK STEAMERS.

New York, March 12.—The New York Shipbuilding Company has just received a contract for two mammoth oil carrying tank steamers, to be built for the Standard Oil Company of New York. The vessels are to be 468 feet in length, with a beam of 62 feet and a gross tonnage of 12,000.

They will be the largest vessels of their type ever constructed and are to be built expressly for the coastwise trade. The work will take upward of two years to complete.

The officials of the New York Shipbuilding Company decline to name the amount of the contract price, but it is said to be in the neighborhood of \$2,500,000.

The New York Shipbuilding Company also has contracts for the building of five colliers for the Atlantic Coastwise Company of Boston, Mass. These boats will cost in the neighborhood of \$3,000,000 and are ordered for delivery in 22 months.

With these seven new contracts the employees at the plant will be busy for more than two years. The work on the battleship Idaho is being rushed. On this ship alone there will be work for almost two years.



MR. W. B. POWELL, Vice-president and General Manager of the Montreal and Southern Counties Railway.

ST. PAUL MAY FALL SHORT OF EARNING YEAR'S COMMON DIVIDEND

New York, March 12.—At the end of January, with seven months of the fiscal year passed, the position of the St. Paul as regards the balance for the common stock dividends was none too comfortable. Excluding other income, the road in the seven months failed to earn the common dividend of 5 per cent, by about \$1,100,000. For the entire year ended June 30, 1914, St. Paul's other income was \$2,124,550. This year possibilities are that it will be considerably lower, perhaps as much as 40 per cent. Reckoning on that reduced basis, it would appear that even with help of the other income, seven months' surplus for common dividends was about \$400,000 short of requirements.

Ordinarily the first half of the fiscal year is the best from a revenue standpoint, and unless business shows a sharp turn in remaining five months there is apparent probability that St. Paul for 12 months ending June 30 next will fail to cover the 5 per cent common dividend by a substantial sum. In last five months of the fiscal year ended June 30, 1914, net operating income was \$9,251,199. Beginning with February this fiscal year, average monthly requirements for interest charges and preferred and common dividends will be approximately \$2,472,800, or \$12,364,000 for the last five months of the year. It is apparent that if net earnings break even with those of last year, the amount available will be over \$2,700,000 below requirements.

There is no indication that net earnings will be better than last year's, in what is left of the fiscal year, so that assumption of an even break is generous, and if present indications of reduced other income are not changed, that item will not make up the amount necessary to cover all charges and dividends. St. Paul's other income is a very variable amount, and any estimates of its final total must be handled tenderly.

The slump in St. Paul's earnings began in October. Up to that time traffic was holding above that of the previous year. Contrary to policy adopted by most of the northwestern roads, St. Paul has not cut operating expenses drastically. The seven months' decrease was only \$653,123, while gross revenues were \$1,926,526 lower than last year. Decline in gross revenues, however, has not been nearly as large as that experienced by the Northern Pacific and Great Northern. Total maintenance charges for the seven months were \$900,000 under last year.

Beginning with February, monthly interest charges are \$130,000 higher than before on account of the new \$29,141,300 5 per cent convertible bonds. It was stated in these columns that, while 90 per cent of the rights to subscribe for these bonds was exercised, leaving approximately 10 per cent for the underwriting syndicate, actual stock holders took only about 30 per cent of the bonds. In other words, majority of shareholders preferred to sell their rights rather than exercise subscription privileges. There is no reason now to change that estimate. It is estimated that the underwriting syndicate held about \$5,000,000 of the bonds, indicating that it purchased in the open market rights to about 7 per cent of the total offer, as the amount of the unsubscribed portion was only 10 per cent.

Julius Kruttschnitt, chairman of the executive board of Southern Pacific Co., charges that Geo. W. Wickersham, former United States Attorney-General, coerced Southern Pacific into an agreement to sell the Central Pacific to Union Pacific Railroad for \$104,000,000.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, March 12.—The tonnage market was quiet in all departments, due entirely to the scarcity and light offerings of vessels of all kinds for either prompt or forward loading. For steamer there continues a good general demand, with the bulk of the orders coming from shippers of general cargo, grain, coal and other cargo to various European destinations. Rates in all trades are decidedly firmer, and there are no indications of weakness, even for delivery as far ahead as June. Sail tonnage orders are also fairly plentiful, especially in the offshore trades, and available vessels command full recent terms or better in all instances.

Charters.—Grain.—British steamer Belford, 20,000 quarters from the Atlantic Range to a French Atlantic port or Marseilles, 11s. April.

British steamer Silver Cedar, 32,000 quarters, from New York to West Coast of Italy, 11s. 6d. March.

