TOOK BARK OFF THE DOG, BUT HURT OWNER'S FEELINGS

The following letter, says Railway and Locomotive Engineering, was received by the claim agent of one

of the big Western railways not long ago:—
"For some weeks past my dog has been in the habit of sicking himself onto the cars as they sped past my place, and he never harmed no one by so doing, nor never would, as I have known him from a child, very peaceful and fond of young children, and awful fond of the butcher's shop, before where he would sit up on his hind legs and beg with a voice of joy for any-thing he requested. When he would run at the cars, he would act savage, but still would never injure whizzing past by day or nite. But what does the fireman on the Stick-in-the-Mud Express do but entices my dog to close quarters and throw chunks of coal and squirts hot water upon him, which he tells me in a blith and frivilous tone is to take the bark off my dog. That is what makes me halt your railroad, and that is not all by a long choke, for yesterday they missed my dog and got him in front of the engine. when they pulled her wide open and smashed my dog sanwiches that have a thin rim of ham round the left, and the rode has got your money in Dennis. Fy vember 30. on the whole thing is what I say.'

POSITION OF EUROPEAN BANK RATES

ere established and the rates at the corresponding the case is settled by the prize court. dates in previous years:

	Date of	last				
Bank of-	change.	19	15.	1914.	1913.	1912.
England	Aug. 8	1914	5	3	5	3 1/2
France			5	312	4	312
Germany			5.	4	6	5
Holland			5	4	-4	4
Austria			5 1/2	4 1/2	6	5
Italy			6	5 1/2	6	512
Switzerland			4 1/2	4	5	4
Russia			6	5 1/2	, 1 ₂	5
Spain			4 1/2	4 1/2	4 1/2	4 1/2
Portugal			5 1/2	4 1/2	6	6
Sweden			5 1/2	4 1/2	512	4 1/2
Norway			5 1/2	5	512	5
Denmark			514	5	514	5

DOMINION STEEL CORPORATION.

The output of pig iron by the Dominion Steel Corporation in February was larger than in the similar

over January of this year.

In February of 1914 the pig iron produced was 18. 482 tons, ingots 23,960 tons and coal 347,356 tons. The record for the first two months of this year

follows:		
	Feb.,	Jan.
į.	1915.	1915.
	Tons.	Tons.
Pig iron	20,621	17,856
Steel ingots	23,430	20,189
Rails ,	9.201	8,329
.3ars	206	1,374
Wire and wire products	1,995	1.868
Wire rods	2.583	2.066
Com	312, 259	215,100

NEW YORK STOCK TRADING

Stock Exchange dur	ing the pa	st week wer	e as fol-	
lows, compared with	one and tv	vo years ago	:	7
Stocks:	1915.	1914.	1913.	ı
Monday	158,945	98,166	384,490	•
Tuesday	136,845	123,150	272,377	
Wednesday	227,334	201,300	325,410	
Thursday	176,891	327,540	220,144	
Friday	263,205	401,860	285,899	1
Saturday	93,008	313,700	301,000	-
Bonds:			9 20 5	1
Monday	.\$2,242,000	\$1,745,000	\$2,275,000	1
Tuesday	2,077,000	2,567,000	2,157,000	l
Wednesday	2,830,000	2,775,000	1,828,000	
Thursday	2,650,000	2,686,000	2,659,000	ĺ
Friday		3,481,000	1,785,000	
Saturday		1 828 000	1.375.000	

Halifax, N.S.) A Contract Continue & Long

Eastern Canada Savings & Loan	140	135
Eastern Trust Company	160	155
Maritime Tel. and Tel., pfd	98	95
Mar. Tel. & Tel., common	70	65
Nova Scotia Underwear, prd	95	90
Do., common	35	30
Porto Rico Tel., Pfd	105	102
Porto Rico Telephone Common	50	45
Stanfield's, Limited, pfd	95	90
Do., Common	45	39
Trinidad Electric	72	68
Bonds.		
Brandram-Henderson, 6 p.c	95	90
Eastern Car, 6 p.c	98	94
Maritime Nail 6 p.c	100	97
Mar. Tel. & Tel. 6 p.c	102	100
Porto Rico Telephone, 6 p.c	100	98
Stanfield's, Limited, 6 p.c	98	95
Trinidad Electric, 5 p	86	83
CALIFORNIA ORANGE D		

