

CUSTOMS RECEIPTS FOR MAY AMOUNTED TO \$1,854,980

For the month of May last the customs receipts at the Montreal Custom House came within \$157,138.02 of equalling the receipts for the same month in 1914. It had not been for the scarcity of tonnage, which has made it difficult for Canadian merchants to get goods from Great Britain, the receipts for last month would probably have exceeded those of May last year.

FINE AND MODERATELY WARM.

Light to moderate winds, fine and moderately warm to-day and on Wednesday. The high area is still, centered north of the Great Lakes but there are now some indications that it will draw eastward as a shallow depression moves northward from the Southern States.

LONDON, June 1.—Spot copper £78 17s 6d, off 7s 6d; electrolytic, £90, up £1. Spot tin, £160 10s, off £2 5s; futures, £160, off £2 10s; Straits, £165 10s, off £1 10s. Sales, spot tin 20 tons, futures, 30 tons.

CANADIAN PACIFIC RAILWAY.

Suburban Train Service Now in Effect—Folders on Application.

FROM WINDSOR ST. STATION.

7.20 a.m. daily, Vaudreuil and intermediate stations. 8.30 a.m. daily, Dorval, Lakeside, Point Claire, Beaconsfield, St. Anne's, Vaudreuil, Como, Hudson, Hudson Heights, Choisy, Rigaud and points west to Caledonia Springs.

STEAMSHIPS.

ALLAN LINE

Proposed Summer Sailings, 1915

From Montreal, SICILIAN June 3rd for Havre and London. PRETORIAN June 8th, for Glasgow. CORINTHIAN June 27th for Havre and London.

THE ALLAN LINE

675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.

CANADA S.S. LINES

Take The Water Way

Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

Montreal-Quebec Line

A restful, comfortable one night journey. Steamers leave Montreal at 7.00 p. m. daily except Sunday.

Montreal-Bay of Quinte Toronto, Line

Weekly Service, leaving Montreal every Friday at 7.00 p. m. An enjoyable trip with every comfort and convenience.

Saguenay Line

The most fascinating water voyage on the coast. Steamers leave Quebec, Tuesdays and Saturdays at 8.00 a. m. connecting with night boats from Montreal.

Ticket Office 5411 Victoria St., Phone Main 4710

General Freight Office Foot of McGill St., Phone Main 5562

RAILROAD NOTES

The Canadian Pacific yesterday opened the Glenarry and Stormont branch of its service for freight and passenger traffic.

During the first three months of the present year 216 persons were killed and 1,904 injured on the steam railroads of Pennsylvania, a decrease from last year.

Mr. C. D. Mackintosh, C. P. R. division engineer at Moose Jaw, has been appointed superintendent at Medicine Hat, in succession to Mr. Mathers, transferred to Vancouver.

Mr. W. A. Mather, superintendent of the C. P. R. at Medicine Hat, has been appointed assistant general superintendent at Vancouver, succeeding Mr. Cameron, transferred to Calgary.

Mr. J. M. Cameron, assistant general superintendent of the C. P. R. at Vancouver, has been appointed to succeed Mr. A. E. Stevens at Calgary, who has been transferred to Montreal.

Mr. J. E. Walsh, Grand Trunk customs agent at Montreal for many years, has retired on superannuation pension. Mr. Walsh joined the Grand Trunk in 1875, and, since 1882, he has been in the position which he now vacates.

Stones Express, Inc., has been held by the Interstate Commerce Commission to be a common carrier, and entitled to participate in through routes and joint rates on interstate shipments to and from Lynn, Mass., between its water lines and the Boston and Maine's rail and water lines.

The Grand Trunk passenger train No. 126 jumped the tracks on the London, Huron and Bruce branch of the line near Hilderton, Ont., yesterday morning. Eighteen persons were injured, some of them quite severely. The accident is thought to have been due to a broken rail. The entire train left the rails, the smoking car and coach plunging down a 20 foot embankment.

