SHIPPING MEN INSPECT

which records the direction from which the sould is most intense. As an in-stance, suppose the ship is proceeding in a dense fog in that portion of the Gulf of St. Lawrence which lies be-tween Gaspe and Anticosti and an ac-curate position is required. The of-ficer telephones to the Marconi opera-tor to call Heath Point to signal. On the signals coming from the signal. tor to call Heath Point to signal. O the signals coming from the land sta tion, the navigator at the instrumer can accurately locate the directio can accurately locate the direction from whence the call is coming—say twenty degrees off the starboard bow. With another call to another land sta-

STEAMSHIPS

From Montre

Passenger Rates—One class cabin (II.) \$47.50 upwards. Third-class east and westbound, \$31.25. THE ROBERT REFORD CO.



Southampton. Montreal.
July 9: ANDANIA July 25.
July 23: ALAUNIA Aug. 8
Aug. 13: ANDANIA Aug. 29
Steamers call Plymouth Eastbound.
Rates, Cabin (IL), \$46.25, 3rd Class
Paritish Eastbound, \$30.25 up. Westbound, \$30 up.

THE ROBERT REFORD CO., General Agents, 20 Hospital Street Steerage Branch, 488 St. James Street, Uptown Agency, 530 St. Catherine W

With their apex at the stay they are strung to form a pyramid with connecting wires at the base. The recording instrument is located in the chart-room for the convenience of the navigating officers.

To operate the instrument the officer places the usual telephone receiver his head and locates the direction of the call by means of a movable dial which records the direction from which the sould is most intense. As an intense when the call is most intense. As an intense when the call is most intense. As an intense when the call is most intense. As an intense when the call is most intense. As an intense when the call is most intense. As an intense when the call is most intense. As an intense when the call is the call is the call the call is the call the call is the call the call the call is the call the c

S.S. NORONIC CARRIES BANKERS

Binkers' Association of Ohio use Lake ... Steamer for Convention Purposes.

The Ohio Bankers' Association, unbering three hundred and fifty, who held their annual convention on the Northers Navigation Company's steamship "Noronic" nave arrived in Sarnia after making the round trip between Sarnia and Duluth. The members of the Association were loud in their praise of the "Noronic" as they were able to earry out their programme in its entirety in spile of some heavy wegat ere encountered or Lake Superier.

WHITE STAR DOMINION LINE. New York wires: Minnewaska due o dock 1 p.m. June 29th, Kroonland ue to dock this marning.



LAN MAIL LINE



THREE SAILINGS WEEKLY INTREAL and QUEBEC to LIVERPOOL, GLASGOW, HAVRE & LONDON

Members of Shipping Federation and Officials of Private Concerns Take Great Interest in Royal George Installation

Royal George Installation

A demonstration of more than usual concerns the Great Interest in Royal George Installation

A demonstration of more than usual concerns and new gates took place on men and new gates took place on the took gate to the place to the gate to sasial in advancing the unit of the gate to the gate

United States with Sugar, 218 5d, option United Kingdom or Continent, 188, July; British steamer Northumbria, 2, 756 tons, transatlantic trade, one trip on time charter, basis 48 6d, delivery North of Hatteras, re-delivery Mediterranean, prompt, British steamer Persiana, 2,605 tons, from Huelva to New York, Philadelphia or Baltimore with ore, 88 9d, July; British steamer Westlands, 2,001 tons, West India trade, 6 or 12 months basis about 38 6d; French bark General Faidherbe, 1,904 tons, from Dunkirk to New York with chalk, p.t., prompt.

GOVT. RAILWAY

Private Owned Lines in Belgium Operated Much More Economically

HAD BIG DEFICIT

Showing in 1912 Government Road Was Bankrupt—Deficit of \$762,000 on 2,696 Miles: Operated

is Chicago, June 30.—Striking syddence of the extravagance of government and another continuous con Chicago, June 30.—Striking eviden

of \$69.33.

