

C. P. R.'S MAY DECREASE ACTUALLY AND RELATIVELY SMALLER THAN APRIL

The earnings of the Canadian Pacific Railway in the month of May compare with those in the same month of last year as follows:

Table with columns for 1915, 1914, and Dec. showing Gross and Exp. figures.

Net earnings for eleven months are submitted in the following table:

Table with columns for 1914-15, 1913-14, and Dec. showing Gross and Exp. figures.

Net earnings in two of the ten months were higher than in 1913-14. The returns by months, with the change in each case, follow:

Table with columns for Month, Net, and Decrease, listing earnings from July to May.

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Table with columns for Month, Net, and Decrease, listing earnings from July to May.

x—Increase.

ASKED TO APPROVE ISSUE.

Chicago, June 29.—Atchison and Eastern Railroads of New Mexico, jointly requested the Kansas Railroad Commission to approve an issue of \$10,000,000 trans-continental short time first mortgage 4's to reimburse Atchison's treasury for the improvements made in Western Texas by the Eastern Railroad of New Mexico, its subsidiary.

The company will not sell the new issue now, as there is no immediate necessity for doing so. Atchison has also asked Kansas Commission's approval of \$24,000,000 California, Arizona and Santa Fe bonds to take up exchange of sterling bonds for dollar bonds, which amount would be necessary if all outstanding sterling bonds were exchanged into dollar bonds.

GRAND TRUNK TRAIN CHANGES

Montreal, Vaudreuil, Brockville.

Train now leaving Vaudreuil 7.30 p.m. daily except Sunday, arriving Montreal 8.20 p.m. will leave Vaudreuil 7.42 p.m. and arrive Montreal 8.40 p.m. daily except Sunday.

Train now arriving Montreal 10.35 a.m. daily except Sunday from Brockville and intermediate points will arrive 10.15 a.m. daily except Sunday.

On Thursday, July 1st, special train will leave Montreal 9.10 a.m. and arrive Vaudreuil 10.05 a.m., stopping at all intermediate points and will leave Vaudreuil 6.05 p.m. arrive Montreal 7.05 p.m., making all intermediate stops.

Montreal, St. Hyacinthe, Portland, Me.

Trains now leaving Montreal 4.55 p.m. daily except Sunday will leave at 5.00 p.m. arriving St. Lambert 8.20 p.m.

Train now leaving Montreal 8.16 p.m. daily for Portland will leave at 8.20 p.m.

New train will leave St. Hyacinthe 5.00 p.m. Saturdays only, arrive Montreal 8.15 p.m.

Train now arriving Montreal 1.10 p.m. daily except Sunday from Island Pond and intermediate points will arrive at 12.01 p.m. daily except Sunday.

Train now arriving Montreal 4.00 p.m. daily except Sunday from St. Hyacinthe will arrive daily except Saturday and Sunday.

Montreal, St. Johns, Boston.

Train now leaving Montreal 8.31 a.m. daily for St. Johns, Boston and New England points via Central Vermont Railway leaves Montreal 8.45 a.m., arriving St. Johns 9.24 a.m.

Train now leaving Montreal 4.01 p.m. daily except Sunday for St. Johns and Central Vermont points will be cancelled.

New train will leave Montreal 7.35 p.m. daily except Sunday, for St. Johns and Central Vermont points, arriving St. Johns 8.25 p.m.

Train now leaving Montreal 8.30 p.m. daily for St. Johns, Boston and New England points via Central Vermont Railway will leave Montreal 9.30 p.m. daily, arriving St. Johns 10.20 p.m.

Montreal, Hemmingford.

New train will leave Montreal 8.20 a.m. Sundays only, arriving Hemmingford 10.20 a.m.

New train will leave Hemmingford 7.15 p.m. Sundays only, arrive Montreal 9.20 p.m.

Montreal, Rouses Point, Albany and New York. New train will leave Montreal 7.20 a.m. daily except Sunday for Rouses Point, Albany and New York.

Train now leaving Montreal 9.01 a.m. daily for Albany and New York will be cancelled.

New train will leave Montreal 8.30 a.m. Sundays only for Rouses Point, Albany and New York.

New train will leave Montreal 9.50 a.m. daily except Sunday for Rouses Point, Albany and New York.