Carriers in the United States have not yet indicated how they will meet the situation created by the Cummins amendment to the Interstate Law which becomes effective June 3. If this is done, passengers will not have an easy time checking their property in comparison with the present rule, which requires only the showing of passage ticket and a limit of \$100 in value.

General Manager Gutelius, of the Government Railways, has returned to Ottawa from Montreal, where the question of the acquisition by the Government of the Lake Superior Division of the G. T. F., was discussed with the officials of the company. Mr. Gutelius will place the result of his negotiations before the Minister of Railways, Hon. Frank Cochrane, in the course of a few days.

The First Appellate Court at Toronto yesterday granted the petition of the Hamilton, Beamsville and Grimsby Railway for an appeal against the decision of the Ontario Railway Board made some time ago compelling them to place certain conveniences in the cars and stations. The contention was that the Ontario Board had no jurisdiction in the matter, according to the Dominion Railway Act. The matter will be argued at a later date.

Mr. Geo. Bury, Vice-President of the Canadian Pacific Railway, inspected the Canadian Overseas Railway Construction Corps in St. John yesterday, and afterwards attended their field manoeuvres. Later in the day he visited their camp and dined with the officers at their mess. This corps is made up exclusively of men from the Canadian Railways, and are experts in the various branches of railway construction and operation.

Mr. Justice Cassels, presiding in the Exchequer Court, is sitting in Halifax hearing cases arising out of the expropriation of lands for the C. C. R. terminals and for damages caused by those works. Altogether there are thirty cases, about seven of which have been heard, judgment being reserved. The discrepancy between the amount awarded by the appraisers on behalf of the Crown and what is claimed by the owners is very great. The Carrutte Patterson Company asks \$160,000 for the cutting off of a water supply, and they were offered \$16,000 by the appraisers. Rod MacDonald, another property owner, asks for \$210,000, though he was offered \$71,000.

CUNARD S.S. AQUITANIA

New York, June 1.—The officers of the White Star liner Aquitania, which arrived today from Liverpool, report that the Cunarder Aquitania was ashore in the River Mersey when they passed her Friday at noon, May 21. The liner had left the Gladstone dock on the previous afternoon, and was proceeding up the river to the Cunard boats, already for sea, the officers of the Aquitania said.

It was understood in marine circles in Liverpool that the Aquitania had been chartered by the Admiralty to carry troops to the Dardanelles from Portsmouth.

Chief Officer William Jackson, of the Lapland, said that the Aquitania was not in any danger, as she was on hard sand. "I think she ought to have floated off in a day or two after we left. The tides are low, and that might have kept her on the sand longer," he added.

INTER-METROPOLITAN MEETING.

New York, June 1.—A special meeting of Inter-Metropolitan stockholders to vote on re-adjustment plan will be held at noon to-day. Up to the present time proxies for about 80 per cent. of each of the preferred and common shares outstanding have been received. The amount necessary for approval is 66 2-3 per cent of each stock. There has been no question raised of postponing the meeting.

CHANGE IN G. T. R. SERVICE

FROM MONTREAL TO TORONTO. In addition to the change in the leaving time of the International Limited from Montreal to 10.15 a.m., which went into effect Sunday, May 30th, the train which heretofore left at 9.40 a.m., for Toronto and all intermediate points now leaves Montreal at 9.20 a.m., daily, and arrives at Toronto at 8.50 p.m.

PENNSYLVANIA RAILROAD EARNINGS.

The gross Pennsylvania Railway earnings for all lines during April amounted to \$2,272,745, a decrease of \$346,735. Net after tax, \$5,661,214, an increase of \$479,532. Four months' gross, \$103,643,711, a decrease of \$5,536,724. Net after taxes, \$113,528,841, an increase of \$282,566.



