Whether a Benevolent Society shall pay the funeral benefit for more than one wife of a member is to be decided by the Court of King's County, New York. A certificate holder in the Tipperary Men's Benevolent Association got judgment against the Association for the funeral expenses of his second wife. From this judgment the Association has appealed on the ground that it paid on the death of Talbot's first wife in August, 1893, and that it is not liable for the benefit on the death of his second in June, 1897. The "benevolence" of that concern seems to have its limits.

There was something of a ripple in fire insurance circles in New York last week, when it was announced that the Westchester Fire was prepared to write war risks on sea shore buildings, because nobody knew exactly how the company was going to do it, lines 31 and 32 of the standard policy of the State of New York, which refer to this class of risk, being conditions which cannot be waived by officers, agents or otherwise. The president of the Westchester Fire maintains that the company has unquestionably the right to waive the conditions referred to, and meanwhile the opinion of the Attorney-General has been sought upon the matter.

The Grand Trunk Report. The *Financial Times* considers that, although the increase in gross receipts of the Grand Trunk is very satisfactory, it "might be regarded as only a piece of temporary good fortune, and the really significant point in the report is the most encouraging reduction in working expenses that has been effected simultaneously with the largely increased volume of receipts. The working expenses were reduced by no less than £60,618, the ratio to the gross receipts being pulled down from 70.82 to 63.84 per cent. What has been the bane of the Grand Trunk in the past has been excessive expenditure, and the new management has been working on the right lines in its vigorous campaign against extravagance. When we turn to the table of train mileage, we find the secret of a considerable portion of this striking retrenchment, there being shown a reduction of 200,000 miles in freight trains and 446,000 miles in mixed trains, while the passenger mileage, like the passenger receipts, shows a very small addition. To have lopped off 651,000 unnecessary train miles out of a total of 9,700,000 is a very creditable achievement, and Mr. C. M. Hays well deserves the high appreciation expressed by the Directors for the great ability and energy he has displayed in bringing about the remarkable results of the half-year."

Canadian Pacific 1898 prospects. The *Railway News* holds that the outlook of the road for 1898 is good, and, in spite of the rate war, it is probable that the company will secure at least as good a gross revenue as in 1897. It is perhaps doubtful whether so bountiful a harvest will be secured or whether the prices of agricultural products will be so satisfactory as in 1897, but the movements of both passenger and freight traffic in connection with mining developments in the North-West are likely to yield a large revenue to the Canadian Pacific. At the same time there is a lack of permanence about this class of traffic, and with the inevitable growth in expenses it would not be prudent to look for a larger dividend this year than for 1897, particularly if the company really undertakes the requisite improvements of the system out of the revenue. The rate conference between representatives of the Canadian railways and the United States Pacific roads which met on the 17th inst. does not appear to have succeeded in settling the differences existing regarding the rates to the Pacific coast, and a proposal to refer the matters unsettled to arbitration was agreed to by the Canadian railway representatives, but not by the agents of the Great Northern and one of its American neighbours. The sense of responsibility to the stockholders in the case of the former, and its absence in the case of the American roads, probably explains this attitude. From the traffics still coming to hand it does not appear that the Canadian roads are suffering to any extent, though it is a pity that a senseless struggle like this should be allowed to continue so long.

Fast Railway Travelling. A correspondent of *Engineering* gives some interesting particulars of a fast run on the Great Northern Railway. The train was the 9.12 a.m. up express, Peterborough to London, due at Finsbury Park at 10.32 and at King's Cross at 10.40 a.m. The train was composed of six coaches, weighed about 105 tons, and was drawn by a 7 ft. 7 1-2 in. single engine. It left Peterborough 3 1-4 minutes late, and reached Finsbury Park at 10.35, thus running the distance of 73 3-4 miles in 79 3-4 minutes actual time. But on the journey 11 3-4 minutes were lost by stops and signal checks, so that the nett running time was only 68 minutes, and hence the average speed was 65·1 miles per hour.

The net earnings of the Grand Trunk, Canadian Pacific, Montreal and Toronto Street railways up to a recent date were as follows :—

G. T. R.

	1898.	1897.	Increase.
Feb. 14	$415,437	$355,854	$59,583
21	411,644	387,692	23,052
28	451,587	405,526	46,061
Mar. 7	445,048	397,587	47,461
14	476,407	403,556	72,851
21	453,170	410,545	42,925
21-31	674,045	591,591	8[illegible],454
April 7	470,995	428,875	42,120

C. P. R.

	1898.	1897.	Increase.
Jan. 1-7	$426,000	$340,000	$86,000
8-14	404,000	325,000	79,000
15-21	396,000	315,000	81,000
22-31	472,000	353,000	119,000
Feb. 1-7	385,000	332,000	53,000
8-14	375,000	323,000	52,000
15-21	351,000	310,000	41,000
22-28	377,000	306,000	71,000
Mar. 1-7	454,000	325,000	129,000
" 7-14	492,000	323,000	169,000
" 14-21	463,000	325,000	138,000
" 21-31	641,000	536,000	105,000
April 7	448,000	379,000	69,000
	$6,684,000	$5,492,000	$1,192,000

MONTREAL STREET RY.

Week ending.	1898.	1897.	Increase.
Feb. 21	$29,184	$25,773	$3,411
28	29,403	25,853	3,550
Mar. 7	26,294	22,364	3,929
14	25,656	21,800	3,856
21	26,634	22,479	4,154
28	25,112	22,556	2,556
Apl. 7	25,044	22,672	2,372

TORONTO STREET RY.

Week ending.	1898.	1897.	Increase.
Feb. 21	$23,144	$18,878	$4,266
28	23,612	20,244	3,368
Mar. 7	21,796	18,184	3,612
14	20,747	17,752	2,995
21	20,856	17,248	3,608
28	19,979	17,147	2,832
Apl. 7	19,360	16,183	3,177