SHIPPING NOTES

The steamship Ryndam arrived in New York with 30,000 songbirds from Germany and Switzerland.

The Swedish steamer Orion arrived at Charleston, S.C., from Savannah with her cargo of cotton afire.

The proposed cruise of the steamer Finland to South America under the auspices of the Fidelity Trust Co., of Baltimore, has been abandoned.

The Lamport and Holt liner Vasari carried 36,528 quarters of Argentine beef, the largest consignment of chilled beef ever brought here.

Two new C. P. R. steamers just completed on the Clyde have been taken by the Admiralty. The vessels are oil burners with turbine engines and have a speed of 23 knots. They were designed for service between Vancouver and Seattle.

The first pilot chart of Central-American waters ever issued by the Hydrographic Office of the Navy Department has been completed and is ready for distribution. The chart shows derelicts, drifting buoys, radio stations, magnetic variations, ocean currents, and the prevailing winds and calms.

The Japanese steamer Kongosan Maru, which was reported ashore at Karushima, December 23, was refloated Saturday. She sustained some damage to her bottom. The Kongosan Maru was bound from Vancouver and San Francisco for Yokohama and Hong Kong.

The hull of the United Fruit steamer Metaphan, which was sunk in collision with the American-Hawaiian liner Iowan in New York Bay last October has been repaired at a cost of approximately $100,000. The vessel has been returned to the water. The repairs were effected at Robins' Drydock & Repair Co. The work required twenty-eight days.

First cargo of cotton to Germany from Galveston since the beginning of the war was shipped on the American steamer Pathfinder. Cargo consists of 6,550 bales, valued at $455,000. The hatches were sealed in the presence of a French Consul and a representative of Lloyd's at London. Both certified that the vessel contained only American cotton.

The British government's new order prohibiting the transfer of British ships to foreign registry unless a license is obtained from the British board of trade, is not likely to hinder the progress of transfer according to opinions expressed in shipping circles. Also, it is not regarded that the validity of transfers already made to American registry, including some 70 British and 20 German vessels, has been effected.

Secretary McAdoo has issued a statement calling upon all shippers who have been affected by high ocean rates and scarcity of vessels to send the facts to the Treasury Department or the Department of Commerce. Such letters as have been received, according to the Secretary, show that the scarcity of vessels is so great, and the freight charges are so high, that American foreign trade-is seriously handicapped. Both departments are investigating ocean freight rates under a Senate resolution.

Luckenbach Steamship Co. in reply to a statement from San Francisco to the effect that three steamship companies operating through the Panama Canal, including themselves and W. R. Grace & Co., had combined to advance rates, says as follows: "We wish to state that there has been no agreement either entered in to or thought of by the lines in question." The statement points out that rates have been advanced but this was due entirely to the heavy increase in the amount of freight offerings, and also the increase in charter rates.

ELECTRICAL ENGINEERS CORP.

At a meeting of the board of the Canadian General Electric Company, held in Toronto, an appropriation of $50,000 was set aside to cover the expenses of maintaining the corps of electrical engineers for service at the front, and for subscriptions to the Red Cross Fund and other patriotic purposes.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, December 28.—A limited general business was reported in steamer chartering, all of which was for Trans-Atlantic account. Tonnage is urgent demand for January delivery, for general cargoes grain and cotton cargoes to Europe, but charterers find it decidedly difficult to cover their orders, owing to the light supply of boats in position to give January delivery.

There is a considerable inquiry for February boats also, but owners are holding for the equivalent to the rates prevailing for January boats.

For sailing vessels there is also an increasing demand in trans-Atlantic trades, principally for lumber cargoes from South Atlantic and Gulf ports, and the rates bid are the highest that have prevailed in many years.

All other departments of the sail tonnage market are quiet and devoid of interesting features.

Charters: Grain—Norwegian steamer Wacousta, 20,000 quarters, from Baltimore to Rotterdam, p.t., January.

British steamer Evarest, 13,000 quarters, from Baltimore to French Atlantic ports, p.t., January.

Greek steamer Poly Ktor, (previously), from the Atlantic Range to West Coast Italy, 8s, February, fifth.

British steamer Kamouraska, (previously), 28,000 quarters, from the Atlantic Range to Rotterdam, 7s, January-February.