HON. J. D. HAZEN, Minister of Marine, who is receiving a report on the marine interests of British Columbia, including pilotage conditions, from the deputy minister, Mr. Alex. Johnson.

CANADIAN PACIFIC RAILWAY

General Change in Time in Effect May 30th.

From Place Viger Station.

7.45 a.m. Daily, St. Agathe and intermediate stations. 8.45 a.m. Except Sunday, St. Agathe, Mont Laurier and intermediate stations. 9.45 a.m. Sunday only, St. Agathe, Labelle and intermediate stations. 10.15 a.m. Sunday only, St. Agathe and intermediate stations. 1.00 p.m. Saturday only, Mont Laurier and intermediate stations. Parlor car St. Agathe. 1.15 p.m. Sunday only, Shawbridge, St. Agathe and intermediate stations. 1.15 p.m. Saturday only, St. Agathe and intermediate stations. First train June 26th. 1.25 p.m. Saturday only (from Windsor St. Station), Montford Jct., Labelle and intermediate stations. First train June 26th. 1.40 p.m. Saturday only, St. Agathe and intermediate stations. 4.15 p.m. Daily, except Sunday, St. Agathe, Mont Laurier and intermediate stations. 4.30 p.m. Daily, except Sunday, St. Agathe and intermediate stations. 4.15 p.m. Sunday only, St. Jerome and intermediate stations. 11.15 p.m. Daily, St. Jerome and intermediate stations. Quebec, 9.00 a.m. except Sunday, 1.30 p.m. daily, 5.00 p.m. daily. First train June 26th. 11.30 p.m. daily. Three Rivers, 9.00 a.m. daily, 1.30 p.m. daily, 5.00 p.m. daily. First train June 26th. 6.15 p.m. except Sunday, 11.30 p.m. daily. Grand Mere and Shawinigan Falls, 9.00 a.m. daily, 1.30 p.m. daily, 5.00 p.m. daily. First train June 26th. 11.30 p.m. daily. Joliette, 8.20 a.m. except Sunday, 9.00 a.m. daily, 1.45 p.m. Saturday and Sunday only, 5.30 p.m. except Sunday. St. Gabriel, 9.00 a.m. daily, 1.45 p.m. Saturday only, 5.30 p.m. except Sunday. Ottawa, 8.00 a.m. daily, 1.50 p.m. Saturday only, 5.15 p.m. Saturday and Sunday only, 5.55 p.m. daily, 6.20 p.m. except Saturday and Sunday. Calumet, 8.00 a.m. daily, 2.15 p.m. Saturday and Sunday only, 5.55 p.m. daily, 6.20 p.m. except Saturday and Sunday. St. Eustache, 8.00 a.m. except Sunday, 10.00 a.m. Saturday only, 12.30 p.m. except Sunday, 4.35 p.m. except Sunday, 5.15 p.m. except Sunday, 6.20 p.m. except Saturday and Sunday, 11.05 p.m. Sunday only, 11.50 p.m. Sunday only. St. Lin, 8.00 a.m. except Saturday and Sunday, 9.50 a.m. Sunday only, 12.30 p.m. Saturday only, 4.35 p.m. daily except Sunday, 10.30 p.m. Sunday only.

From Windsor Street Station.