An annual event in California during this n held on March 20th, and is known as California Orange Day, the slogan on this particular day is "East California Oranges," and is not only celebrated in the Golden State, but many of the Eastern railways feature it by placing special orange dishes of the menus of their dining cars, with a reference to

cial dishes of this description featured on all their

PASSENGER RATE TOO LOW.

Washington, D.C., March 8.-The 2 cent per senger rate over Norfolk and Western West Virginia, declared by the Carrier to be unreerative, was decided by Supreme Court to be

COFFEE MARKET UNCHANGED.

ew York, March 8—Ria market unchanged, stock 900 bags against 364,000 in 1914. Santos market hanged, stock 1,677,000, year ago 1,635,000, 901 receipts 42,000 against 16,000 in 1914. Interior 1918 41,0008 year ago 21,000. Ia exchange on London, off 1-16 to 13d.

********************* SHIPPING NOTES

Mr.Joseph Hoult, a prominent British shipov writes to the Times offering £400 apiece to the four mercantile vessels or trawlers which sink Ger man submarines.

The Ryndam has arrived at New York; the Lust tania at Liverpool; the Sicilian at London; the Nieun Amsterdam at Rotterdam, and the Duce d'-Aosta at Naples.

The Panama Canal has been closed to lighter draft ships by a rapid slide of earth from the top of the Culebra Cut, at a point north of Gold the train by word or deed if you had a hundred trains Hill. A further slide is probable, but no serious the up is expected.

> Germany is reported, on what appears to be good authority, to be building at Kiel fifteen submarines of new type, which will be used for reconnoitering the home coast in the Baltic Sea. Each of the sub-

Standard Oil steamer Petrolite has sailed from th in a way that hurts your rode, and causes it to be Azores for New York to complete her registry as an looked at askance by every thinking taxpayer and American vessel. She was formerly the German ship mother. I say fy on such a rode as yours, with its Excelsior, and the property of the Deutsche-Amerikanische Petroleum Company, of Hamburg. She was aige, so when you lock your teet with it you get sold to the Standard Oil Co. of New Jersey on No-

The case of the American steamer Dacia will be heard in private before the French prize court. It is COMPARED WITH OTHER YEARS. the custom of this court, known as the "conseil des The following table shows last week's official mini- Prises," to hold its hearings in private. The crew of mum discount rate of all the European state banks, the Dacia have been sent from Brest to Havre, but with the respective dates at which the present rates the captain of the vessel will remain at Brest until

> A despatch from Deal says that the new American steamer Pacific, which sailed from Galveston and Norfolk for Rotterdam and was detained at Falmouth for several days last week, received her clearance papers on Friday, and proceeded for Rotterdam the same evening. Since then nothing has been heard Chronicle's correspondent at a naval port on Sunday says the Pacific has been seized by a British cruiser

A despatch to Reuter's Telegram Company from Flushing, Holland, says an easier feeling with regard the announcement that beginning March 9 passenger April. service to England by the liners of the Zeeland Company will be considerably extended. At present the British authorities permit only two hundred passengers to leave England daily. The rush of passengers month a year ago and showed a perceptible increase in Flushing bound for England is enormous. Thousands are awaiting accommodation. All available cabins have been booked up to March 17.

> With the fixing of several large carriers for full cargoes of oats from Baltimore to French Atlantic ports and Marseilles, further advances were recordd in steamer rates. Rates in all other trades are strong, but very little business is being accomplished, as most of the owners of vessels prefer the grain trades. Freights offer steadily in several of the long voyage trades, and to South America and West India, but rates currently bid by charterers fail to attract owners. A good general demand for sailing vessels continues, with rates strong and in some instances quotably higher, but tonnage offerings suitable for off-shore trades are light.

