

IMPORTANT DECISION ARISING FROM "EM-PRESS OF IRELAND" DISASTER.

Mr. Justice MacLennan, sitting in the Admiralty Court at Montreal, has given an important decision to insurance companies arising out of the sinking of the S.S. "Empress of Ireland" after collision with the S.S. "Storstad." Claims made as a result of this collision for loss of life amount to \$3,069,483; the claims for loss of property amount to several millions more. The English maritime law gives preference to payment of claims for loss of life. It was proposed by Admiralty Court officials to distribute the amount available, \$175,000 from the sale of the "Storstad," *pro rata* in favor of the life claims, when the Canadian Pacific Railway Company and eleven insurance companies appealed to Mr. Justice MacLennan and asked to have the distribution made on the basis of a *pro rata* division to all claimants, in accordance with the Canada Shipping Act under which no preference or priority is given for loss of life.

Mr. Justice MacLennan, however, decided that the Canada Shipping Act could not apply owing to the "Empress" having been sunk outside the 3-mile limit. "I am of opinion," says the Judge, "that the law which governs this matter is the Maritime Law of England and the Merchant Shipping Act of 1894; that claims arising from loss of life are absolutely privileged upon the fund in court; that the deputy-registrar, in distributing the funds *pro rata* among the claimants for loss of life after providing for costs incurred by the different parties, acted upon proper principles; and that the motions on behalf of the plaintiff and the other claimants for loss of property asking that the deputy-registrar's report should be varied and their claims collocated *pro rata* with all other claims should be dismissed."

TRAFFIC RETURNS.

CANADIAN PACIFIC RAILWAY.

Year to date	1915	1916	1917	Increase
Feb. 28,	\$12,411,000	\$16,926,000	\$18,773,000	\$1,847,000
Week ending	1915	1916	1917	Increase
Feb. 7,	1,667,000	2,198,000	2,442,000	244,000
14,	1,731,000	2,258,000	2,670,000	412,000
21,	1,738,000	2,281,000	2,648,000	367,000

GRAND TRUNK RAILWAY.

Year to date	1915	1916	1917	Increase
Feb. 28,	\$6,735,849	\$8,290,131	\$8,530,394	\$240,263
Week ending	1915	1916	1917	Increase
Feb. 7,	852,151	992,026	1,063,190	71,164
14,	857,147	957,542	1,068,837	111,295
21,	857,937	967,233	1,054,639	87,406

CANADIAN NORTHERN RAILWAY

Year to date	1915	1916	1917	Increase
Feb. 28,	\$3,041,600	\$4,176,000	\$5,191,200	1,015,200
Week ending	1915	1916	1917	Increase
Feb. 7,	428,700	540,200	669,100	128,900
14,	411,100	538,000	738,200	200,200
21,	421,700	549,000	719,100	170,100

TWIN CITY RAPID TRANSIT COMPANY.

Year to date	1915	1916	1917	Increase
Feb. 28,	1,470,971	1,622,374	1,705,321	82,947
Week ending	1915	1916	1917	Increase
Mar. 7,	\$172,693	191,126	201,244	10,118

USE AND OCCUPANCY TROUBLES.

It is reported that use and occupancy lines in the States are being gone over very carefully, in view of recent heavy losses and a growing realization of the risks involved in guaranteeing war time profits under what is practically a valued policy. The usual form provides for a fixed less per diem, to be multiplied by the number of days the plant is out of operation. In a recent case, the assured made claim for three days' less for each twenty-four hours, on the ground that at the time of the fire their plant was running on three shifts of eight hours each, and that the Union rules fixed eight hours as a day's work! The largest loss ever paid under the use and occupancy form now arises out of a settlement with the Saxon Motor Car Company of Detroit—43 1-3 per cent. of \$1,000,000.

THE BRITISH DOMINIONS YEAR BOOK.

The second issue of the British Dominions Year Book, the remarkably encyclopedic reference book issued by the British Dominions and General Insurance Company, is fully up to the high level of its predecessor and is probably quite the most notable regular publishing effort ever made by any insurance company. Many subjects of pressing and topical importance are discussed by authorities, the list of contributors being headed by the late Lord Cromer, and there is a full supply of current reference information and statistics. The fact that the Year Book must have been got out under very great difficulties adds to the credit due to the British Dominions for its enterprise in this connection.

**Montreal Tramways Company
SUBURBAN TIME TABLE, 1916-1917**

Lachine:

From Post Office—
10 min. service 5.40 a.m. to 8.00 a.m. | 10 min. service 4 p.m. to 7.10 p.m.
20 " " 8.00 " 4 p.m. | 20 " " 7.10 p.m. to 12.00 mid.

From Lachine—

20 min. service 5.30 a.m. to 5.50 a.m. | 10 min. service 4 p.m. to 8.00 p.m.
10 " " 5.50 " 9.00 " | 20 " " 8.00 p.m. to 12.10 a.m.
20 " " 9.00 " 4 p.m. | Extra last car at 12.50 a.m.

Sault au Recollet and St. Vincent de Paul:

From St. Denis to St. Vincent de Paul—
15 min. service 5.15 a.m. to 8.00 a.m. | 30 min. service 8.00 p.m. to 11.30 p.m.
20 " " 8.00 " 4.00 p.m. | Car to Henderson only 12.00 mid.
15 " " 4.00 " 7.00 p.m. | Car to St. Vincent at 12.40 a.m.
20 " " 7.00 " 8.00 p.m.

From St. Vincent de Paul to St. Denis—

15 min. service 5.45 a.m. to 8.30 a.m. | 30 min. service 8.30 p.m. to 12.00 mid.
20 " " 8.30 " 4.30 p.m. | Car from Henderson to St. Denis
15 " " 4.30 p.m. 7.30 p.m. | 12.20 a.m.
20 " " 7.30 " 8.30 p.m. | Car from St. Vincent to St. Denis 1.10 a.m.

Cartierville:

From Snowdon Junction—20 min. service 5.20 a.m. to 8.40 p.m.
40 " " 8.40 p.m. to 12.00 mid.
From Cartierville—
20 " " 5.40 a.m. to 9.00 p.m.
40 " " 9.00 p.m. to 12.20 a.m.

Mountain:

From Park Avenue and Mount Royal Ave.—
20 min. service from 5.40 a.m. to 12.20 a.m.
From Victoria Avenue—
20 min. service from 5.50 a.m. to 12.30 a.m.
From Victoria Avenue to Snowdon—
10 minutes service 5.50 a.m. to 8.30 p.m.

Bout de l'Île:

From Lasalle and Notre Dame—
60 min. service from 5.00 a.m. to 12.00 midnight.

Tetraultville:

From Lasalle and Notre Dame—
15 min. service 5.00 a.m. to 9.00 a.m. | 15 min. service 3.30 p.m. to 7.00 p.m.
30 min. service 9.00 a.m. to 3.30 p.m. | 30 min. service 7.00 p.m. to 12 mid.

Pointe aux Trembles via Notre Dame:

From Notre Dame and 1st Ave. Malsonneuve.
15 min service from 5.15 a.m. to 8.59 p.m.
20 " " " 8.50 p.m. to 12.30 a.m.
Extra last car for Blvd. Bernard at 1.30 a.m.