Smiths Falls, 7.20 a.m. daily, 8.45 a.m. daily, 4.15 p.m. except Sunday, 10.00 p.m. daily, 10.50 p.m. daily. Ottawa, 8.30 a.m. daily, 10.30 a.m. daily, 4.05 p.m. except Sunday, 7.40 p.m. Sunday only, 8.45 p.m. daily, 10.15 p.m. daily. Pointe Fortune, 12.15 p.m. daily, 1.30 p.m. Saturday only, 5.10 p.m. except Saturday and Sunday, 6.15 p.m. daily, 11.20 p.m. daily. Rigaud, 8.30 a.m. daily, 12.15 p.m. daily, 1.20 p.m. Saturday only, 1.30 p.m. Saturday only, 4.05 p.m. daily except Saturday, 5.10 p.m. except Saturday and Sunday, 6.15 p.m. daily except Sunday, 7.40 p.m. Sunday only, 8.45 p.m. daily, 10.00 p.m. daily, 10.15 p.m. daily, 11.20 p.m. daily. Sherbrooke, 8.25 a.m. daily, 1.15 p.m. Saturday only, 4.10 p.m. except Sunday, 7.15 p.m. daily. Waterloo, 8.25 a.m. except Sunday, 12.45 p.m. Saturday only, 4.10 p.m. except Sunday. Knowlton, 12.45 p.m. Saturday only, 4.10 p.m. except Sunday. Newport, 9.25 a.m. daily, 4.55 p.m. except Sunday, 8.10 p.m. daily. Boston, 9.25 a.m. daily, 8.10 p.m. daily. Halifax, 7.15 p.m. daily. Toronto and Chicago, 7.25 a.m. except Sunday, 8.45 a.m. daily, 10.00 p.m. daily, 10.50 p.m. daily. St. Paul, 8.45 p.m. daily. Winnipeg and Vancouver, 10.30 a.m. daily and 10.15 p.m. daily. EDMONTON RADIAL RAILWAY. The statement of traffic for the Edmonton Radial Railway for the week ending Wednesday, May 19, is as follows:—Passengers 198,888 Earnings \$9,570.15 WEATHER MAP. Cotton Belt—Scattered rains in Texas, Georgia, Mississippi and the Carolinas. Temperature 54 to 74. Winter Wheat Belt—Partly cloudy, no moisture. Temperature 52 to 68. American Northwest—Generally clear, no moisture. Temperature 52 to 62. Canadian Northwest—Scattered showers. Temperature 50 to 60.

SHIPPING NOTES

The American minister at Stockholm reports that Swedish traffic with Finland has been resumed.

The Lapland, Oscar II. and Espagne have arrived at New York; the St. Paul and Tuscania are at Liverpool and the Athena at Gibraltar.

The Danish steamer Soborg has been sunk in the English Channel by a German submarine, according to an announcement made by Lloyd's Agency. The members of her crew were saved.

The Norwegian steamer Drammenafjord, bound for Bergen, Norway, from New York with a cargo of American goods, has been released at Kirkwall, and will proceed to her destination with her cargo intact.

A special report by the American Consul at Leghorn, Italy, states that "the most important feature in connection with five consignments of horses to the Italian government was the high rate of mortality, 1,409 animals out of a total of 4,104 having died en route."

The Tunisiana, which left London on May 15, arrived here yesterday after a normal voyage. It is the first time the Tunisiana has come up the river, her regular run being in the River Plate trade. This vessel used to be known as the Balacava, but has been re-christened.

During the week ended May 9 fifteen steamers passed through the Panama Canal from the Atlantic to the Pacific and fifteen in the reverse direction. Several of the west-bound steamers moved in ballast, while others carried general merchandise cargoes. The east-bound steamers carried general cargo lumber, copper, iron ore and fruit.

The North of Ireland Shipbuilding Company, Ltd., Londonderry, have launched the Trevisa. She has been chartered for special services in connection with the supply of war stores. Length, 250 ft.; breadth, extreme, 42 ft. 6 in.; moulded depth, 20 ft. She has been built to Lloyd's highest class, in excess of the Society's requirements, for service on the St. Lawrence and Great Lakes. She has four steam winches, a complete outfit of derricks and katts, steam windlass, steam steering gear, and electric light and fine accommodation for passengers, officers and crew.

A new line to be operated between Cardiff and New York is announced by the U. S. Department of Commerce. The Department stated that it is in receipt of the following note from Consul Lathrop, at Cardiff: "A line of freight steamers is being started by Furness, Withy & Co. between New York and Cardiff. The vessels will be of about 7,000 tons register, and will be dispatched at such regular intervals as east-bound freights will consist principally of grain, iron and steel. General cargo will be carried, however, and shippers to South Wales ports will be able to send goods direct for the first time since the war opened."