DULUTH-SUPERIOR TRACTION.

The Duluth-Superior Traction Co. comparative weekly statement of gross passenger earnings for

February:		± .	P.C. of
a distant			Inc.
	1915.	Dec.	or Dec.
1st week	\$22,473.56	\$ 71.63	0.3
2nd week	21,994.57	912.84	4.0
3rd week	22,627.87	619.37	2.2
Remainder of month	22,891.95	254.21	1.1
Total	\$89,987.95	\$1,858.05	2.0
Year to date		\$4,664.37	2.4

NEW HAVEN EARNINGS.

Earnings, New Haven, January gross, \$4,721,801; decrease, \$221,061. Net after tax, \$1,057,938; increase, MARITIME PROVINCE SECURITIES 8606,705. Total income, \$1,272,429; increase, \$562, 942. Deficit after charges, \$305.692; decrease, \$583,-(Quotations furnished by J. C. Mackintosh & Co., 496. Seven months' gross, \$37,817,095; decrease, \$2, mbers Montreal Stock Exchange, 166 Hollis Street, 679,893; net after tax, \$9,794,256; increase, \$403,994. Total income, \$11,286,404; increase, \$503,949. Surplus Asked. Bid after charges, \$650,008; increase, \$597.792.

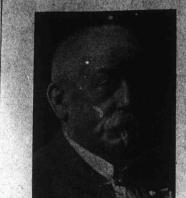
LOWER TRANS-ATLANTIC RATES.

New York, March 8 .- The price of second class New York, March 8.— The price of second class passage across the Atlantic has been reduced to \$50 of importance. Temp. 0 to 32 above zero.

American northwest— Partly cloudy. Temperature Carthy in the Supreme Court. It was an action by the by the Cunard Line. This compares with a former American northwest— Party cloudy by the Cunard Line. This compares with a former 4 below to 18 above. No precipitation rate of \$70 on the Lusitania, \$60 on the Franconia, \$57.50 on the Transylvania and Orduna, and \$50 on the Cameronia and Tuscania, of the Anchor Line Service. The new \$50 rate is operative on both eastward and westward passages.

GREAT NORTHERN EARNINGS.

\$3,826,816; increase, \$76,765. Eight months, \$47,953,- change freight with Detroit United Railways at Ox-



MR. CHAS. CASSILS,

President, Dominion Transport Company, and vell-known authority on shipping matters.