New train will leave Montreal 1.15 p.m. Saturdays only for Rouses Point, Plattsburg, Saratoga Springs and Albany.

New train will leave Montreal 2.30 p.m. daily for Rouses Point and Albany.

Train now leaving Montreal 6.10 p.m. daily for Albany and New York will leave at 6.30 p.m. daily.

New train will arrive Montreal 12.50 p.m. Mondays only from Saratoga Springs, Plattsburg and Rouses Point.

New train will arrive Montreal 3.25 p.m. daily from Albany and Rouses Point.

Train now arriving Montreal 7.45 p.m. daily from New York and Albany will be cancelled.

New train will arrive Montreal 8.25 p.m. daily except Sunday from New York and Albany.

New train will arrive Montreal 9.50 p.m. daily from New York and Albany.

SHIPPING NOTES

The Donaldson liner Indrani on her way from Glasgow to Montreal was sunk on Sunday by a German submarine at a point southwest of Tuskar Rock, Ireland. The crew were all saved.

The Earl of Douglas from Newport, Mon., arrived in port yesterday after a good passage under the command of Captain Rennie. This is the first trip this vessel has made up the river.

The steamship Iona, which was sunk recently by a submarine 25 miles south of Fair Isle, when bound from Middleburgh to Montreal, in ballast, was insured for marine risks on a value of £25,000.

The Allan liners Scandinavian and Corsican have arrived safely in England with troops. The Scandinavian reached England on Saturday afternoon at 3 o'clock, and the Corsican arrived yesterday afternoon at 4.45 o'clock.

When the British steamship Feliciano sailed from Philadelphia for London she carried 40 automobile chassis weighing about eight or nine tons each. These trucks, it is believed, will be used by the British army. Twenty of the machines were lashed on the upper decks and 20 were carried in the holds. In addition to the automobiles, the vessel carried a large quantity of food supplies and steel products.

It is rumored in shipping circles that the Standard Oil Co. is soon to place another order for a large tank steamship. Most of the shipyards along the Atlantic coast are filled to capacity with the exception of "cramps" and it is believed the contract will go to the Philadelphia yard. Two large tankers now are building at the New York Shipbuilding Co. in Camden for the Standard Oil Co.

Advises from Halifax state that Bagnell, the light-house keeper at Guyon Island, C.B., has reported to Mr. C. H. Harvey, of the Marine and Fisheries Department, that on Sunday he sighted the schooner Donzella, water-logged and abandoned, and went out to her and ran her ashore on the island. The crew of the Donzella were yesterday reported to have landed at Gabarus, N.S. The Donzella was loaded with hay.

Nearly a year at sea from the time she left Newcastle, Eng., the French ship Rene Kerviler arrived in San Francisco on June 15th, to find a world in progress of which she had had hardly an intimation when she left port. The vessel fought storms throughout the whole voyage and changed captains twice. After struggling for three weeks against head winds off Cape Horn, she headed for the Cape of Good Hope.

The British barque Dumfrieshire, of 565 tons gross, which sailed from San Francisco, January 22, for Dublin, with a cargo of barley, was sunk yesterday by a German submarine. The crew was landed at Milford Haven, Wales. The Dumfrieshire was torpedoed at 10 o'clock yesterday morning 30 miles off the coast of Wales. One side of the ship was blown out and the barque sank within five minutes. The crew got away in the boats. They included an American.

With 6,500 tons of general cargo and having 450 passengers on board, the Kroonland has sailed for New York from San Francisco via San Pedro and the canal, and at the Southern California port will take on other passengers entirely filling up her passenger accommodations. Cargo on board principally of California fruits, dried and canned, with a large shipment of rice from the Orient which is destined for the allied armies in the European war and will be transhipped in New York.

The slide on the west side of the Culbreth cut section of the Panama Canal, north of Contractors' Hill, has closed the channel to ships having a draft of more than 26 feet. The passenger ship Kroonland, which leaves 29 feet, has been delayed in sailing, but it is expected that she will depart to-day.

The slide, though only a temporary one, is regarded as the forerunner of an important earth movement along the entire west bank for a distance of 4,000 feet north of Contractors' Hill, and 1,500 feet back from the canal axis, including a large section of Zion Hill.

