

RAILROAD NOTES

West Virginia railroads will this year pay to the State nearly \$2,000,000 in taxes, their total assessed valuation being fixed at \$186,374,132.

David Hagerly, of Yarker, was struck and killed by a Canadian Northern train between Strathcona and Newburgh while walking on the tracks.

Four young Austrian women, of Cementon, Pa., were killed by a Lehigh Valley Express train, while walking on the track between Cementon and Coplay.

The engine of limited train 9, south bound from St. Louis, on the Missouri, Kansas & Texas Railroad, overturned near Bells, Tex., injuring the engineer and fireman.

The Canadian Railway Commission has suspended the cancellation by the railroads of mixed car load rates on foreign and imported liquors, groceries and other products.

The special carrying the mails from the Allan Line Herperian left the track last night half a mile north of Truro. No one was seriously injured. Another special from Halifax is now bringing the mail on to Montreal.

Officials of the Pennsylvania are said to have under construction a proposition to replace the present steel and concrete structures which can be more readily cleaned and disinfected.

Recently enacted hours of service law entails annual expense to Pennsylvania Railroad system of \$1,050,000, ash pan law, \$505,400, safety appliances law, \$1,185,000; boiler inspection, \$515,000, and full crew laws \$1,180,000 or total of \$8,495,400.

The Santa Fe announces the appointment of S. T. Bledsoe as general solicitor of the company at Chicago. He has been general attorney for the company at Oklahoma City. W. C. Reid succeeds Henry L. Waldo as solicitor for New Mexico.

Having been charged with infringing the neutrality of the United States, the U. S. management asserts that not only have no troops passed over the line, but no war munitions or anything that would be a breach of the United States neutrality has been carried.

After being away from Montreal for four years, Mr. Harry Bayne is returning as general agent for the Safety Car Heating & Lighting Co., one of the oldest corporations in the railroad field, and as its name would indicate, its aim in business is to provide the maximum amount of comfort for the traveling public compatible with the highest efficiency for the railroads.

Members of the Grand Trunk freight office, in Peterborough, Ont., are displaying a literary tendency. The Grand Trunk Gazette, a twenty-four-page magazine, is the result of their handiwork. Mr. John R. Heron is described as editor, printer and publisher, and he has a very interesting paper. Among the contributors are Messrs. E. R. Taylor, C. J. K. Moffat, Sid. Spooner and Bryen Carpenter, also Mr. Heron has written several articles.

President Ripley of the Atchafalpa said that the war had "undoubtedly disarranged railroad business throughout the country, but it had enhanced the business of the railroads that serve the agricultural districts." He pointed out that if one draws a line perpendicularly through Chicago, to points 200 miles north and 200 miles south, and then extends lines from the two extremities to points 700 miles west of Chicago, it would be found that the section enclosed therein is the most prosperous part of the Union, and indeed of the whole world.

In a petition for an accounting and an injunction filed in the Federal court at Detroit against the Detroit Street Products Co. and other defendants by minority stockholders it is charged that John G. Rumney, general manager of the corporation, used nearly \$40,000 of its funds to bribe purchasing agents of railroads to buy the products of the company and to "improperly obtain more advantageous insurance risks."

Young white girls have the negro waiters on the Michigan Central Railway guessing about their jobs. The using of women as dining car waiters is a plan which the railway is having tested on a branch line touching Toledo. Young women wearing plain black dresses and spotless white caps and aprons have replaced the black or saddle colored servers on this line. It is the only road in the country employing waitresses, it is thought.

F. E. Chamberlain, capitalist and railway contractor, who for the past three years has been engaged in building the western division of the Grand Trunk Pacific, is now in San Francisco for the winter and is quoted there as commenting upon the railroad situation in the United States as follows: "The railroads of this country are in a bad way—almost on the verge of bankruptcy—because of the interference of the government. If the government is to run the railroads it should take them over absolutely. Now it is actually running them without giving any chance, providing any funds for losses, or assuming the burdens of operation." The government railroad commission is composed of men whose selection was dictated by political expediency and who know nothing about the business of railroad operation. They presume to tell the railroads what they must do without providing the power to do it. Such a method, if long pursued, can have but one conclusion—bankruptcy of the roads. Extensive and improvements on roads are financed by the sale of stocks. No one will buy securities so long as the government persists in its policy of meddling. The result will be deterioration, inadequacy and failure."