Against this figure the private companies in 1912 paid out of every \$100 of gross receipts respectively only \$38.52, \$66.11, \$59.22, \$62.26 and \$67.13, the largest of the five companies making the best showing. In no case did a private company reach the \$69.33 spent by the grovernment management, and the average spent by all \$60.25.

Operated mileage 2,886
Recelpts \$63,949,000 \$6,797,000
Expenses 44,327,000 2,815,000
Net 19,622,000 3,832,000
Net 19,622,000 3,832,000
Ratio exp. to receipts 69,32 p.c. 41.42 p.c.
Although subject to the same conditions as the government operated lines, the private rallways, with only one exception, succeeded in holding down expenses hard enough to withstand rising costs, and four of the companies operated with a lower ratio between expenses and receipts than in the year before.

Operation of the government lines, on the other hand, has left the public railways bankrupt. Against their net after paying operating expenses which amount, as shown above, to \$19,622,600 must be set the charges made on the railway debt and for the frental of the small mileage lying in foreign territory. The charges amount be din 1912 to approximately \$20,334,081, so that there was an actual deficit of over \$782,000 on the operation of only 2,696 miles for the year.

C. P. R ATLANTIC STEAMERS.

C. P. R ATLANTIC STEAMERS. Ruthenia from London and Antwerp for Montreal, passed Father Point at 7.00 June 30th.

MANCHESTER LINE.

The sealing steamer Bonavent will load at Halifax for Hudson E going under charter to the Domin Government.

Arrivals.

Errington Court, from Buenos Aires via St. Lucia, light, to load grain for Mediterranean ports, Arrived 6.30 a.m. June 30th.

Megantic, White Star-Dominion, from Liverpool, with passengers and general cargo. Arrived 11 a.m. June 30th James Thom, Agent Grampian, Allan Line, from Glasgow, with passengers and general cargo. Arrived 10 a.m. June 30th. Allan Line, Agents.

Wabana and Stigstad, from Sydney C.B., with coal cargoes. Arrived a.m.

Departures.
Royal George, C. N. R., for Bristol with passengers and general cargo Sailed 6.30 a.m. June 30th. Canadia Northern Steamships, Agents.

VESSELS IN PORT.

VESSELS IN PORT.

Errington Court. To load grain for Medit, ports.

Megantic, White Star-Dominion, Liverpool, To sail July 4th. James Thom. Agent,
Grampian, Allan Line, Agents,
Collingham, To load grain for Lisbon or, Leixões, Robt, Reford Co., Agt. Fremona, Thomson, Line, Leith. To sail June 30th. Robt Reford Co., Agts. Ferndene. To load grain for Mediterranean port. T. R. McCarrhy, Agt. Bermuda, Gler.) To load grain for Avonmouth.

Bermuda, (Ger.) To ipad grain for Avonmouth.

Moniteaim, C.P.R. London-Antwerp. To sail June— C. P. R. Agents.

Sahara, from Demerara Robert Reford Co., Agents.
Othello, Wilson Line. To load grain.
Furness, Withy, agents.
Devons, Robt Reford. Shed 15.
Tysidand, to load grain. Furness, Withy Co., agents.
Salmonpool, to load grain. T. R. McCarthy, agents.
Height, agents.

VESSEL'S EQUIND FOR MONTREAL
S.S. From Salled.
Broome leid—Pensacola May 27
Hartlepool—Naples June 3
Sowwell—Antwerp June 6
Manchester Spinner, Manchester. June 13
Cressington Court, Marseilles. June 14
Jacona, Hull June 16
Pallanza, Rotterdam June 16
Dorinthian, London June 16
Zuthenia, Antwerp June 17
Kaduna—Antigua June 17
Shiltern Range—London June 17
Shiltern Range—London June 17 Raduna — Antigua — June 17
Queen Wilhelmina — Glasgow — June 17
Diltern Range — London — June 18
Darrigan Head — Dublin — June 19
Anight of the Garter, Cardiff — June 20
Mearpool, Genoa — June 20
Manchester Shipper, M'ster — June 20
Grampian, Glasgow — June 20
Grampian, Glasgow — June 20
Samland, Rotterdam — June 21
Purcoman, Avonmouth — June 21
Montegauna, London — June 25
Mount Temple, London — June 26
Manchester Importer — Manchester

a private company reach the \$69.33 spent by the government management, and the average spent by all five companies to operate was only \$41.42 out of every \$100. The showing is the more striking in that it companes railways operating in the same country, and therefore more probably subject to similar conditions than were they in different countries.