Spanish steamer Unbe Mendi, 30,000 quarters, from the Gulf to Barcelona, 11s. 6d., April.

Petroleum.—British steamer Haslingden, 65,000 cases from New York to Malta, 60s., April.

Schooner Governor Brooks, 80,000 cases, New York to Rio Janeiro or Santos, 35c., April.

Lumber.—British schooner Percy B., 281 tons, from Port Greville to West Britain or East Ireland with deals, p.t., prompt.

British schooner Exilda, 349 tons, from Diligent River to West Britain or East Ireland, with deals, p.t., prompt.

Coal.—Schooner Elizabeth T. Doyle, 660 tons, from Norfolk to Para, at or about \$5.50, prompt.

Miscellaneous.—British steamer Balgray, 2,318 tons, West India trade, one round trip, basis 15s., April 10.

RAILROAD NOTES

Governor Johnson, of California has begun movement for purchase of Western Pacific by the State.

It took four years and six months to build the C. P. R.'s first transcontinental line, proceeding at the rate of 2.6 miles per day.

The Wabash announces the return of its service of Toledo, St. Louis & Western, with protective committee has been extended to March 27.

Time for deposit of common and preferred stocks of Toledo, St. Louis & Western, with protective committee has been extended to March 27.

Agents and operators in the service of the Alton for 10 or more years, who work 11 hours a day, will hereafter be given 10 days off each year with full pay.

Advertiser says that, according to members of the Legislature, when the new bill for the Boston & Maine reorganization is presented, the clause relating to the Hampden road will be eliminated.

Mr. Allan Purvis, an old employee of the C. P. R. but lately on the staff of the British Columbia Electric, has been appointed superintendent of that division of the C. P. R. lying between Toronto and Windsor.

Texas rice growers are waiting for the Interstate Commerce Commission to name a date for a hearing on their petition for a restoration of the milling in transit rate which the railroads abolished last September.

Whether vanadium steel rails have the merit claimed for them, under certain conditions of manufacture and trial, is the subject of a practical service test on the Lackawanna two 100-ton heats having been rolled for this purpose.

Tests are being made at Chicago by a safety appliance inspector of the Interstate Commerce Commission of an automatic train control device that is claimed will make railroad collisions impossible. The inventor is Anatol Gotlos.

The time within which New York Central stockholders may subscribe to the new convertible bonds has been extended to April 27, and the time within which fractional warrants may be exchanged for full warrants to April 23.

The Toronto Terminal Co. has decided on a bond issue of \$15,000,000 instead of \$12,000,000, as originally contemplated, the proceeds to be used for the building of a new joint passenger station and terminal improvements that have long been needed in Toronto.

Lieutenant-Governor Wood, at the opening of the New Brunswick Legislature, forecasted the formal taking over of the completed portion of the St. John Valley Railway from Georgetown to Centreville by the I. C. R. management at an early date under lease.

The Union Pacific has pensioned W. R. Cahill, superintendent of the Omaha and Grand Island division and appointed as his successor, W. M. Jeffrey who in turn is succeeded as superintendent of the Wyoming division by G. O. Brophy who has been trainmaster at Ogden.

As 50 more employees of the G. T. R. enlisted last month for actual service, the company now has 600 men on its list to whom it will grant full pay for six months. Half pay will be granted at the expiration of that time, but for what period has not been as yet determined.

The Chesapeake & Ohio has transferred J. W. Knapp to the duties of division superintendent of Richmond, Va., after he had served 18 months as superintendent of terminals at Newport News. He is succeeded by E. I. Ford who formerly held the place, the two men having swapped positions.

The 52 bulletins for the information of its employees and the general public issued by the Pennsylvania Railroad System during 1914, have been gathered into a handsomely bound volume by the publicity department of the road and afford an excellent idea of the work the company is doing to safeguard the interests of its passengers and men.

Three extra cars were attached to the Lackawanna train leaving Hoboken at 9:30 o'clock last evening, for the accommodation of a delegation of eastern members of the Central Railway Club going to Buffalo for the annual dinner of the Club at the Hotel Statler, this evening. It served also as an escort for the club's president, H. C. Manchester, of Scranton, with his daughters, Misses Bernice and Florence Manchester, and the toastmaster E. D. Caldwell, president of the Wells Fargo Express Co.

Some recent changes on the Burlington include the promotion of E. B. Greer to be assistant general manager at Omaha to succeed E. S. Koller who has become general manager of the Colorado & Southern, also a Hill property. Mr. Greer's successor at Chicago as assistant general manager is L. B. Allen, who was general superintendent of the Nebraska lines to which position W. F. Thiehoff, who was superintendent at Lacross. The effect has been a shift of a number of superintendents, E. Flynn going to Lacross, C. D. Peckenbaugh to the McCook division, and L. C. Griggs to Sheridan, W. G. Dungen being promoted from trainmaster to succeed Mr. Griggs as superintendent of the Colorado division.