WANT TO KNOW PRICES.

Philadelphia, January 7.—The announcement of the Pennsylvania Railroad steel requirements is not an actual order for rails, but an invitation to rail makers to make prices at which they will furnish rails.

It is expected that actual orders will be given out at an early date with requests to roll a large portion of the rails.

PENNSYLVANIA LIGHTING.

New York, January 7.—Pennsylvania Lighting Co. declared regular quarterly dividend of 1 1/2 per cent. on preferred stock, payable January 8th.

SHAWINIGAN POWER ANNUAL.

The Shawinigan Water and Power Company will hold its annual meeting at the head office Montreal on February 16th at noon.

ST. JOHN HARBOR COMMODOUS SAFE AND FREE FROM ICE

When New Drydock is Completed Harbor Will Possess Largest and Finest of Its Kind in Canada.

St. John, N.B., January 7.—The winter shipping season at St. John, N.B., has commenced, though many of the well-known Montreal liners which used to frequent the port will probably not be seen there this winter. As transports and auxiliary cruisers in the Admiralty service, a number of the Allan, C. P. R. and other liners are out of the Canadian trade and their places have been taken by smaller and less palatial craft.

St. John is essentially a C. P. R. port, and it is the winter terminus for their ocean steamers. Over at Sand Point, West St. John, are located the C. P. R. docks and terminals and the liners of the C. P. R., Allan, Manchester, Furness, Donaldson, Thomson and other lines load and discharge there.

The Intercolonial Railway terminals are located on the opposite side of the harbor in St. John proper. The 500,000 bushel grain elevator which was operated by the I. C. R. at their docks was burnt last fall and all the grain bedding is now done at West St. John, where the C. P. R. have an elevator of 1,032,000 bushels capacity, and a new concrete and steel elevator of over a million bushels capacity connected up with the loading berths by overhead conveyors.

The winter port is admirably situated for the transatlantic traffic between Canada and other countries during the close season of St. Lawrence navigation. Halifax is a strong rival to St. John, but the former port is 756 miles from Montreal by rail, while the latter is only 580—quite an appreciable difference when computing transportation charges on freight to and from inland points.

Situated at the mouth of the St. John River, the winter port is 25 miles from the entrance to the Bay of Fundy. The harbor is commodious, safe and always free from ice. There are twenty-three deep water berths for ocean-going steamers, equipped with modern sheds and cargo handling facilities, while on both sides of the harbor there is extensive berthing accommodation for smaller vessels. At Sand Point, extended berthing accommodation will shortly be added to the port on the completion of the concrete wharves and docks now in course of construction.

A 200-foot dry dock is under construction by the Norton, Griffiths Company in Courtenay Bay, and when completed, St. John will have the largest and finest dry dock in Canada.

CHICAGO SURFACE LINES IN FIVE MONTHS LOST \$427,000 REVENUE.

Chicago, Ill., January 7.—Although 650,000 more people than a year ago, 1,500,000 fewer people were passengers. Last August there were 1,200,000 fewer cash fares than in August, 1912, but 1,300,000 more rode on transfers. In September the cash fares dropped as much with an offsetting increase in transfers. October brought 1,355,000 fewer tickets and nearly 2,000,000 more transfers than a year ago. The November showing was more discouraging, with a reduction of more than 2,000,000 cash fares, the transfers increasing only 1,200,000, or a loss of 1,385,000 passengers. The cash revenue loss to the Chicago Surface Lines for five months was \$427,000. After making allowance for political agitation, the car congestion has been getting worse, although the management claims not to have reduced the number of cars. One of the greatest difficulties is the increasing use of streets and car tracks, especially downtown, by waggons.

INVENT COMBINATION RAILWAY TIE AND RAIL FASTENER.

Halifax, N.S., January 7.—Messrs. J. S. Miller, A. R. Mosher and D. Ferguson, associate inventors of a combination concrete railway tie and rail fastener, have received advice from their attorney, Mr. George J. Mosher, Truro, that their application for patent in the United States has been granted. Patents have already been secured for the invention in Canada, and application has been filed in several foreign countries, including England and France.