Iteturns for the government railways for 1912 compare as follows with the private lines in 1912:

State. Private home the private lines in 1912:

Operated mileage 2. 296

Recepts 3. \$52.949.000 \$6.797.000

Expenses 44.237.000 \$2.815.000

September 2. Mean death of the companies of t

210 miles west of Festnet, 1 p.m. June 28th.

Mongolian, from Glasgow and Liverproblem of the Mongolian from Glasgow and Liverproblem of the Mongolian from Halifax for Phila, 9.30 a.m. June 29th.

Covinthian, from London and Havro, use Quebec and Montreal, passed Heath Point 9.30 a.m. June 28th.

Victorian, from Liverpool, for Quebec and Montreal, was reported 310 miles N. E. Cape Race, 3 a.m. June 38th.

Scandinavian, from Glasgow, for

"9th Scandinavian, from Glasgow, for Quebec and Montreal, sailed from Greenock, 7 p.m., June 27th. Grampian, from Glasgow, for Que-bec and Montreal, passed Father Point 6 a.m. June 29th.

MANCHESTER LINE.

Manchester Importer sailed nehester for Montreal on June 4, 1 a.m.

Alberta departed S. S. Marie 1245 p.m. June 29th.

Athabasca departed Pt. McNicoll 4.10 p.m. June 29th.

CANADA LINE. Hannover left Rotterdam al 6 p.m. June 29th.

willed at \$ Land

SIGNAL SERVICE BULLETIN.

(Issued by Authority of the Department of Marine and Fisheries.)

Montreal, June 86, 1914.

Grosse Isle, 26—In 3.45 a.m., 50 miles east, Athenia.

Crane Island, 32— Raining strong north east.

Cape Salmon, 81—In 8.30 a.m. Athenia.

north east.
Father Point, 167—In 8,55 a.m. Ginlia, 7,900 a.m. Corinthian.
Fame Point, 225—Foggy, south east.
In 8.46 a.m. Calringowan.
Cape Mosier, 342—Cloudy, variable.
Cape Despair, 377—Raining, north

east.
P. Marquereau, 400— Cloudy, east.
Out 6.30 am a steamer.
P. Escuminac, 462—Raining, north
east. In 9.00 am, a steamer.
Bersimis—Cloudy, strong north east.
Point des Monts—Cloudy, strong
north east.

orth east.
Mingan-Out 8.00 a.n. Saronic.
Anticosti—
West Point, 332—Raining, east. Savy at Ellis Bay.
S. W. Point, 360—Cloudy, calm.
Hieath Point, 439—Raining, calin.
Magdalen Islands, 481— Raining,
o.th east, C. G. S. Montcalm anchored;
Prier Island.

Point Tupper-Juzy, south east.
Cape Ray, 553-Raining, east.
Flat Foint, 575-Pogsy, east. In 5.30
am Kfight of the Garter, 7.20 a.m.
Fornebo, Out 2.00 am, Wacousta. In
2.30 p.m. yesterday Hochelaga and
Gladstone, 10, 9, p. m. Monikshaven.
Out 2.00 p.m. Beatrice, 3.90 p.m. Ness.
200 p.m. Finnesite.

erg. Halifax—Arrived in 3.00 p.m. yester-

Halifax—Arrived in 3.00 p.m. yesterday Florizel.

St. John N.B.—In 6.00 a.m. 60 miles
south of Partridge Island, Chandlere.
Loc Report.