An Admiralty statement, giving the number of their merchant and fishing vessels sunk or captured since the beginning of the war, shows that 65 merchant ships have been sent to the bottom by cruisers of the enemy, 12 by mines, and 62 by submarines, a total of 139. Eighty-three fishing craft have been lost, and of these 24 were sunk by mines. Since German submarines began their attack on merchant shipping January 27, the merchant vessels sunk by them number 59 and the fishing craft 31. Looking at these losses from the standpoint of tonnage, it is seen that since the war began Great Britain has lost 458,006 tons in merchant shipping, and 13,585 tons in fishing craft.

In connection with the state of war in Italy, mariners are cautioned that all the lights and the lights of light-buoys leading to the anchorages of Taranto, Brindisi, and Venice are liable to be extinguished without further notice. The following tracts of water are dangerous to navigation: Gulf of Spezia.—The portion of the gulf comprised within the line joining Torre Seoula and Punta di Maralunga, Venetian Estuary.—The tract of water off that portion of the coast which lies between Porto Cortellazzo, latitude 45 32 30 N., longitude 12 45 50 E., and Porto Levante, latitude 45 03 50 N., longitude 12 21 40 E., and is bounded on the seaward side by a line drawn six miles from the shore. The ports of Spezia, Taranto, Brindisi, and Venice, are mined, and also the port of Maddalena, on the north coast of Sardinia.

LETHBRIDGE MUNICIPAL RAILWAY.

The gross earnings of the Lethbridge Municipal Railway from May 13th to May 20th amounted to \$882.15.

FREIGHT ON PULP AND PAPER.

Ottawa, June 1.—The Railway Commission, on the application of Laurentide, Limited, has granted a temporary suspension of the increased freight rates on pulp and paper on eastern lines.

The Charter Market

New York, June 1.—The full cargo steamer market was quiet and chartering was light in all trades. The demand for tonnage has fallen off considerably and about the only freights of consequence now offering are deal cargoes from the provinces of the United Kingdom and coal freights to Mediterranean and South American ports. There are no quotable changes of consequence in rates, and in most instances they are nominally steady at the basis of last previous charters.

The sailing vessel market is slow, due principally to the scarcity of tonnage suitable for offshore business for which there is a steady inquiry. Rates in all trades are steady to firm. Charters.—Coal—Swedish steamer New Sweden, 3,287 tons, from Baltimore to Gothenburg, p.t. prompt. Norwegian steamer Thelma, 486 tons, from Newport News to Cardenas, p.t. prompt. Schooner Eleanor A. Percy, 362 tons, from Philadelphia to Boston, p.t. Lumber.—British schooner General Laurie, 198 tons, from Halifax to Demarara, a.t. British schooner M. A. Belliveau, 199 tons, from Weymouth, N.S., to Havana, p.t. Miscellaneous.—Norwegian steamer Maud, 1,351 tons, from Philadelphia to St. Johns, Nfld., with coal and merchandise, p.t. prompt. Bark Bruce Hawkins, 540 tons, from Hayti to Jamaica to Chester with logwood, p.t. Schooner William C. May, 650 tons, from Turks Island to North of Hatteras with salt, p.t. British schooner General Laurie, 198 tons, from Turks Island to Lunenburg, N.S., with salt, p.t.