British steamer Queen Adelaide, (previously), 34,000 quarters, from the Gulf to Marseilles, 5s, January.

Coal—Norwegian steamer Egda, 1,610 tons, from Baltimore to Colon, p.t., prompt.

Schooner Maria O. Teal, 682 tons, from Philadelphia to Porto Rico, p.t.

Schooner Evelyn W. Hinkley, 558 tons, from Philadelphia to Galveston. $1.10 and back to New York, lumber $6.25.

Miscellaneous—British steamer Clan Mackeller, 3,062 tons, (previously), trans-Atlantic trade four or six months, 7s 6d deliveries, United Kingdom via Gulf, prompt.

Foreign steamer Knutsford ——— tons, same, one round trip, 8s, deliveries United Kingdom, prompt.

British steamer Bellorador, 2,97[illegible] tons, same, six months, 6s, deliveries Mediterranean, May.

British steamer King Howell, 2,822 tons (previously) from the Gulf to Liverpool, with cotton, 85s, option Barcelona, or Genoa, 105s, January.

DECREASE IN EARNINGS HAVE REACHED THE LIMIT

New York, December 28.—L. J. Spence, director of traffic of the Southern Railway, is of the opinion that the turning point for the better in railway earnings has about been reached. After returning from a month's inspection trip, he says:

"I am of the opinion that decreases in earnings have reached the limit, and that after the beginning of the new year we shall experience a gradual improvement, but this will largely depend upon the attitude of the Government.

"There are two methods by which the railroads can be assisted. First, by being allowed to advance their rates where competitive conditions will permit them to do so, and, secondly, by being permitted to make necessary rates to retain their traffic against unregulated competition of steamship lines, without being required to reduce rates on other traffic that is not subject to the same competition, so long as other rates are no more than just and reasonable.

"My suggestion affords adequate protection to all interests. First, it relieves the members of the Interstate Commerce Commission of the responsibility of authorizing increases in rates, which they are reluctant to assume, and, by permitting the railroads to assume the initiative in rate-making, leaves the Commission unprejudiced in future hearings upon complaints of any of the rates involved.

"Secondly, the power of the Commission to award reparation will assure the merchants the benefit of the former rates from the date they were advanced whenever the Commission, upon complaint, finds that the increases are unreasonable and orders the former rates restored. Finally, it contemplates a simple measure of justice to the railroads in giving them the immediate benefit of the revenue accruing from advanced rates to which they are entitled, without any prejudice to the interests of the shippers."

LEHIGH VALLEY TRANSIT.

Philadelphia, Pa., December 28.—The apparent decrease in gross earnings shown by the Lehigh Valley Transit Company for the month of November, 1914 as compared with November 1913, is largely due to the fact that a full year's dividends and an accumulation of interest from subsidiary companies were received in November 1913, while in 1914 these dividends and interest have been received in monthly installments. Had the basis of dividends and interest received been the same in 1913 as it is now, gross earnings and surplus would both show increases.

The detailed earning statements are as follows:

	Nov. 1914.	Nov. 1913.	Decrease
Gross earnings	$149,939.53	$191,199.01	$41,359.48
Opera. Exp. & Dep. Res.	75,274.10	71,199.07	*4,075.03
Net earnings less opera. ex. and dep. res.	74,665.43	119,999.94	45,334.51
Int. chgs., taxes, etc.	57,748.21	71,330.72	13,582.51
Surplus	$16,917.22	$48,661.22	$31,744.00

—For twelve months ending—

	Nov. 30, '4.	Nov. 30, '13.	Increase
* Increase.			
Gross earnings ...	$1,841,033.76	$1,764,997.47	$76,036.29
Opera. exp. & dep. res.	905,245.69	881,940.89	23,304.8
Net earn. less oper. ex and dep. res.	935,788.07	883,056.58	52,731.49
Int. chgs., taxes, etc.	699,311.24	578,144.18	121,167.06
Balance	$236,476.83	$304,912.40	*$68,435.57

*Decrease.

RAILWAY EARNINGS TEND TOWARD BETTER CONDITIONS

New York, December 28.—The slight tendency towards improvement that appeared last week in railroad gross earnings seems to be maintained, the total for all United States roads making weekly returns to Dun's Review so far reporting for the first two weeks in December amounting to $15,575,686, a decrease of 10 per cent. as compared with the corresponding period a year ago.