The Charter Market

~~~~~~~<del>~~~~~</del> (Exclusive Leased Wire to Journal of Commerce.)

New York, March 8.- An active business was reorted in steamer chartering for grain cargoes, and steady demand prevails for additional carriers for March and April delivery.

In all other trades chartering was at a pause, but freights offer steadily and full recent rates or better are bid for boats for fairly prompt loading. Rate in all cases are strong, but the offerings of tonnage are exceptionally light. For sailing vessels the general demand holds steady, but chartering was limited in all trades. Rates are firm and not quotably changed.

Charters: Grain-British steamer Hopemount 21, at Deal concerning her movements. The London Daily 000 quarters from Newport News to a French Atlantic port. 11s. March-April.

British steamer Southgate, 25,000 quarters, from the Atlantic range to Marseilles, 10s 9d April. British steamer Iolanthe, 20,000 quarters, same, 10s

9d. option, oats, 6d, April. British steamer Dorothy, 40,000 quarters oats, from the German submarine blockade is indicated by the Atlantic range to a French Atlantic port, 8s 6d,

British steamer Flixton, 42,000 quarters oats, same, British steamer Inca, 28,000 quarters oats, same from Baltimore, 8s 3d, March-April.

British steamer Carlton, 55,000 quarters, same,

Greek steamer Dionyssios Stathatos, 24,000 quar ers, from the Gulf to Barcelona, 11s 6d, March-April Coal - Norwegian steamer Sif, 1,959 tons, from Norfolk to Martinique, p.t., prompt.

Schooner Josephine, 563 tons, from Norfolk to Saannah, p.t., and back to New York, lumber, p.t. Schooner R. B. White, 411 tons Miscellaneousrom Norfolk to Fort de France, with staves, p.t.

### ORDERED 800 SEAPLANES.

New York, March 8 .- The Curtis Aeroplane Company, of Hammondsport, N.Y., is said to have received an order of 800 sea aeroplanes which cost abou

These machines may be used both on land and see for scout work, and they are also capable of being railway from Toronto to Whitby, Oshawa, Bowman equipped with a gun and bomb dropping device, if required. They are a combination of tractor and boat gog. According to the original agreement, the cor aeroplanes, which for sea service are equipped with pontoons and with wheels for land work.

### MISSOURI PACIFIC DOES NOT SPEND ENOUGH ON UP-KEEP

Chicago, March 8-B. F. Bush, President of the Mis souri Pacific Ry. Co., cross-examined in the Western Rate case by Clifford Thorne, representing the raiload commissions of the Western States, said:

Missouri Pacific is spending a great deal on up-keep but not nearly enough, as it lacks money and must be better maintained than it was in 1910 if it wants to remain in the transportation business. To keep up the track, six inches more ballast should

e put in every year on 90 p.c. of the line on account of soil conditions but this programme is not being Only 5,000 tons of rails were re-laid in 1914, where-

as 20,000 should have been re-laid.

## WEATHER MAP.

Weather-Cotton belt cloudy, no precipitation of importance. Temp. 26 to 42.

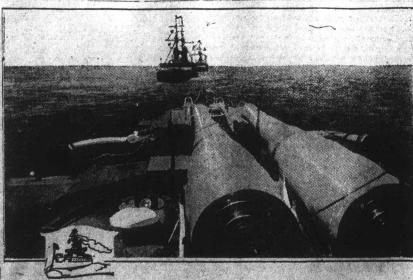
Winter wheat belt—Partly cloudy, no precipitation

Canadian Northwest-Partly cloudy. Terry

to 18. No precipitation.

## RAILWAY ORDER UPHELD.

Washington, D.C., March 8.-An order of the Michi-Great Northern Railway system month February Central Railroad to connect its lines with and exford, Mich., was upheld by the Supreme Court.



hs fifteen-inch guns which are battering down the forts along the Dardanelles. These guns shoot a tile weighing 1,950 pounds a distance of twelve miles.

### RAILROAD NOTES

The Lake Eric and Northern Railway, is to crect round house at Bradford. Ont.

Mr. Evans, of Vancouver, who was injured son time ago in a dynamite explosion on the line of the Pacific Great Eastern Railway, in Cariboo, is dead.

Passenger officials in Cleveland are plans for reducing distribution of time table folders through hotel racks. The idea has been taken up in a number of cities as a means of economy.

Providing the legislature agrees to enact the necesar legislation creating an irrigation ditch to Taber, Alberta, the officials of the C. P. R. have agreed to proirrigation from Chin at once.

The Toronto Terminal Company is asking the Govment to amend the company's act of incorporation by increasing the limit of its bonding powers, to au-thorize it to acquire lands and to maintain and operate in Toronto freight and other facilities in such manner and to such extent as the business of the company may render expedient.