Capt. Grand S. S. Jacona reports:
Latitude 53 deg. 2 in. north, longitude,
\$2 deg. west, met heavy field and pack
ice. Numerous large and small bergs
amongst it too heavy to go through.
Went 10 miles south and cleared field
and pack ice, but still met several
bergs and growlers. Met large field of
ice intermittently right up to Belle Isle.
There was no field ice in the Strait. We
counted 10 large bergs well clear of
the fairway and one about two miles
off Point Amour.

Quebec to Montreal. Quebec to Montreal.

Royal George.

Battlican, 88—Raining, north east. In 1913, \$11,904,979.02; decrease \$2,709.

Suraholme, 11.25 a.m. Peebles. 11.35 a.m. Working expenses, 1914, \$6,832,917.24.

St. Jean, 94—Raining, north east. (51.92.)

Wells Fargo to Take Over Business Conducted by United for 60 Years

New York, June 30.—The United States Express Co. retires from the Chransportation field at midnight tonight after a continuous service of I more than sixty years. The company has disposed of all its express transportation contracts, and has affected yompletion of its inventory and the Appraisal of a substantial part thereof. Withdrawal of the United Company had added very materially to the milege and business of the remaining three big companies through their assumption of contracts formerly held by the United.



H. B. SMITH. Pres. Northern Navigation Company

4.1 PER CENT. DECREASE. s. W. Point, 399—Cloudy, calm.
Heath Point, 429—Ralning, calm.
Magdelen Islands, 481—Raining, calm.
Magdelen Islands, 481—Raining, calm.
Point Tupper-Uliary, south east.
Cape Ray, 553—Raining, east.
Flat Point, 575—Porsy, east. In 5.30
a.m. Kräght of the Garter, 730 a.m.
Fornebo, Out 2.00 a.m. Wacousta.
In Fornebo, Out 2.00 a.m. Wacousta.
Out 2.00 p.m. fleatrice, 3.90 p.m. Ness, 7.90 p.m. Fleatrice, 3.90 p.m. Seather, 3.90 p.m. Plantite, 3.90 p.m. Planti of \$7,556,970, the

Net Earnings Decreased Only \$541,018 Against Loss of \$2,109,051 in Gross.

Quebec to Montreal.

Long Point, 5—Cloudy, north east. In 10.20 a.m. Megantic.

Vercheres, '19—Cloudy, north east. Left up 11.20 a.m. Spray and tow. In 11.12 a.m. Corumai.

Sorel, '39—Ralning, north east. 11.55 a.m. Saskatoon.

Three Rivers, T1—Cloudy, north east. In 12.25 p.m. Saskatoon.

Three Rivers, T1—Cloudy, north east. In 12.25 p.m. Saguenay, Out 12.20 p.m. Royal George.

Royal George.

Rattiegen Se Painting, 1914, 38, 795, 526.

Gross earnings of the Canadia Pacific in May amounted to '38, 795, 795.

The persons earnings of the Canadia Pacific in May amounted to '38, 795, 795.

owa. 41.25 a.m. Peebles. 11.35 a.m. Working expenses. 1914, \$6.832,917.24;
St. Jean, 94—Raining, north east.
Grondines, 982-Raining, north east.
in 11.00 a.m. Aldem Out 11.20 a.m. Massinonge.
Portneuf, 108—Raining, north east.
St. Nicholas, 127—Cloudy, north east.
St. Nicholas, 127—Cloudy, north east.
Bridge Station, 133—Raining, north.
sts. In 14.20 a.m. Caccapedia.
Quebec, 139—Raining, north east.
Arrived, in 9.15 a.m. Hartlepool, 10.45
i.m. Lerd Stratheona:

West of Montreal.