These figures represent a moderate gain, as the same roads reported a loss for the first two weeks in November of 2.1 per cent. and in October 4.3 per cent.

The trend towards better conditions is most noticeable in the West and Southwest, in which section a number of important roads show gain, while on several others the contraction is not nearly as large as a few weeks ago.

In the South, however, there is little apparent change in the situation, there being still a sharp falling off in the earnings of every leading system.

In the following table are given the gross earnings of all United States railroads reporting to date for the first two weeks of December and the loss as compared with the earnings of the same roads for the corresponding period a year ago; also for the roads that reported for the same weeks in the two preceding months, together with the percentage of loss as compared with last year:

	1914.			Per Cent.
Dec., 2 weeks.. ...	$15,575,686	Loss	$1,735,951	10.0
Nov., 2 weeks	6,749,125	Loss	2,306,398	12.1
Oct. 2 weeks	14,748,573	Loss	2,458,588	14.3

ASK READJUSTMENT OF RATES.

Washington, December 28.—Charges that Old Dominion Steamship Company, the Seaboard Air Line, and other railroads are violating the long and short haul clause of the Inter-State Commerce Act have been filed with the Inter-State Commerce Commission by the Federal Sugar Refining Company. The Sugar Company points out that the carriers maintain rates on sugar from New York to Georgia points of 33 cents per 100 pounds, while their charge is but 30 cents per 100 pounds on sugar through Georgia points to Birmingham and other points in Alabama. A readjustment of rates is asked.

MERCANTILE COMPANY FILES BANKRUPTCY PETITION

St. Louis, December 28.—On Saturday an involuntary petition in bankruptcy was filed in the Federal District Court against the Schaper Brothers Mercantile Company, owners of a big department store in this city. Edward L. Schaper, president of the company, was appointed receiver. It is said that the claims would aggregate about $300,000.

The department store of Schaper Brothers was incorporated August 20th, 1907, under the laws of Missouri, with a capital of $250,000. It succeeded the old Schaper Drygoods Company, an old established St. Louis concern. On January 1st of this year, a statement from the company gave assets of $795,614 and liabilities of $310,322.

N. Y. TELEPHONE CASE RESUMES.

New York, December 28.—Hearing in New York Telephone cases before the Public Service Commission resumes at the commission's office in the Metropolitan Life Building.

RAILROAD NOTES

The Illinois Central Railroad has placed an order with the American Locomotive Company for 50 locomotives.

Employes at the Tarrytown Railroad Station and telephone girls received ten-dolair gold pieces as Xmas gifts from J. D. Rockefeller.

Three years ago, nine miles of the Canon City-Victor branch of the Florence and Creek was washed away by a flood. Rather than obey an order of the Colorado Railroad Commission to re-build, the company has offered the right of way and roadbed to the Teller and Fremong commissioners for an automobile highway, which it would cost $10,000 to build. The money may be raised by private subscription.

The Traffic Club of New York will have two speakers at its meeting next Tuesday evening in the ball room at the Astor—Augustus Thomas and F. L. Woolworth. In addition there will be a concert by the orchestra of the American Express Employes' Association. The club will hereafter hold all its meetings at this hotel and also the annual banner on February 13, arrangements for which are now in progress.

In a short time the Carolina, Atlantic and Western, which is affiliated with the Seaboard Air Line, will be ready to operate trains in and out of Charleston, S.C., an extension having been built under the name of the Charleston Northern from Andrews, S.C., to Charleston, and its completion means that the Seaboard, after many years of planning, will be able to get into and out of Charleston with its trains.

"Paid freight bills alone," the Interstate Commerce Commission holds, "do not constitute such clear and definite proof of damage as is required to authorize reparation on account of the charging of an unreasonable rate, and affidavits, when objected to by defendants, cannot be received as evidence of complainants' damage." The ruling was declared by the Commission in the case of several Eastern motorcycle manufacturers and dealers against Western railroads, in which it also was held that the rates on motorcycles from Eastern points to destinations west of the Mississippi River were unreasonable.