UNITED STATES MAY USE ALASKAN ROAD FOR LINK IN ITS LINE.

Washington, D.C., March 12.—Secretary Lane submitted to President Wilson yesterday the report of the Alaskan Engineering Commission on its surveys of various routes for the Government railroad which will be started this spring to the interior of Alaska. Secretary Lane said negotiations were under way with the owners of the Copper River & Northwestern and the Alaskan Northern Railroads to determine whether the Government should buy one of them for a link in the new line. The Copper River Road is controlled by a syndicate, in which the Morgan and Guggenheim interests are concerned, and the Alaskan Northern is owned largely by a group of banks, principally Canadian capital.

The principal question to be decided by the President is whether the Government line shall run to the east or to the west of Prince William Sound. This decision hangs largely, Secretary Lane said, on which part of the coal fields it was thought best to develop at this time, and on the cost of construction and maintenance for the two routes.

The Engineering Commission now is working on figures showing the costs, and the estimates will be laid soon before the President.

G. T. R. EXPLAINS ROUTE AND RATES TO PANAMA EXPOSITION

Fares Between the East and California Are the Same Via Prince Rupert as Via Puget Sound.

"California, 1915" is the title of a very handsome publication just issued by the Grand Trunk System, giving information regarding the Panama-California Exposition at San Diego, and the Panama-Pacific Exposition at San Francisco.

The publication is printed on heavy enameled paper, is profusely illustrated with views of both expositions, scenes along the Grand Trunk Railway System and Grand Trunk Pacific Railway, and vistas of interesting sights on the Transcontinental lines west of Chicago.

A comprehensive and intelligent map is also inserted, which gives a good idea of the new route to California, via the Grand Trunk Pacific to Prince Rupert, thence through the "Norway of Canada" to Vancouver, Victoria and Seattle, thence to California by steamship or rail.

The descriptive matter is concise and well written and deals with the several attractive routes that are offered. The Grand Trunk System, with 10,000 miles of line, offers, through its varied services and choice of routes, incomparable advantages to the California visitor in 1915.

Many of the fares between the east and California which are included in this publication, are the same via Prince Rupert as made on the lowest fare excursions via that route, and includes charge for meals and berths on steamships between Prince Rupert and Vancouver and Seattle.

A free copy of the booklet may be had by dropping a postal card to M. A. Dafeo, 122 St. James St., Cor. St. Francois Xavier St.

SAYS FULL CREW LAW HAS CALLED AWAY FARM HANDS.

Albany, March 12.—Railroad employes who oppose repeal of the full crew bill found a champion today in Assemblyman James M. Mead, a switchman of Buffalo. Appearing before the Railroad Committee of the Legislature, he insisted that to repeal the law would be "legislative murder." Mead asserted that there is less safety on railroads now than before the "safety first" campaign were inaugurated. He attacked the railroads for using poor equipment.

"If you knew the rotten condition of some equipment," he said, "your hair would turn gray. As a practical railroad man, I feel that I would be committing legislative murder if I should vote to repeal this law."

In opposing all of the bills Judge John T. McDonough declared that to lodge jurisdiction in the full crew requirements with the Public Service Commission would be to put the matter "in the hands of the railroads."

Senator Wilson favored the repeal of the law, he said, on the ground that the increase in the crews had called two-thirds of the farm hands away from that work. W. N. Giles, of the State Grange, E. C. Gillett, of the State Fruit Growers' Association, and H. C. Flood, of the State Dairyman's Association, favored the repeal of the law on the same grounds.

UNITED RAILWAY INVESTMENT.

New York, March 12.—United Railway Investment preferred opened at 24 and on the next sale sold 100 shares at 22, a loss of 4 points from yesterday's closing price and within 1 point of the minimum price. Common sold at 8, off 2.

RAILROADS.

CANADIAN PACIFIC

CALEONIA SPRINGS. Week-end train in effect. *9:05 a.m., *14:00 p.m., *7:35 p.m., *9:00 p.m.

ST. JOHN, MONCTON, HALIFAX. 6:35 p.m. daily, except Saturday. Daily. *Daily except Sunday. *Daily ex Sun. *Sun only.

TICKET OFFICES: 141-143 St. James Street. Phone Main 8125. Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM

MONTREAL—OTTAWA. Lv. Montreal *8:00 a.m., *14:00 p.m., *8:05 p.m. Arr. Ottawa *11:30 a.m., *7:13 p.m., *11:05 p.m. *Daily. *Daily except Sunday. Arrives Ottawa 11:20 p.m. on Sunday. Parlor Car and Through Coaches on all trains.