The inventors believe there will be a great future for their invention as it is becoming more difficult every year to secure wooden ties and the cost of continually renewing them is a large item in railway expenditures.

The reinforced concrete tie with patent rail fasteners will afford an inexpensive yet permanent tie. Expert railway men who have seen the drawings and specifications have, without exception, expressed themselves as being most favorably impressed and would like to see an actual test made on some railway. The inventors hope to be able to do so at an early date.

C. P. R. TRAIN SERVICE.

The train for St. John and Halifax and leaving at 6:35 p.m. is now daily except Saturday. No train will leave Halifax running daily except Sunday and the 6:45 p.m. daily train from Ottawa will be cancelled after the 16th January.

The Montreal-Ottawa service on and after 17th will be from Montreal at 9:05 a.m. daily, and 4:00 p.m. daily except Sunday and 7:35 p.m. Sunday only, and from Ottawa at 8:35 a.m. and 3:35 p.m. daily.

In addition to these services the through trains leave for Montreal at 9:00 p.m. and 9:45 p.m. A sleeping car for Ottawa is attached to the former and passengers can remain in same until 8:00 a.m.

The train from Ottawa to Montreal on Sunday morning and from Montreal to Ottawa on Sunday evening and running via the North Shore Line will be cancelled.

The train leaving Place Viger Station at 8:45 a.m. for Labelle will, after the 16th, run to St. Agathe daily except Sunday. On Sundays the train will go through to Labelle.

Other changes are being made in the services on the Laurentian Mountain Division and between Montreal and Calumet, Point Fortune and Ste. Eustache and in the services between Drummondville Junction and Knowlton connecting with the through trains. Passengers for Knowlton, Waterloo, Drummondville and intermediate points will, hereafter, leave Montreal on the 4:10 p.m. train.

CHICAGO, MILWAUKEE AND ST. PAUL.

For November: Operating revenue, \$3,739,809; expenses, etc., \$3,738,837; net operating revenue, \$972,072.

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MR. H. E. SUCKLING, Treasurer, Canadian Pacific Railway Company. Rumors are in circulation regarding further changes among C. P. R. officials, one of which is to the effect that Vice-President I. G. Ogden, in charge of the company's finances, will retire and be succeeded by Mr. Suckling.

SHIPPING NOTES

The Lusitania has arrived at New York from Liverpool.

Great Britain is contemplating using captured vessels either as freighters thereby getting high rates, or as transports.

The old wooden British warship Britannia, which for many years was used as a training ship for naval cadets at Dartmouth, has been sold.

The cruise of the U. S. Atlantic fleet from Hampton Roads to San Francisco through the Panama Canal may be postponed on account of earthshakes at the canal.

The steamship Hannah left New York for Rotterdam with a \$500,000 cargo of food and clothing contributed by the people of Kansas for relief of the destitute Belgians.

Charles P. Sumner, who for the last five years has been the general agent of the Cunard Line in New York, has taken over also the active management of the Anchor Line upon the retirement of William Covey.

The New York & Cuba Steamship Co. (Ward Line) will probably reduce its service to Vera Cruz and Tampico to fortnightly sailings until Mexican situation improves. It will in substitution run tours to Bahamas and Cuba.

During 1914 calendar year, the number of vessels arriving at New York from foreign ports was 4,674 and from domestic ports 4,523, a total of 9,203. This is a decrease of 451 vessels compared with 1913 arrivals. Of the 4,674 vessels from foreign ports, 4,252 were steamers, and 422 were schooners. Of the former, 1,908 were British, 672 Norwegian, 493 American, 346 German, 189 Dutch, 153 French, and 146 Italian; of the schooners, 212 were British and 158 were American.