COBALT ORE SHIPMENTS LIGHT, NO BULLION LEFT THE CAMP

Cobalt, Ont., June 1.—Ore shipments last week were lighter than the previous week by over 100 tons and only four properties contributed to the output. Of these shipments the Dominion Reduction sent out two cars of low grade residue from the mill. From the Townsite-City two cars of concentrates were sent out and a similar shipment was made from the McKinley. One car was "the output of the La Rose. The ore shipments for the week were: Mining Corp. of Canada—Townsite-City 141,845 La Rose 87,200 McKinley-Darragh 157,115 Dominion Reduction 176,000

No bullion left the camp during the week, marking the first occurrence of this nature in nearly two months. The previous week the shipments of this product formed a record for the year to date. Bullion shipments omitted from last week's list: Nipissing 40 50,019.17 \$25,009.59 For the year to date the bullion shipments have been as follows:—

Table with columns: Mine, Ounces, Value. Totals 3,173,870.66 \$1,577,899.94

ST. JOHN PUBLIC DISTURBED OVER TRACTION DISPUTE.

St. John, N.B., June 1.—The City Public Works Department and the St. John Railway Co. are at odds over the kind of rails which shall be used in crossing improvements. The climax came when Commissioner Potts had the track ripped up and filled in at the offending crossing. The railway foreman was later arrested when an attempt was made to relay the track. Potts then began laying macadam at the crossing. The return of Mayor Frink to the city now is awaited before the next step. Meanwhile the people using cars have to transfer across the ground caused by the dispute.

ST. JOHN STREET RAILWAY.

St. John, N.B., June 1.—The Street Railway Company has completed the extension of its car line to Glen Falls, three miles from the city in an easterly direction. The Glen Falls extension was opened May 24th, when 4,000 people travelled over it. The track line along the East St. John harbor front is now partially laid, and upon the completion of the provincial government bridge across the Reversing Falls in August, the company will be able to link up with the west side of the harbor, where a branch line has been operating for several years. These extensions will open up splendid residential and industrial opportunities.

GRAND TRUNK ISSUES NOTES.

The Grand Trunk Railway Company is issuing today in London, England, £2,500,000 five year notes, bearing five and a half per cent. interest at an issue price of 99. The bulk of this new issue goes to replace £1,000,000 five per cent. notes due in July.

SCHOONER WAS TOTAL LOSS.

Charlottetown, P.E.I., June 1.—During a heavy rain the schooner Elsie Sam, eighty tons, owned by Captain Harpell, of Jeddore, N.S., went ashore at Troy, after losing her rudder. She was a total loss. She was bound from Halifax to Summerside and carried a general cargo. The crew were all saved. Both vessel and cargo were partly insured.

BRAZILIAN TRACTION.

The Brazilian Traction, Light and Power Company has declared its regular quarterly dividend of 1 1/2 per cent. on the preference stock, payable July 1st to shareholders of record June 15th.

TRI-CITY RY. & LIGHT CO. DIVIDEND.

Tri-City Railway & Light Company has declared the regular quarterly dividend of 1 1/2 per cent. payable July 1 to stock of record June 19.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY

IMPORTANT IMPROVED SERVICE.

TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED.

Canada's train of superior service.

LEAVE MONTREAL 10.15 A. M. DAILY.

Pullman Sleeping and Observation Cars and Parlor, Library and Dining Cars.

CHICAGO LIMITED.

LV. MONTREAL, 11.00 P.M. DAILY.

Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

122 St. James St. Cor. St. Francois-Xavier—Phone Main 6905.

Windsor Hotel "Uptown 1187

Bonaventure Station "Main 3219

CANADIAN PACIFIC

CHANGE IN TIME NOW IN EFFECT.

FOLDERS ON APPLICATION.

10.50 p.m. for (Yonge St.) North Toronto.

8.45 a.m. for (Union) TORONTO

and DETROIT

10.00 p.m. CHICAGO

Observation-Parlor-Dining Cars on day train.

Observation-Compartment and Standard Sleepers on night trains.

DORVAL RACE TRACK.

1.15 p.m., 1.35 p.m., 1.55 p.m.

Returning After Last Race.

HOMESEEKERS' EXCURSIONS.

Every Tuesday.

Winnipeg, Edmonton and Int. Stations.