It should be noted that Messrs T .- J. Kennedy and Vivian Harcourt have been appointed Receivers for Something quite unexpected and now seemingly impossible happens, that trade will receive a great impetus and not Mr. Thomas Gibson of Toronto as was stated in the Journal of Commerce some time ago. tions will be greatly augmented. Indeed, cautious peo-Mr. Harcourt is a partner in the accounting firm of ple, looking forward a few months, are already begin Deloitte, Plender, Griffiths & Company of London, ning to fear that we shall lose so much gold that the

Arch, Sturrock, formerly master mechanic at Craninted master mechanic of brook, B.C., has been appo the Alberta division of the C.P.R.

Mr. William Maund, of North Bay, Ontario, traveling auditor for the T. & N. O. Railway, has received the appointment of secretary and treasurer of the T. & N. O. Commission, succeeding the late A. J. Mc-

At Salt Lake a company is being formed to build a \$1,000,000 drain, transportation and irrigation tunnel to drain and facilitate ore handling in the south end of Tintic. It will be at an elevation of 5,000 feet and from four to five miles long at some points reaching vertical depths of from 1,400 to more than 3,000 feet and passing under certain mines at a depth of 2,000

As it will be compelled to give up its occupancy for a number of years of a government pier in Buf-falo harbor for a coal tressel, the Lackawanna is trying to get a new suitable site on its own rails within ing to get a new suitable site of it sown takes the city limits. Last year it loaded 364 vessels at the tressels in question with a total of 1,800,000 tons of there should be a serious drain from London, the coal destine dto lake ports.

Mr. Allan Purvis, head of vancouver division of the Canadian Pacific Railway, has been appointed to other serious hitch in trade. Over and above all this, succeed Robert King, as superintendent of the London, it is to be recollected that no gold is being taken by Ont., division of the road. Mr. King, who has been given three months' leave of absence owing to ill-health, it is reported, will be assigned to the super-land. We see no danger, then, that there will be any methdency of the Montreal division at the end of such depletion of the gold reserve as will give occa-

The City Solicitor of Toronto has been instructed to oppose the application of the Toronto Eastern Railway for an amendment to their bill extending the time in which they will be permitted to build ville, Cobourg, Lindsay, Stouffville and Lake Scupany, when granted a charter in 1910, was to have commenced work within two years

William Higgins, whose engine hauls the Empire State Express and the Lake Shore Limited on the New York Central, will make his last run April 9 on placed on the pension list. He began as a brakemar conflict was ended in 1865, he returned to railroad service, serving five years as a fireman, and since then as engineer.

It may be interesting to note that it was in 1874 that the Grand Trunk inaugurated the Superannuation and Provident Fund Association, for the purpose of making provision for the reitrement, on a pension, of officers and employees who had served the company for many years. The invested funds of the association in 1911, amounted to \$1,436,615. The amount paid in by members since the inception of this fund was \$488,257, and a similar amount has been paid in to its credit by the Grand Trunk. There are, at present, 624 members in the fund.

The case of the C. P. R. against the City of Ed C. P. R. claiming \$5,000 for a pump for the waterworks, which had been delivered to the city by the C. P. R. in January, 1912. The pump had been ordered by the city from the Watson-Stillman Co., of New Jersey, through the Moran Engine Co., tle. The pump had been delivered by the Watsongan State Railway Commission requiring Michigan Stillman Co. to the Lehigh Valley Railway Co. and turned over by them to the C. P. R. for delivery at Edmonton The Watson-Stillman Co. sued the Le high Valley Co. for \$5,500 for wrongful delivery of the pump, which the railway company paid over to the npany. The Lehigh Valley Co. then sued the C. P. R. for a similar amount, which was also paid over. Now the C. P. R. sue the city. Judgment was given the plaintiffs for the amount of the action with costs and interest from May 1st, 1913, and the city must now proceed against the third party, the Mo ran Engineer Co., of Seattle.