The new line of the New York, New Haven and Hartford through the cities of Pawtucket and Central Falls, R.I., has been thrown open for operation. The work has been in progress a year and a half, and means a very decided change in the main line between New York and Boston. The old line of the railroad through these two cities—the old Boston and Providence Line, opened in 1847—will cease operation. The new line is really a short cut-off. It saves 600 feet in distance, and reduces the curvature at this point sixty-eight degrees. The chief object aimed at in this relocation of the railroad was the elimination of five dangerous grade-crossings.

Justice Wheeler has given a decision in the Lackawanna terminal case at Buffalo, sustaining the validity of the contract made with the terminal commission and the powers exercised by that body under an act creating it passed by the legislature, as well as the interchange of properties between the railroad company and the closing of sundry streets by which many grade crossing are eliminated at the expense to the city of only 17 per cent. of the cost as against the 45 per cent. it would have to pay if the usual procedure were followed. Charles H. McCutcheon, as an individual taxpayer, sought by injunction to prevent the carrying out of the contract and attacked the authority of the commission to make the agreement and broad contract entered into with the railroad company. This latter contention was upheld by Judge Taylor, who granted the temporary injunction which was affirmed by the appellate division, but no appeal was taken on account of the trial of the suit on its merits before Justice Wheeler. The higher tribunal required the plaintiff to increase his bond of $250 to $5,000 or lose the case, and he seems likely to lose this amount, as it is asserted that no difficulty will be experienced in convincing the court that loss has been incurred which equals the bond which it was to protect. Whether McCutcheon, who it is surmised had other unrevealed interests behind him, will appeal from the decision against him is not yet known.

THE WEATHER.

Cotton Belt—Rains in Texas and parts of the southeast. Temperature 30 to 50.

Winter Wheat Belt—Scattered precipitation in Oklahoma and Kansas. Temperature 6 to 34.

American Northwest—Partly cloudy. No moisture. Temperature 18 below to 10 above zero.

American Northwest—Partly cloudy. No moisture. Temperature 18 below to 10a bove zero.

Canadian Northwest—Partly cloudy. Temperature 10 below zero to 20 above. No moisture.

TURKISH FLEET IN BLACK SEA.

Constantinople, via Berlin, Amsterdam, December 28.—An official announcement says: "The Turkish fleet sailed through the Black Sea and returned undamaged. One of our warships met a Russian fleet of 17 units and attacked them. It bombarded the line ship Roslislav and sank two mine layers, capturing two officers and thirty marines.

"Other parts of the fleet successfully bombarded Batoum on December 25th.

"Two of our ships tried the Russian fleet into battle but the enemy preferred to flee to Sebastopole.

"We continue our victorious advance in the Caucasus."

COMMERCIAL SILVER.

New York, December 28.—Handy and Harman quote silver 48 3-4; London 22 11-16d.

DIVIDENDS NEUTRALIZE PLEA OF POVERTY BY RAILWAYS

If These were Reduced or Passed, Transportation Lines Would Have Army of Ardent Supporters.

New York, December 28. — A railroad president recently remarked that nobody would believe railroad conditions were as bad as the railroad managements painted them, as long as the companies continued to pay regular dividends.

"The average stockholder," he says, "cannot be expected to worry much about the pleas of poverty as long as the dividend check comes in regularly. Railroad directors should have reduced or passed dividends a year ago and the railroads would then have had an army of ardent supporters in their efforts to secure higher rates, instead of stockholders absolutely indifferent to the condition of the railroads.

"Railroads must necessarily depend upon stockholders to lead any successful public demand for conditions that will restore railroad revenues and credit."

Not only do the railroads appear to be getting too little for the service they render the public, but they appear also to have been indifferent tremendously improved quality of service being rendered without a compensatory increase in rates.

Why should a two-cent per mile passenger be entitled to constantly added conveniences that in other places would be charged for at fair rates? Why, for instance, the Pennsylvania station in New York, or New York Central station, or the North Western's in Chicago, or the New Union station in Kansas City, although the latter is used by 12 railroads? Why other similar cases all over the country?

Why should the two-cent passenger be supplied free of charge with accommodations that rival those put at the convenience of travelers by the most luxurious and expensive hotels? To persuade a traveler who might want to travel on some other road to choose the one offering the most expensive luxuries, furnished at a cost far beyond any receipts likely to accrue. The public is not going to worry much about pleas of poverty from the managements who build and maintain stations like those cited. The opening of the new $43,000,000 station in Kansas City in the past month is further indication that railroad managements (there are 12 interested in the Kansas City terminal) have not fully learned the lessons of adversity.