Benjamin Franklin Isherwood, who died on June 19th last, was during the Civil War, engineer-in-chief of the bureau of construction, equipment and repair for the United States fleet. So deficient was the navy in steam tonnage at the time that the war broke out, and so low was the state of the engineering industry, that the genius of Isherwood is said to have contributed materially to the successful outcome of the naval operations. Being ahead of his time, his work brought unparading abuse, but his work was recognized before his death.

To be built by an English firm of shipbuilders for a German shipping company, and by the fortunes of war to fly once more the British flag, has been the fortune of the Pollweil, which was known in times of peace as the Deutscher Kaiser. The Pollweil is a steel screw steamer of a gross tonnage of 2,017. She was built in 1888 by J. L. Thompson & Sons, Sunderland, for Emil R. Retzlaff, Stettin. In the early days of the war she was taken into Gibraltar, where she lay for six months before her fate was finally determined by the prize court. Her last port was Hull, and her present captain is Captain Gibbons.

PORTLAND-WHITE MOUNTAINS. The Grand Trunk offers splendid facilities for reaching the popular resorts situated in the White Mountains, the many charming places on Casco Bay, Portland and the popular resorts along the Maine Coast, including Scarborough Beach, Old Orchard, Kennebunkport, etc. A handsome illustrated publication has been issued giving all particulars, lists of hotels, and boarding houses and other information that is helpful to those contemplating a summer trip. The pamphlet may be secured free on application to Mr. M. O. Dafeo, Grand Trunk City Ticket Office, No. 122 St. James St.

CRUDE RUBBER MARKET FIRM. New York, June 29.—There were no new developments in the market for crude rubber yesterday. The trade in various kinds of manufactured rubber continues good, according to reports from the west and other manufacturing centres.

Purchasing of crude rubber, however, continues on a hand to mouth scale, but in the absence of pressure to sell the market remains firm on the basis of 63 cents for up-river fine.

There were no new developments in London, the market being quiet but steady at 23 1/2 for pale crepe.



PRIVATE W. M. BATES, Of the Machine Gun Section of the 13th Battalion. He writes an interesting letter regarding a recent battle.

THREE BIG TRANSCONTINENTALS CONTINUE TO SHOW DECREASES

In the case of all three Canadian railways the decreases in earnings for the third week in June are in excess of those for the week next preceding. Comparative figures since the first of the year are as follows:

Table for Canadian Pacific Railway showing earnings from Jan. 7 to June 21 for 1915 and 1914, with percentage decreases.

Table for Grand Trunk Railway showing earnings from Jan. 7 to June 21 for 1915 and 1914, with percentage decreases.

Table for Canadian Northern Railway showing earnings from Jan. 7 to June 21 for 1915 and 1914, with percentage decreases.

The Charter Market

New York, June 29.—The full cargo steamer market was dull with but little done in chartering in any of the various trades.

The falling off in the demand for grain, general cargo, coal and cotton carriers is the principal cause of the dullness for although there is a moderate demand for tonnage for coal boats to Mediterranean and South American ports, the supply of tonnage available for prompt delivery is accumulating and owners are competing for what little business offers by offering their boats at concessions from the rates last paid.

For sailing vessels there is a moderate demand in several of the offshore trades, but the scarcity of suitable vessels continues to restrict trading.

Rates continue steady, firm and unchanged with tonnage sparingly offered.

Charters: Grain—Danish steamer Russ (previously) 15,000 quarters, from Baltimore to a Scandinavian port, 9s 6d, prompt.

Petroleum—Norwegian ship Elde (previously), 70,000 cases, from New York to Australia, basis 4c, one port, prompt.

Lumber—Norwegian barque Calluna, 1,324 tons, from Gulf port to Montevideo, or Buenos Ayres, \$25, July-August.

Schooner Millie R. Bohannon, 579 tons, from Charleston to Philadelphia, with dry boards, \$4.62 1/2.

Coal—Schooner Herbert May, 318 tons, from Philadelphia to Savannah, p.t.

Schooner Eva R. Douglas, 910 tons, from Philadelphia to Wilmington, N.C., \$1 and discharged.

Schooner Millie R. Bohannon, 579 tons, from Philadelphia to Charleston, \$1.10.

Schooner Henry S. Little, 964 tons, from Philadelphia to Summerville, P.E.I., \$2.25.