CITY TICKET OFFICES: 122 St. James St., Cor. St. Francois Xavier—Phone Main 6905. Windsor Hotel. *Uptown 1157. Bonaventure Station. Main 8229.

STEAMSHIPS.

CUNARD LINE

CANADIAN SERVICE. Sailings from Halifax to Liverpool:—ORDUNA (15,500 tons) March 22nd. Transylvania (15,000 tons) April 12. Orduna (15,500 tons) April 19.

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

ALLAN ROYAL LINES

MAILS. DURING THE WINTER SEASON OF NAVIGATION STEAMERS SAIL FROM ST. JOHN N.B., and Halifax, N.S., to Liverpool; St. John to Havre and London; and Portland and Boston to Glasgow. STEAMERS.—The steamers presently employed in these services include CORSIKAN, HESPERIAN, SCANDINAVIAN, Etc. IDEAL SHIPS FOR WINTER TRAVEL. RATES.—First Class \$21.50. Second Class "Cabin" \$50 to \$55, according to Steamer. INFORMATION.—For dates of sailing and all further information, apply any agent, or The Allan Line, Uptown Passenger Office, 678 St. Catherine Street, Montreal.

COURT HOUSE DAMAGE BY FIRE AND WATER

Judges Chambers Gutted and Court Room Low Damaged by Water—Heavy Loss Falls on Phoenix

The fire which yesterday afternoon gutted the west wing of the court room in the loss of one life caused a total loss of about \$300,000. To the extent of the heaviest loss, that by insurance, the Phoenix of London.

While the actual fire was confined to the second floor, the main office of the Phoenix was also done to the extent of the heaviest loss, that by insurance, the Phoenix of London. The actual fire was confined to the second floor, where the judges' chambers, the main office of the Phoenix was also done to the extent of the heaviest loss, that by insurance, the Phoenix of London.

The judges' chambers, those of shields, Lafontaine, Macleannan, P. and Bruneau were gutted. The first small room where stationery was stored, the Phoenix of London. It worked its way through the roof, and gained access to the double Greenfields and Mr. Justice Green's chambers. The Phoenix of London. It worked its way through the roof, and gained access to the double Greenfields and Mr. Justice Green's chambers. The Phoenix of London. It worked its way through the roof, and gained access to the double Greenfields and Mr. Justice Green's chambers.

The Insurance.

The greater portion of the loss is by companies. Insurance on the Court and contents is placed with the Phoenix of London, \$73,000; Mount Norwich Union, \$40,000; Northern, \$20,000; Liverpool and London, \$20,000; Continental, \$10,000; Union Co., \$5,000; Atlas, \$5,000 and Law, \$1,300. Smaller amounts in several lines bring the total to \$300,000. Insurance of \$15,857 is carried on the Phoenix of London, with the following: London, \$38,000; Royal, \$10,000, and Phoenix, \$5,857.

NEW YORK'S DEATH RATE DROPPED TO

New York, March 11.—Mortality in New York for the past week was noteworthy for the extremely low point reached by the death rate, 13.91 per 1,000 of the population, the lowest since the beginning of the year in this climate. Every age group showed a decrease in mortality for the year. Under five years of age the death rate was 17.4, between five and sixty-five years it was 14.74, and over the 65 years and over the 174 was 117 deaths.

These comparisons are made with any increase in population. If such were the case the total decrease in the mortality rate for 1914 would be 48.7 per cent. The death rate for the first ten weeks was 16.41, as against 16.41 for the same period in 1914, a decrease of 17.7 per cent.

HORSES, FARM BUILDINGS AND LUMBER

A serious fire, which cast a glare of considerable time last night, traced its origin to a row of residences for 1001 St. Hubert St. It originated in the rear of the residence of Mr. Jules M. 593 St. Hubert street, and the flames to the roof of the house.

The kitchen and rooms in the rear of the residence were damaged by the fire, as were also the adjoining houses of Mr. L. Dumontel, Mrs. David E. Boulter and Edmond Perron. The damage was about \$4,000.

The farm house on the old Cross between Cotouac Rouge and Longueueille last night. The farm and building property of the Ross Realty Company and the house, was occupied by E. V. The firemen from Stations 3 and 4 yesterday afternoon to extinguish the blaze in a lumber pile belonging to Mr. J. W. Specter street, from some source unaccounted for, the lumber pile was partially destroyed and the lumber gained control of the blaze.

BUSINESS MAN DECEASED