Western railroads are now getting ready to enter a plea for higher rates before the Interstate Commerce Commission, but only a month ago 12 of the most prominent roads in the territory heralded far and wide the opening of a station that they choose to point out in their advertisements was "abundantly—almost luxuriously—supplied with conveniences and comforts for the traveling public."

But how about the 12 roads which have so far expended or will sped before completion $43,000,000 in this new layout in Kansas City of which over $28,000,000 was directly on account of passenger service, including the station proper, entrances and track approaches and necessary facilities in connection therewith. Each road pays one-twelfth interest charges on this magnificent monument to two-cent passenger fares, which means that on account of passenger facilities alone each road has to pay $180,000,000 per annum in taxes and interest in addition to its proportion of operating expense of the terminal of the basis if actual use by each.

One road which operates two seven-car trains each way in and out of this station, in addition to the $180,000 annual fixed interest and tax charges will have to pay an aditional $55,000 annually toward operating expenses based on estimated cost of service averaged for all the roads. This means a total annual cost of $161 for each train each way, or $23 per car each way and representing nothing more than an actual terminal expense. Another road operates only three seven-car trains each way into and out of this terminal, another operating three five-car trains each way and another three seven-car trains. The road that operates three five-car trains has to pay an average terminal expense of only $120 per train but each car each way costs it $40.

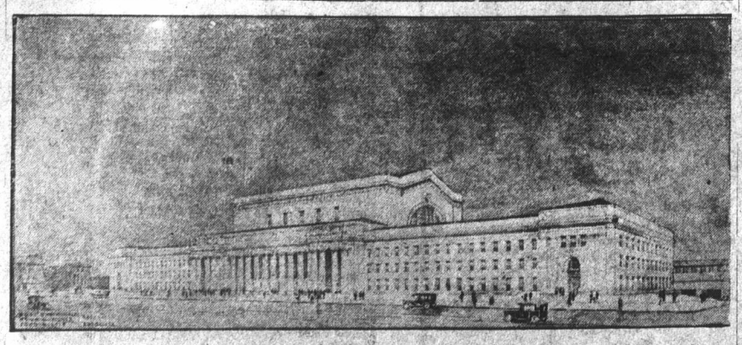
It all means that the 12 roads will have to charge off for Kansas City terminal expense between 55 and 60 cents for each of the 4,000,000 passengers that will enter and leave this station annually and try to figure a profit over and above that after allowing for all other costs of road transportation and terminal expense at the other end of the haul. If there is any profit under such conditions, on two cents a mile, no railroad man in the country can prove it.

RAILROAD BUILDING TO AN ICE-FREE PORT ON THE ARTIC

Boston, Mass., December 28.—Though Russia is doing her utmost to keep Archangel open as long as possible and up to December 12 had been successful the chances of keeping it open all winter are very slight. In order to have access to an ice-free port, the railway to Alexandrowsk is being pushed ahead with much energy.

This port is in Lapland near the Swedish boundry and though 3 miles further north than Archangel and close to the 70th parallel of latitude, it seldom freezes owing to its situation on an estuary opening directly into the Artic ocean, wheras Archangel on the shallow waters of the White sea is usually frozen at least five months in the year.

The railroad that is building to Alexandrowsk starts in Finland at the head of the gulf of Bothnia, 350 miles distant. The latest available maps show only 50 miles of this line completed, but great progress has been made in the last six months. If the war lasts into another winter, Russia will then have for the first time a genuine ice-free port on the open sea.



Toronto's new Union Station. J. W. Leonard, assistant to the President of the C. P. R., will become superintendent of the Toronto Terminal Company, which will build the new Union Station in Toronto. The company has a capital of $13,000,000.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—

		After
FRANCONIA	(18,100 tons)	Jan. 11th 1 a.m.
ORDUNA	(15,500 tons)	Jan. 18th. 1 a.m.
TRANSYLVANIA	(15,000 tons)	Jan. 25th, 1 a.m.

For information apply to

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

ALLAN LINE

ROYAL MAIL SERVICE

1914—PROPOSED WINTER SAILINGS—1915.