distay, are as	Iollows:	1117 3 7 71
1919	Gross.	Net.
July	\$11,993,062	\$4,116,793
	11,434,459	3,961,139
September	12,157,082	4,415,578
October	14,480,216	5,602,857
November		4,888,24€
December	11,814,325	4,226,821
January		1,000,174
February	7,594,172	1,471,576
March		3,099,238
April	9,720,461	3,344,865
May	9,795,928	2,963,011
Totals	2110 700 400	

Totals\$119,760,402 \$39,090,30.
The changes which these figures represent from the same months the

previous year a	re:	
	Gross.	Net.
T 1	Dec.	Dec.
July \$	59,336	\$ 331,383
August	817,256	756,786
September	x577,349	x165,274
October	x1,419,819	x541,970
November	x1,044,349	x630,107
December	404,953	168,397
lanuary	1,763,390	662,195
ebruary	2,153,513	1,048,492
March	1,664,431	756,178
pril	2,030,452	500.212
iay	2,109,051	541,015
Total change	\$7,960,868	\$3 597 916

STEAMERS PURCHASED FOR HUDSON BAY SER

Canada, Liverpool ... June 27
Scandinayian, Glasgow ... June 27
Scandinayian, Glasgow ... June 27
Scandinayian, Glasgow ... June 27
ALLAN LINE STEAMERS.
Corsican from Montreal and Quebec or Glasgow, passed Cape Ray, 2.30 a.m.
June 29th.
Most important to the Wells-Fargo Co. will be its entry into three new cities on the Atlantic seaboard—Philadelphia, Washington and Baltimore—made possible through taking over the Baltimore and Louise of Co. Furthermore, this single of Co. Furthermore, the contract will open up to the Wells-Fargo man agement has planned to run fast express trains over the Baltimore and Ohio to serve these points.

Mongolian, from Glasgow and Liversel, for St. John's, Nfld., Halifax and Ohio to serve these points.

The wells-Fargo Express mileage in the country, has increased its total by Jecundary the Constitution of the Wells-further of the Hudson Bay service are the following: The steamer by the Dominion Government for the Hudson Bay service are the following: The steamers by the Dominion Government for the Hudson Bay service are the following: The steamers by the Dominion Government for the Hudson Bay service are the following: The steamers by the Dominion Government for the Hudson Bay service are the following: The steamers by the Dominion Government for the Hudson Bay service are the following: The steamers by the Dominion Government for the Hudson Bay service are the following: The steamers by the Dominion Government for the Hudson Bay service are the following: The steamers by the Edment for the Hudson Bay service are the following: The steamers by the Edmen for the Hudson Bay service are the following: The steamers by the Dominion Government for the Hudson Bay service are the following: The steamers by th

CANADIAN PACIFIC

NEW FAST EXPRESS SERVICE.
TORONTO—DETROIT—CHICAGO
The
Canadian. No. 21.
Lv. Montreal 8.45 a.m. 10.00 p.m. E.T.
Ar. Montreal 5.40 p.m. 7.35 a.m. E.T.
Ar. Windsor 12.10 a.m. 200 p.m. E.T.
Ar. Chicago 7.45 a.m. 9.05 p.m. C.T.
Compartment, Burfet, Library, Observation Cars, Standard and Tourist Sleepers, Dining Cars on "The Canadian" via Canadian Pacific, Windsor, and Michigan Central.

Steamers leave Port McNicoll
daily except Friday and Sunday
to connect.
Lv. Windsor St. 10 p.m., 10.50 p.m.
evening previous.

GRAND TRUNK SAILWAY

IMPROVED NIGHT SERVICE leeping Car Montreal to Toronte

Single First Glass Fare.

Going duty ast retarn same date.

First Class Fare and One Third. Going June 30 and July 1; returning July 2, 1914.

Round Trip from Montreal 85c Leave Montreal 8.01 a.m., returning urrives Montreal 6:05 p.m.

THE LAKE AND RAIL ROUTE
TO WESTERN CANADA.
From Toronto, 11.15 a.m., Mondays,
Wednesdays, and Saturdays, via Grand
Frunk to Sarnia, Northern Navigation
To, to Fort William, and Grand Trunk
acific to points in Western Canada.