RAILROAD NOTES

Virginian Railroad is expected to build an extension from Bluefield, W. Va., to a point in Elkhorn, Ky., coalfields.

Travel on the New York Central now shows a volume greater than it was at this time a year ago, the bulk of it being handled by the Big Four and Michigan Central.

The bill before the Illinois Legislature to limit freight trains to 50 cars, has been amended to increase the length of the longest train which may be operated to 75 cars.

During the first fourteen days of June the car movement on the Pennsylvania past Lewistown Junction was 70,854 cars, an increase of 3,644 cars over the same period last year.

It is the intention of the Pennsylvania to increase its facilities for handling export coal traffic at Baltimore and for this purpose the road will expend more than \$4,000,000, bids to be invited shortly.

The Traffic department of the Cambria Steel Co. is soon to be moved from Pittsburgh to Philadelphia and will probably absorb the same department of the Pennsylvania and Maryland Steel companies under a single head.

Application for a further hearing on the commutation and suburban rates on the Pennsylvania and the Reading has been refused by the Public Service Commission of Pennsylvania on the ground that no cause for it has been shown.

Representatives of the C. P. R., C. N. R., and G. T. P. passenger departments met on Friday evening in Winnipeg, with S. A. Bedford, deputy Minister of Agriculture, at the C. P. R. depot, to discuss the problem of getting the unemployed of Winnipeg to farms. It was just a preliminary meeting, and the results will not be given out at present. Those present at the meeting were Mr. Bedford, A. Shaw, assistant passenger agent for C. P. R.; C. E. McPherson, assistant passenger traffic manager for the C. P. R.; Robert Creelman, general passenger agent, and Osborne Scott, assistant general passenger agent of the C. N. R., and H. L. Griffin, chief clerk in the passenger department of the G. T. P.

A shocking fatality occurred recently near Passmore, N.B., on the main line of the I. R. C., when William Young, aged fifty years, of Newcastle, lost his life. Young was employed as a section man, and in company with Frank Hare, they were proceeding along the line on a handcar when a north bound train came around a curve behind them. Both jumped from the car and endeavored to get it from the track, but Hare, seeing the task impossible, scrambled up the side of the bank and called to Young to do the same, but he evidently did not hear his companion, for he made no attempt to save himself until too late, and was struck by the oncoming train and instantly killed. Deceased was married and leaves a wife and a large grown up family.

A convention of freight agents from eighteen important cities on the C. P. R. line from St. John to Vancouver, was held in Winnipeg on Friday last, to discuss ideas with regard to the handling of freight. The agents attending the meeting were: J. C. Brown, Toronto; S. C. Graham, Saskatoon; Peter Martin, Port Arthur; A. P. Wilson, Medicine Hat; C. E. Legg, Fort William; Joe Abrahams, Vancouver wharfs; T. A. Martin, Montreal; George Chalmers, Regina; R. N. Foster, Edmonton; R. W. Long, Lethbridge; A. N. McLeod, Weyburn; M. Ryder, Brandon; A. A. Eaman, Swift Current; R. F. Richardson, Calgary; J. L. Simpson, Port McNicoll; M. Steele, Sherbrooke; J. S. Clayton, St. John, and C. A. Taylor, Winnipeg.

George H. Webster, the well-known Calgary contractor, has been given the contract to build the Spirit Lake-Grand Prairie branch of the Edmonton, Dunvegan and British Columbia railway, now under construction by J. D. McArthur. The branch line which Mr. Webster will construct is about 60 miles long, and presents no serious engineering difficulties. There is little heavy work to be done at Saddle Mountain. The rest of the route lies through flat, easy country. The grading outfit has been shipped from Calgary and near-by points. It fills 20 cars. The steel has already been laid on the E. D. & B. C. road as far west from Edmonton as McLellan, a distance of about 300 miles, and the grading has been completed some 100 miles further, or half the distance from McLellan to Spirit Lake. Spirit Lake itself is about 15 miles southwest of Dunvegan, which town, on account of its situation on the river bottom, will not be reached direct by the railway which bears its name.

THE WEATHER MAP.

Cotton Belt—Light to moderate showers in parts of Oklahoma, Arkansas, Mississippi, Tennessee, Alabama and Georgia. Temperature 62 to 80.