CAN BENEFITS BY FAVOURABLE TESTIMONY IN ANTI-TRUST SUIT

New York, January 7.—At the opening of the market was quiet with a slightly easier tendency. The volume of commission house business was small and even room traders were not inclined to do much, although they thought the reactionary movement would go somewhat further. Steel started unchanged at 20 1/2, while Bethlehem Steel, after opening at 51, the price at which it had closed on Wednesday, had a fraction on the next few sales. There seemed to be a desire to take profits in the last-named stock. In Can there was an initial gain of 1/4 at 27 1/2, this stock being helped by testimony in the company's favor given in the anti-trust suit.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.) New York, January 7.—Steamer chartering was fairly active, considering the scarcity of boats available for January and February loading, several being closed for round trans-Atlantic trips on time basis, including two American boats. Rates advanced further in several instances and reached the highest point recorded in years. A new Swedish steamer for March loading at the Gulf for Gotenburg obtained 160s on cotton and a large carrier was guaranteed for a cargo of oats from Baltimore to a French Atlantic port at 6s 9d for February loading.

In the sail tonnage market freights continue to offer steadily for cotton, timber and other cargo to Europe, but only a limited business resulted, owing to the light offerings of suitable vessels for business of the kind. Rates continue strong and buoyant. In all other trades freights offer sparingly and rates are unchanged.

Charters: Grain—British steamer, Volga, 35,000 quarters oats, from Baltimore to a French Atlantic port, 6s 3d, January-February. Foreign steamer, (guarantee), about 40,000 quarters oats, same 6s 9d February.

Dutch steamer Rondo 44,000 quarters, from Baltimore to Rotterdam, p.t., prompt. Coal—Schooner Edward H. Cole, 1,325 tons, from Norfolk to Rio Janeiro.

Schooner Kenwood, 797 tons, from Baltimore to Genoa, p.t. Miscellaneous—American steamer Pacific, 3,394 tons, trans-Atlantic trade, one round trip on time charter, p.t., January. American steamer George E. Warren, 1,616 tons, same.

Norwegian steamer Italia, 723 tons, same, two round trips, £1,500 deliveries, United States January. Swedish steamer Nordie 2,597 tons, from the Gulf to Gotenburg with cotton, 160s, March.

American ship Vincent, 1,778 tons, from the South Atlantic to Bremen with cotton, owners' account January. Schooner Fairfield, 478 tons, from New York to Rio Janeiro, with cement, \$5.25 and loaded.

TORONTO RAILWAY EARNINGS INCREASED LESS THAN 2 P.C.

Earnings of the System Last Year Totalled \$6,134,912—City's Share of Gross Was \$963,940.

Toronto, Ont., January 7.—The earnings of the Toronto Railway Company last year were \$6,134,912, compared with \$6,024,404 in 1913; \$5,448,050 in 1912, and \$4,851,541 in 1911.

The increase in the street railway earnings last year over the amount collected in 1913 was \$110,508. This represents an increase of 1 5/8 per cent. as compared with the 10 per cent. increase estimated by the traffic experts who valued the street railway assets.

The city's share of last year's gross receipts was \$963,940. Following is the amount received in other years: 1907, \$419,606; 1908, 417,397; 1909, 507,827; 1910, 596,297; 1911, 728,658; 1912, 813,990.

Here is a comparison, month by month, for the year of the total earnings of the company, together with the percentage paid to the city.

Table with columns for Month, 1914, and 1913. Rows include January through December, showing total earnings and percentage.

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CALGARY STREET RAILWAY.

Calgary, Alta., January 7.—Instead of \$60,000, as was prophesied early in the year, and \$50,000, which was forecasted in a report on the subject, it is likely that the street railway department deficit will not be over \$44,000, in the opinion of City Comptroller Wood.

This figure is, of course, approximate, as the final figures for the year have not yet been prepared, nor will they be ready for some time. The deficit of \$44,000 is not a deficit on the operation of the line, but chiefly on the depreciation fund. This fund is for the purpose of renewing equipment, as it is worn out. The money is not needed for some time, so there will be plenty of opportunity for building up the depreciation account in future years of prosperity.

BALTIMORE & OHIO.

New York, January 7.—The Directors of the Baltimore and Ohio will have before them at the dividend meeting January 14th the earnings of the first six months of the fiscal year against which the dividend then to be declared is chargeable.

The statement will show something over 2 per cent. earned on the common stock in the period but less than 3 per cent.

In well-informed quarters, it is taken as a foregone conclusion that the board will keep the dividend payment for the past six months within the amount actually earned for that purpose.

At the same time it is stated that if the dividend rate is made to conform to actual earnings it will not necessarily follow that the company's payments for the year will be only 4 per cent.