MONTREAL-PORTLAND-CASCO BAY AND MAINE COAST POINTS.

Parlor-library-cafe and a Pullman

Drawing Room Parlor car are being

perated via Grand Trunk Railway

system on train leaving Bonaventure

Station 3.01 a. m. daily and arriving

Portland at 6.30 p. m.

Night train leaving Montreal at 8.15

b. m. and arriving Portland at 7.30

c. m. daily is equipped with high-class

slectric lighted sleeping cars.

ALGONQUIN PARK.

ALGONQUIN PARK.
Parlor-Library-Buffet car is attached
to 8.00 a. m. train daily except Sunlay, via Grand Trunk Railway for Alconquin Park and Depot Harbor, arriving at the Park at 5.28 p. m., and
Depot Harbor (Parry Sound) 9.30 p. m.

RAILWAY EARNINGS

National Rys. of Mexico—May gross lec. \$1,506,808; net dec. \$572,588; 11 nonths gross dec. \$21,774,543. Net lec. \$18,642,669. Mexican currency. cross dec. \$284,978; net dec. \$262,156; 11

ross dec. \$284,978; net dec. \$262,156; ill months dec. \$528,498. Net dec. \$206,129. Mexican currency.
San Francisco—Pacific Gas & Electric Co. stockholders approved issue of \$5, general mortgage bonds and \$12,500,000 first preferred stock under re-financing plan recently announced.
Havana Electric Ry. Light and Power (Railway Dept.) Week ending June 28 inc. \$2,817; from Jan. 1st dec. \$1,357.

RAILWAYS

STEAMSHIP SPECIAL.
Lv. Windsor St. 8.30 p.m.
Wednesday, July 1.
MAIL AND PASSENGER SPECIAL
Leaves Windsor Street 10 average Windsor Street Leaves Windsor Street, 10 a.m., Thursday, July 2 Connecting with R.M.S. Alsatian. Train will run direct to ship's side.

NEW LAKE SHORE ROUTE TO TORONTO.

via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8.45 a.m. Commencing Monday, June 29th.

UPPER LAKE ROUTE TO THE

DOMINION DAY.

DOMINION DAY.
Single Fares.
Going July 1st: return July 1st.
Fare and One-third.
Going June 30th and July 1st.
Return until July 2nd, 1914.
EXTRA TRAIN SERVICE

EXTRA TRAIN SERVICE
From Place Viger June 30th—
5.10 p.m. for Labelle.
11.15 p.m. for Tabelle.
11.15 p.m. for St. Agathe.
10.05 a.m. for St. Jerome.
9.30 a.m. for Yachute.
10.00 a.m. for Jollette.
From Windsor St. June 30th—
3.45 p.m. for Sherbrooke.
Leave Windsor St. July 1st—
11.30 a.m. for Point Fortune.
11.30 a.m. for Point Fortune.

TICKET OFFICES: 141-143 St. James Street
Windser Hotel, Place Viges
Windser Hotel, Place Viges
Windser Street Statlen

Double Track all the Way, I'll "INTERNATIONAL LIMITED." Canada's Train of Superior Service. Leaves Montreal 9 a.m. arrives Toronto 1.30 p.m., Detroit, 9.55 p.m., Chicago i a.m., daily.

Leaves Montreal 11.00 p.m., arrives To-conto 7.30 a.m., Detroit 1.45 p.m., Chi-cago, 8.40 p.m. Club-Compartment

DOMINION DAY.

OTTERBURN PARK, JULY 1st.

CITY 122 St. James St. cor. St. Francols
Xavier—Phone Main 6905
Windser Hetel "Uptown 1187
Bonaventure Sta'n Main 8229

Sudden Deaths Must Immediately be Reported to Coroner Under Penalty of Fine of \$50. The duties of those connected with persons who have died a sudden or riolent death are laid down in written form for the first time in the new Corner, which was passed during the last which was passed during the last and becomes operative to-approx. Write the new law adds but little to the practice which has been followed for many years, several points about which there existed a certain amount of doubt have been definitely carred ur.