10.30 a.m. and 10.15 p.m.

TICKET OFFICES:

141-143 St. James Street. Phone Main 3125.

Windsor Hotel, Place Viger and Windsor St. Station.

WINDUP RE-INSURANCE CO. ISSUES IMPOSING

German Company's Statement, However Year Ending June Last—List of Unusual One.

Reports of German insurance companies, particularly interest, since the outbreak reached Canada in very large numbers. The last, that of the Military Service Co. of Hanover, showed the company to be in financial difficulties. The report of the insurance company has now come to light, being for the fiscal year ending June 30, 1914, consequently showing no effects of the war.

Some of its other expenditures were: accident branch, \$2,835; surrenders, life \$1,407; dividends, \$168,750; commissions, \$164,180; general expenses, \$18,458; taxes, \$164,180; of securities, \$72,823, making a grand total of \$69,274,514. The company increased its unearned premiums last year by \$1,447,400, assets of \$69,274,514, while its liabilities for unearned premiums, \$39,962,671; reserves, \$10,000,000; all other liabilities, \$3,237,743, \$100,000, thus giving it a surplus beyond the limit of \$2,471,981.

The company's list of assets, which reach \$100,000,000, is as follows:—Cash in banks, \$2,967,763; shareholders' unearned capital, \$2,625,000; real estate, \$650,000; stocks, \$16,765,671; loans on mortgages, deposits with companies reinsured—life \$20,426,589, premium reserve of a company, \$3,531,212, a total of \$20,426,589; from other insurance companies, \$12,411,000; standing premiums, \$11,737; interest accrued on a grand total of \$69,274,514.

The report for the fiscal year which is now upon its last month, preparation of which has been commenced shortly, should contain interesting features.

NEW TRIAL NECESSARY IN EXPLOSION DAMA

Seven juries were for and five against for Miss Charney Gilbert in her action against Montreal Power Company, which was held by Chief Justice Archibald and a special jury who had voted nine to three, the plaintiff won, but as matters stand now a new trial is necessary.

The plaintiff sued for \$10,000 damage to her daughter, Mrs. Jurinsky, and her other daughter, Miss Sarah Gilbert, in an explosion. Miss Sarah Gilbert sued for \$25,000 damages for personal injuries when the store and dwelling at 673 Front was wrecked, and it was alleged in both the explosion was caused by gas.

The defence was that the explosion was caused by gas, such as dynamite, gas gun cotton. Miss Sarah Gilbert's case was by the jury on the grounds that plaintiff brought forward sufficient evidence that gas was caused by gas. Mr. Justice Gwynne who presided over the action of Miss Gilbert, stated the jury to award, if any, a sum as sustained by plaintiff, but with no award against the company. The jury fixed the \$10,000, if the company had been liable.

SUES FOR BALANCE OF LOT

By consent, the motion for particulars as filed by Mr. F. M. Ferguson, K.C., acting for the plaintiff in the case of C. V. Overing vs. G. Marcell was granted yesterday by Justice Bruneau. The claim is \$50 for defendant's alleged failure to deliver to the plaintiff 208 Sherbrooke street, the house of Grace, which plaintiff bought from defendant and only discovered the alleged fraud when the above part of Sherbrooke street was built. The defence, represented by Mr. Mathieu, claims that the plaintiff, when he bought the house, was fully aware of an agreement between the defendant and the town of Notre Dame West, whereby seven feet frontage was to be ex-

THE LOSS BY FIRE

That the fire which broke out in Alberic at 1.57 a.m. on May 30, when two hoists, was of incendiary origin, was the conclusion reached by the Fire Commissioners at a session on the cause of the blaze yesterday. Mr. Murray stated that he was at the scene of the fire, and upon his return he was able to destroy and his horses dead. A quarrel with two foreigners in April, H. had been named. Threats were made at that time but he did not think they would be carried out, as he reported to the police.