## STEEL CONDITIONS DULL.

New York, March 8 .- Mill operations will be lightly higher scale in the current week, but there ittle change in the incoming orders.

Consumers are still disinclined to pay higher que econd quarter, although \$1.15 is the quotation for plates and structural steel. Contracting over last week has been done considerably below that level. ntinued rise in spelter has demoralized the galanizing industry, and producers will not make con racts for delivery very far ahead.

## POWER CO.'S CASE DISMISSED.

Washington, D.C., March 8 .- U. S. Supreme Court want of jurisdiction, the suit of Ram apo Power Co., of New York, which sought to enjoin New York Board of Water Supply, from completing the Catskill water supply project.

The case was on appeal from U. S. District Cours district of New York, which dis Ramapo Coy's bill of complaint and certified the question of jurisdiction to the high con

## OPENING OF THE DARDANELLES SHULL STANDATE POWMERS

If the Russian is Enabled to Export Freely Great Bristain's Imports of Grain Will be on Unparelleled Scale.

(From London Statist.)

Before spring operations come to an end it is to be hoped that there will be an opening of the Bosphorus and the Dardanelles. If so, the imports of Russian they begin to fall off the exports of wheat from India, will begin. The monsoon of last summer in India was exceptionally favorable. Consequently, the wheat crops everywhere in the great Peninsula look most promising, and there is throughout the Empire a confident belief that the shipments of wheat will be on an enormous scale. There will, of course, also be large shipments of seeds, cotton, rice, and so on. If, then, Russia is enabled to export freely, we may calculate with very considerable certainty that from now until the end of the summer the imports of foodstuffs of every kind will be on a quite unaparalleled scale. Of course, our purchases in the United States and in Argentina will continue vast likewise, while the war operations will be exceedingly costly.

The circumstances being such, it is certain, unless rise in rates may be inconveniently great. We do not ourselves apprehend such a result. doubt that we are buying both from the United States and from Argentina on a vast scale, and that already our debt to the United States is very heavy. But, in the first place, the United States has quite as much gold as it has any real occasion for, and, in the second place, it is contrary to the interest of all trades in the United States to throw the English market into disorder. We apprehend, therefore, that apart from everything else the great banks in the United States recognize that it would be sound policy on their part to prevent such withdrawals of gold from the Bank of England as might make money inconveniently dear in London.

Apart, however, from American assistance-and it will be recollected that there is a distinct agreement between the London and the New York markets that if either should be threatened with disorder representatives of both will meet and agree to some measure to prevent disturbance—we have the statement of the Chancellor of the Exchequer on Monday last that there is a distinct understanding between the Bank of England, the Bank of France and the Imperial two other great banks will come to its assistance. We have, then, full and reasonable assurance that there Mr. Allan Purvis, head of Vancouver division of will be no such rise in rates as will bring about ansion for anxiety.

STEAMSHIPS.

CANADIAN SERVICE

Sailings from Halifax to Liverpool:

For information apply to THE ROBERT REFORD CO. LIMITED. General Agents, 20 Hospital Street. Steerage Branch, 23 St. Sacrament Sp. Uptown Agency, 530 St. Catherine Street West.

# ALLAN ROYAL LINES

SAILINGS: DURING THE WINTER SEASON OF NAVIGATION STEAMERS SAIL FROM

St. John N.B., and Halifax, N.S., to Liverpool; St. John to Havre and London; and Portland and Boston to Glasgow.

STEAMERS.—The steamers presently employed in CORSICAN, HESPFRIAN, SCANDINAVIAN, Etc. RATES.—First Class \$82.50. Second Class & "Cabin" \$50 to \$55, according to Steamer. INFORMATION.—For dates of sailing and all further mormation, apply any agent, or The Allan Line, Uptewn assenger Office, 675 St. Catherine Street, Mentreal; o:

H. & A. ALLAN, General Agents 2 St. Peter Street - MONTREAL - 4 Youville Square

RAILROADS.

## CANADIAN PACIFIC

PANAMA-PACIFIC EXPOSITIONS. \$98.70. \$114.
\$98.70. Itineraries made on application
Four trains each day.
Wanderer Hockey Club.
OTTAWA AND RETURN.
\$4.50.