Winter Wheat Belt—Heavy showers in parts of Oklahoma, Missouri, and Mississippi. Scattered showers in Kansas, Nebraska, Iowa, Illinois, Kentucky and Ohio. Temperature 58 to 68.

American Northwest—Showers in lake region, clear elsewhere. Temperature 48 to 64.

Canadian Northwest—No improvement in moisture. Temperature 48 to 64.

Light to moderate winds, thunderstorms in a few localities but mostly fair and warm to-day and on Wednesday.

The barometer is comparatively high throughout the Dominion, with, however, certain small irregularities which are likely to cause unsettled conditions between the Great Lakes and the Gulf of St. Lawrence.

The weather is fine and warm in all the provinces.

SHIPMENTS OF WARE MATERIAL HELPS NEW HAVEN RAILROAD.

New York, June 29.—Activity in the manufacture of war munitions in the Connecticut Valley and also in other New England centres, is being reflected in heavy tonnage on New Haven Railroad.

For the first three weeks of June freight revenues showed substantial gains, passenger traffic was of much smaller volume than normal and the decline in freight earnings, which was wiped out, most of the gain, in freight earnings, indications now are that the month will show a slight increase in gross operating revenues.

Philadelphia to Summerville, P.E.I., \$2.25.

Miscellaneous—British steamer Lord Tedregar, 2,347 tons, from New York to South Africa with general cargo, berthed prompt.

Norwegian steamer Petra, 1,292 tons, West India trade, one round trip, p.t.

WORLD'S RAILWAY MILEAGE IS PRINCIPALLY PRIVATE PROPERTY

Private railways of the United States in 1913 exceeded in mileage all the government railways of the world by a margin of 80,208 miles, according to an analysis by the Bureau of Railway News and Statistics, Chicago, of the annual figures on state and private systems of the world compiled by the Prussian Department of Public Works. In that year the earth's total under private ownership is put at 460,706 miles while governments owned 223,308. Against this private companies in the United States are credited with 254,116. In this comparison private ownership represents 67.3 p.c. of the world's mileage, against 32.7 p.c. for government ownership. The comparison of the two systems follow:

Table comparing State and Private railway mileage for Europe, North & S. Am., Asia, Africa, and Australasia.

Total ... 223,308 State ... 9,566 Private ... 460,706

The compilation is partly from unofficial sources and makes no pretense of absolute accuracy, being intended only for general comparison. Listed state roads are all owned by governments. A considerable mileage of state owned roads is privately operated. A smaller mileage of private owned is state operated.

Though state mileage grew in the year 1913, it is not due to superior activity, the greater part of the state gain being due to absorption. Of the 568 miles, 4,478 are contributed by Mexico alone against 7,845 in 1912. In the same time not a mile was added to the country's total railways. This accounts also for the rather surprising prominence of America in the gains for state ownership.

Similarly in Australasia there was a gain of 150 miles of state road though total mileage grew only 381 miles, private mileage losing thus 1,055 miles. Argentina, likewise, added 1,002 miles to state ownership though keeping the same total.

Even outside the United States private ownership on analysis of countries proves the prevailing policy of 75 nations and colonies covered, 42 have more private than state mileage, only 33 having more state mileage. Whereas 26 rely wholly on private ownership, only two divisions, Serbia and Bulgaria, rely wholly on state ownership, while five, viz: Great Britain, Spain, Greece, Turkey and Malta, Jersey and Isle of Man, rely wholly on private. In Europe, moreover, state ownership predominates in only 10 out of 22 countries.

COPPER MARKET QUIET.

New York, June 29.—Quiet continues in copper market, the large concerns still quoting the metal at 20 1/2 cents. The dullness of the last week is more or less nominal in view of the extremely active business in the first part of the month.

Among smaller dealers the metal is quoted at 20 1/2 and 20 3/4 cents with unconfirmed rumors of sales at lower levels.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

PORTLAND AND THE MAINE COAST.

8.00 a.m. and 8.20 p.m. daily. Write for free illustrated pamphlet describing many popular resorts.

MONTREAL - NEW YORK.

9.50 a.m. ex-Sun. 8.30 p.m. daily. 8.30 a.m. Sun. 8.30 a.m. Sun.

MONTREAL - BOSTON - NEW LONDON.