A substantial increase in gross earnings, especially in view of the rate increase, would, in all probability, be followed by a declaration of 3 per cent. six months hence.

SUBWAY ON NORMAL SCHEDULE.

New York, January 7.—It is said at the offices of the Interboro that the subway is running now on normal schedule.

BUYAMO TAKES OUT REGISTRY.

Washington, January 7.—During the past week but one ship was granted American registry under the new ship registry act. This was the freighter the Buyamo, of 3,256 gross tons, built in 1898. The vessel is owned by the New York & Cuba Mail Steamship Company and has New York as a home port.

RAILROADS AND INDUSTRIALS.

Twenty railroads, \$9.43, decline 0.52; twelve industrials \$5.69, decline 0.18.

LOUISVILLE AND NASHVILLE.

Louisville and Nashville—4th week December \$1,224,955; decrease \$242,360. Month of December \$4,138,759; decrease \$1,024,520. From July 1st \$28,844,106; decrease \$4,890,219.

SOUTHERN PACIFIC EARNINGS.

New York, January 7.—Southern Pacific freight earnings with the exception of the Texas lines, showing are running even with last year. The poorer showing in Texas is due to cotton situation.

VESSELS NOT NOW HELD UP.

Washington, January 7.—The State Department says that the protest of the American Smelting and Refining Company against the seizure of copper cargoes by England was forwarded to England in connection with the American note of which it formed the basis of the American protest.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—After 6:35 p.m. Daily except Saturday. On and after 17th January.

FRANCONIA (18,100 tons) Jan. 11th, 1 a.m. ORDUNA (15,500 tons) Jan. 18th, 1 a.m. TRANSYLVANIA (15,000 tons) Jan. 25th 1 a.m.

RAILROADS

CANADIAN PACIFIC

—ST. JOHN AND HALIFAX— 6:35 p.m. Daily except Saturday. On and after 17th January.

OTTAWA—From Windsor St. Station, 9:05 a.m. Daily—4:00 p.m. Daily except Sunday. 7:35 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 Sunday. 7:55 a.m. from Windsor St. Station, daily.

Train now leaving Labelle at 6:20 a.m. daily except Sunday. 6:45 from Ottawa to Windsor St. Stn. daily and 8:00 a.m. to Place Viger Stn. will be cancelled.

8:45 a.m. to Ste. Agathe daily and to Labelle, Ste. Mon., Wed. and Fri. 6:15 p.m. to Ste. Jerome daily instead of 9:00 a.m. 3:25 a.m. from Labelle Mon. instead of 5:00 a.m. 8:25 a.m. from St. Jerome daily instead of 9:00 a.m.

Train now leaving Montreal, Laurier for Montreal at 12:30 p.m. daily will run from Ste. Agathe only, daily except Sunday, and from Labelle, Mon., Wed. and Fri. Train now leaving Labelle at 6:20 a.m. daily except Sunday will start from Montreal, Laurier at 4:05 a.m. daily, Montreal at 11:00 a.m.

4:40 p.m. to Calumet instead of 6:15 p.m. daily. 4:45 from Point Fortune Saturday and Sunday instead of 5:00 p.m. Trains to Ste. Eustache at 12:30 and 5:20 p.m. daily except Sunday, 6:15 except Saturday and Sunday and 11:15 p.m. Sunday only, and from Ste. Eustache at 8:05 a.m., and 3:30 p.m. daily except Sunday and 7:30 p.m. Saturday will be cancelled.

Train from Ste. Eustache at 6:30 a.m. will run Sunday only. Trains to Ste. Eustache will leave at 8:00 a.m. and 4:30 p.m., and 5:45 p.m. daily except Sunday and 9:30 a.m., and 11:30 p.m. Sundays only.

Train for Knowlton, Waterloo and Drummondville will leave at 4:10 p.m. ex. Sunday. Morning express cancelled.

FOLDERS ON APPLICATION.