Real Estat

VOL. XXIX. No.

Mrs. E. Lecavalier sold to L. tvalier lot 1207-21 St. James v ith Nos. 63, 65 and 67 Cherrier st

J. L. Tremblay sold to Mrs. A. clair the northwest portion of lot 440, parish of Montreal, with Nos. Outremont Ave., for \$15,000.

The remainder of the sales were sims of less than \$10,0000. Liverpool Cathedral Committee accepted an offer of a memorial we flow to Captain Smith, of the Titan **BUILDING PERMITS**

Building permits taken out du panding permits taken out dur Saurday and yesterday numbered one of the largest issued was to J. Duquette, 2,942a St. Dominique stre-for the erection of six houses of S same street, Laurier ward, at a co of \$15,000.

Harry Pickleman, 2150 Park avenuas granted a permit for the erectic of dive houses on St. Hubert St., S Denis ward costing \$12,000.

The trustees of the Church of the Redeemer, Pius IX. Ave., Maisonneuv took out a permit to erect two house of Sherbrooke street, Delorimier ward house of \$50,000.

E. Queensville, 390 Parc Lafontain to put up two houses of two floor n Chabot street and two on St. Jer me street at a total cost of \$12,000. A. C. Leslie, Ltd., took out a permit o creet a residence on St. Thomas St. ft. Ann's ward, costing \$5,500.

T. Lefebvre. 293 Clifton St., Notre Dame de Grace, was granted a permit to creel a residence and outhouse on Wilson avenue Notre Dame de Grace. costing \$5,300.

H. Challette lines Mession St. 1848.
grante a "dinting permit to erect bluss of three floors" on Messior St. Delorimier ward. At a cost of \$5,500.

Other permits 'included' one to La-flamme and Bedford, '296 Prud'homme for a house of two floors on Merrose Ave., cost \$4,000; J. Rheausme, 144 Beaudon St., two houses on Beaudon' St., St. Henry, cost \$5,000; and the Credit 'shriffhile, 50 Dandurand Hlock, two flouses on Brown street, costing \$5,000.

Notes of Interest

George A. Fuller Co. is lowest bid for nonstruction of Boston mini-tion station, bid being \$249,000. London and Lancashire Indemnity 0.00 of America has been incorporated inder laws of New York, capital \$756,000 and surplus \$375,000.

The city of Salem, recently swent by flames, was previously warned by underwriters that certain improve-ments should be made, but the advice was not heeded, the result was disas-troug Montreal beware. Hartford Conn. insurance companies bei \$1,215,000 by Salem fire. Seven of eight companies have losses under \$190,000, some of amounts being comparatively small, white one company had \$890,000, one-half of which is remayed.

Chief Tremblay, of the Montreal Fire Department, is taking a week's holiday which he justly deserves for the good work he has done, and it is hoped that he rest will not be disturbed by night-man due to the recent aimless kicking at the City Hall.

Stockholders of Naumkeag Steam Caton Co. will receive dividends as usual while factory, destroyed in Sal-cin conflagration, is being remail. These en conflagration, is being rebuilt. They were safeguarded from loss by insur-site of \$1,500,000 on plant for "use of contract, and company." By terms of contract, adderwrites are under obligation to any usual rate of dividends while fac-lory is again being made ready for operation.

CORONERS ACT

amount of doubt have been definitely cleared up.

The law now distinctly states that a derial permit must be obtained from the coroner only in case of violent but also in case of sudden death, while single the common law which had previously been followed some doubt extend as to whether this permit was necessary in all cases of sudden death.

It is also distinctly provided that all deaths in penitentiaries and function asylums must be reported to the corone, witeress this practice was not appropriately followed out before.

A fine of \$50 is provided ETAO done of the law the penalty having baretofore been left to the discretion of the coroner.