Going all trains, March 10. Return SPECIAL TRAIN. With Club on board will leave Windsor St Leave Ottawa, 11.30 p.m. March 10th, 1915

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

# GRAND TRUNK RAILWAL

PANAMA-PACIFIC EXPOSITIONS.
REDUCED FARES TO
San Francisco, Los Angeles and San Diego, via <sup>st</sup>
Routes, March 1st to Nov. 30th.
HOCKEY CHAMPIONSHIP (Wanderers at Ottad 

> 122 St. James St., Cor. St. Frances
> Xavier—Phone Main St.
> Windsor Hotel "Uptown ill naventure Station

Cafe Parisien Suffered \$5 in Blaze Early

FRANCAIS ALSO SI

Morning

on Drolet Street and Badly Damaged—Outbreak in house on McGill St

While there has of late been an

the number of big fires the w

was marked by a number breaks, the most serious being a b about \$50,000 worth of damage to on St. Catherine steret east, this iscovered at 4.45 and before it cou largely wrecked the interior of the The fire was noticed by a passe n alarm which brought Chief Lus apparatus from the Central Station rived smoke was issuing from th and much to their surprise a fire w in the fourth or top storey, which h ated through the walls which were: onstructed of wood. The kests all The restaurant, which is not in illding proper, but which stretches the Theatre Français and parallel

street, suffered comparatively little

although the loss through water wi

The water consequently ran through

siderable damage to the lobby Fire in Tenements

A whole row of upper Drolet streethreatened by a fire which denude enements of sheds and rear galler northern division of the fire brigad Chiefs Hooper and Dagenais busy f The blaze started at 5 o'clock ing, breaking out in a shed in the re street, during the absence of the ten ad made dangerous headway when before the firemen gained control th es were swept from the blo Rear windows were broken and the filled with smoke. The damage was

Three flats on St. Elizabeth street were badly damaged shortly after ght. The fire broke out in the up tween the floors of the third and fou absence of the occupants. District ( the firemen of the central division alarm. Three streams were required flames, which had worked their way ing and floor, and up the walls. Th hard two-hour fight.

Those who sustained damage were Belair; No. 5a, N. Shadeed; and No.

Two Lachine families were dr homes last night by a fire originati heated stove in the flat of Mrs. Hill, of the house, at 45 St. Antoine street mes spread rapidly to the flat oc Dorion, Both flats were considerably the firemen extinguished the outbreak

# ONTARIO BEGINS FIGHT AGAINST INSU

Test Case Heard Against Canada Li-\$25,059 Taxes-Considerable Hangs on Decision.

Toronto, March 8.-The fight betw Government and the insurance com-taxes which the companies refuse to the non-jury assize court before Mr. ton yesterday. The action, which case, is against the Canada Life Insu with the Provincial Treasurer named
The amount clair is \$25,059 taxes Porations Tax Act. Argument was Independent reserved. The decision is as on it hangs a considerable reven

ce, or nothing. The defendants claim that the Gove the power to collect the taxes, declaring mpany is incorporated by statute of The great bulk of the evic mentary, and much of the time ers in argument. Only two with

Mr. W. M. Douglas, an officer in reasurer's Department, said that th by the company showed premiums an 562,770.11, on which the tax would be tax had not been paid. Some forty c returns, said the witness.

In his argument, Mr. W. S. Brev plaintiff, pointed out that the act woone, having been in force since 1899 ference now being that whereas the t one per cent., it was now one and thr The companies had been pay "This is not a tax on premium. It is companies," said Mr. Brewster. The urance company, and the only diffthe tax on banks and this tax is that th lump sum, while the insurance 'ax wa gross receipts. "I think," he said, "ti fair way to impose a tax in this case were imposed on capital it might be company with \$250,000 capital was d siness than a company with a capit

Mr. Aglin argued that the Legislatur to tax a company on its gross receipts. rust companies, railway companies and

ations were taxed on capital. Justice Middleton asked how could t Airly impose a direct tax upon insurar fairly impose a direct tax upon insurar Mr. Aglin replied that it would have to fi were legal and what would be a fair natural effect of the tax, said he, is the price of insurance.

FRED W. G. JOHN

INSURANCE AND REAL EST BI1 Board of Trade Buildis phones: - Main 7682 Your Patronage Solicited.