TICKET OFFICES: 141-143 St. James Street. Phone Main 8123. Windsor Office, Place Viger and Windsor St. Station.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY Montreal - Toronto - Chicago

VICTORIA HAD SMALL FIRE LOSS. The fire loss of Victoria, B.C. for 1914, aggregated only \$48,522, the smallest total in years. Last year's figures of \$72,252 were supposed to be exceptionally favorable, but the present year's showing is even better. This is ascribed to the close inspection which is in force in the congested section and to the greater efficiency of the motor apparatus, which allows of more prompt response to alarms. The loss this year on buildings totaled \$19,310, and on contents \$25,611. The total insurance carried on the buildings affected by fire was \$623,800, compared with \$253,550 in 1913.

FIRE ON ST. CATHERINE STREET.

Damage to the extent of several thousand dollars was done yesterday afternoon by a fire which broke out at 526 in the men's furnishing store of P. Grossman, at 125 East St. Catherine street. The blaze is supposed to have originated from an overheated stove, and when discovered had gained a good start. The firemen of the eastern division of the brigade, under Deputy Chief St. Pierre and District Chiefs Gauthier and Marin, battled with the blaze for over half an hour, extinguishing it only after it had worked its way into the show store of L. Rouleau, at 1421 St. Catherine street.

COMMERCIAL BLOCK BURNED.

Palmers, Mass., January 7.—A commercial block, a three-story wooden structure on Main street, was burned on Tuesday, with a loss of \$10,000.

AMERICAN BANK CLEARINGS.

New York, \$286,970,711; decrease, \$55,608,114. Boston, \$21,900,725; decrease, \$798,704.

SUCCESS AND LIFE INSURANCE.

A sky-rocket is a brilliant thing as it soars upward. So is the career of a successful man. But the rocket's warm, its short and its sparks do not keep anybody sparks which die with you, your family may find that the night is a cold one. Many a man is admired by his many friends far more than by his executors. "A good man may be very wise while they die." Your will may be valuable to your widow after they die." Your fire with, but your insurance policy will keep the fire going. Riches frequently take themselves wings. Life insurance makes an excellent cage.—Mutual Interests

FIRE EQUIPMENT OF CANADA IMPROVED

Capital of the Dominion However Water System That is Considered Dangerously Defective

YEAR SAW MANY CHANGES

Licenses Given to Two French and Two American Insurance Companies—Five Firms Have Retired or Been Re-insured.

With some notable exceptions, Canadian cities have shown considerable enterprise in the equipment and maintenance of waterworks systems and fire fighting apparatus, during the past year, says Mr. E. F. Garrow, secretary of the British American Insurance Co. of Toronto. The exceptions, on the other hand, present some alarming problems.

A year ago Montreal was prostrate as regards fire protection, with a broken main-supply conduit. Matters are not yet in a satisfactory condition. To day it is the capital city, Ottawa, whose main supply is also imperilled and whose pumps and distribution system have been pronounced dangerously defective.

Following a recent inspection, the underwriters insured a sharp advance in rates. The havoc wrought in Ottawa and Hull by the configuration of 1900 is yet to be revised and trying an experience to have lost its force as a fire-prevention argument, and a repetition thereof can best be prevented by a vigorous city policy on the lines indicated.

Insurance companies have lately been scrutinizing with more than satisfaction the results of the business in the maritime field, embracing the three provinces Nova Scotia, New Brunswick and Prince Edward Island. For many years the field gave a fair profit, but the period 1911-1913 inclusive was disastrous and the year just closing will be even worse.

It has always been recognized that, having regard to the prevalence of frame and generally inferior construction, basic rates were much too low and rate schedules, themselves inadequate, were not fully applied, but so long as the business paid its way companies were indisposed to face a change with its consequent disturbance. But the feeling is now to cry halt and to ask of the boards at Halifax, St. John and Charlottetown the imposition of such rules and practices as will reflect the wishes of the companies and permit the prosecution of the business at a reasonable profit.

The year has seen several changes of interest in the companies operating in the Canadian field. Dominion licenses have been granted to two French companies with head offices in Paris and to two American companies, one with head office in New York and the other in Pittsburgh. The latter company retained the business of a Canadian company and has taken over its agency staff; the others start with a new agency organization. Some five companies retired or were re-insured, including the company above referred to. Two of these companies have operated throughout the Dominion at large; while the other three did business in only portions of the territory and all but one company operated outside the tariff zone.

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