8.45 a.m.\* and 9.30 p.m. daily.

DOMINION DAY.

Single Fare, July 1; return same day. Fare and one-third, June 30 and July 1; return, July 1, 1915.

THE DOUBLE TRACK ROUTE 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.

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LV. MONTREAL, 11.00 P.M. DAILY. Pullman Sleeping and Club-Compartment Cars and Parlor and Dining Cars.

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CANADIAN PACIFIC

CHANGE IN TIME. IMPROVED QUEBEC SERVICE. Now in Effect. 5.00 p.m. Daily. 19.00 a.m. \*1.20 p.m. \*11.30 p.m. Daily except Sunday. \*Daily.

CORNWALL.

Now in effect. 1.30 a.m. ex P.M. Ste. Anne-Vaudreuil-Point Fortune. Extra Service. Lv. Windsor St., 7.30 p.m. ex Sunday. Lv. Point Fortune 9.30 p.m. daily. Ar. Windsor St. 11.15 p.m. Making intermediate stops.

WHITE MOUNTAINS & MAINE COAST.

Portland, Old Orchard, Kennebunk Beach. Now in effect - 9.55 a.m. 9.05 p.m. Through Parlor Cars on day train. Standard Sleepers on night train.

DOMINION DAY. SINGLE FARE.

Going July 1st; return July 1st. FARE AND ONE-THIRD. Going June 29th and July 1st. Return limit, July 2nd 1915. SPECIAL TRAIN SERVICE. Full particulars on application.

TICKET OFFICES:

141-143 St. James Street. Phone Main 3125. Windsor Hotel, Place Viger and Windsor St. Station.

INCENDIARY CRIMES IN NEW YORK

Convictions in 1914 37 Compared With 5 Year 1913

HOW FLAMES ARE STOPPED

Many Professional Firebugs Have Been Caught and Ganged Broken Up - Admonition in Department Report - Most Flagrant Cases

New York, June 29.—Many cases of ingenious incendiary crimes are reported by Fire Commissioner Adams in his annual report. Formerly the arsonist was a lone wolf, but now the department has contained only statistics of the number of arrests, convictions and the total number of years served in the past year.

The total number of convictions for arson in 1914, as against 54 in 1913. The report is based on the fact that many professional firebugs who operated in the city, were caught and their operations were stopped. The number of incendiary crimes were also the result of a fire in a dry goods store at No. 449 Irving Avenue, Sept. 16, 1914. Mrs. Theresa Huber, proprietress of the store, was arrested and committed to Auburn prison for an indeterminate term of years, and her 17-year-old son, Harry, was committed to the Bedford Hills reformatory.

One of the features of the fire was the use of saucers to spread the blaze. The fire was caused by a firebug who was caught by a policeman who was able to follow the firebug to the saucers. Mrs. Huber and her daughter confessed that they had set the fire to get \$25,000 insurance.

Another conviction for arson was the case of William J. Hill, formerly the president of the Firemen's Association, who lived at No. 1334 66th Street. He was sentenced to Sing Sing prison for a term of 10 years for collecting insurance on the fire in his own home. Four hours after the fire broke out, Hill had left the house, the neighbors had been notified, and the fire was burning. Hill was caught by a policeman who was able to follow the firebug to the house. Hill was caught by a policeman who was able to follow the firebug to the house.

As the result of a fire in a butcher shop on Seventh Avenue, Brooklyn, that ended in several firemen, Giuseppe Rinaldi, proprietor of the shop, was sent to Sing Sing for a term of 10 years. When the firemen were burning the shop they were caught between the fire and the firebug. The firebug was caught by a policeman who was able to follow the firebug to the shop. The firebug was caught by a policeman who was able to follow the firebug to the shop.

The conviction of Kessler and Stehr in the burning of one of the most dangerous of firebugs who has ever worked in New York and the subsequent suicide of another large insurance company.

MAINE STANDARD POLICY RISK

On and after July 3 all fire insurance policies in Maine must contain, either as a rider or as a part of the policy contract, the following, which becomes a part of the Maine Standard Policy:

If the premium on this policy has not been paid by the company or its agent or to the duly authorized broker through whom the contract was negotiated, this policy may be voided by the company in the manner herein provided, and the assured any part of the premium.



THE IRON DUKE, ONE OF OUR