St. John -- Halifax -- Liverpool

Steamer.	From St. John.	From Halifax.
"PRETORIAN"	Friday 1st Jan.	Tues. 2nd Jan.
"HESPERIAN"	Friday, Jan. 8th	Sat. 9th Jan.
"SCANDIVNAVIAN"	Friday, Jan. 22nd	Sat. 23rd Jan.

St. John -- Havre -- London

Steamer.	From St. John
"SICILIAN"	Thurs. [illegible]

Boston -- Portland -- Glasgow

Steamer	From Portland
"POMERANIAN"	Thurs.
"CARTHAGINIAN"	[illegible]

For particulars of rates and [illegible] apply to

H. & A. A[illegible]

2 St. Peter Street and [illegible] Cook & Son, 530 St. Catherine [illegible] 286 St. James Street; Hong Kong [illegible] Boulevard

RAILROADS

CANADIAN PACIFIC

NEW YEAR HOLIDAYS

SINGLE FIRST CLASS

Going Dec. 31, and Jan. 1, [illegible]

Fare and One-[illegible]

Going Dec. 30, 31 and Jan. 1, [illegible]

PARLOR CAR TO STE. AGATHE

Lv. Place Viger 4.00 [illegible]

Car will not be operated [illegible]

TICKET OFFICES

141-143 St. James Street. [illegible] 2122.

Windsor Hotel, Place Viger and [illegible] Stations

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY

Montreal - - Toronto - - Chicago

NEW YEAR HOLIDAYS

Single First Class

Going Dec. 31, Jan. 1, [illegible]

First Class Fare and One-[illegible]

Going Dec. 30, Jan. 1, [illegible]

CITY TICKET OFFICES: 122 St. James St., cor. Francois Xavier. Main 8902. Windsor Hotel —Phone Up. 1136. Bonaventure Station —Main 8220

PROPOSED LIGHTERAGE CHARGES SUSPENDED BY THE [illegible], 1915

Washington, D.C., Dec. [illegible] Commerce Commission [illegible] lighterage charges, which [illegible] January 1, until May 1, [illegible] ing private terminal and [illegible] and about New York harbor [illegible] in weshbound traffic. The [illegible] age about twelve cents a [illegible] ment of services which were [illegible] by the railroads.

The vigorous protest entered by [illegible] and foreign trade interests and the general [illegible] bably influential in bringing about the [illegible] the proposed charges.

The act will temporarily relieve [illegible] by the commercial traffic leaders that a proposed system of tariffs would have placed an [illegible] and unwarranted financial burden upon New York shippers because of inadequate terminal facilities along the water-front.

The changes which the railroads intended to make effective with the beginning of the new year developed from suggestions of the Commission made in its decision of July 29, on the general rate advance case, in which various ways of gaining additional revenues by collecting charges for certain services rendered free by the carrier, were set forth. The Commission has now suspended the tariffs and ordered an investigation to be made of them. Public hearings will be held at which the protesting commercial interests will have full opportunity to present their side of the case.

ST. LAWRENCE STILL PASSABLE.

Three Rivers, Que., December 28.—There is good crossing on the river at Pointe du Lac, some eight miles above the city. The ferryboat is still crossing here.

TORONTO TERMINAL COMPANY.

Mr. J. W. Leonard, assistant to the President of the C. P. R., has been appointed superintendent of the Toronto Terminal Company, which, with a capital of $10,000,000, will supply that city with the most up-to-date terminal facilities.

XMAS FIRES COST ALMOST $150

Burning of Lavoie Hall and W[illegible] Methodist Church were Big Blazes

MANY FAMILIES HOMEL[illegible]

Christmas Day Saw Most Outbreaks—Chu[illegible] and Tenements Being Destroyed—No Loss of Life.

An epidemic of fires causing a loss of bet[illegible] 000 and $150,000, according to present estima[illegible] ed the Christmas season in Montreal this [illegible] extremely cold weather added to the usu[illegible] fires, many of the outbreaks being caused [illegible] heated stoves. There was no loss of life [illegible] of the firemen suffered severely from frost[illegible] ing the past few days they were kept at w[illegible] continually during day and night answerin[illegible] many being for very small fires.

Two alarms were turned in for a blaze [illegible] out at 3 o'clock yesterday morning in [illegible] storey stone-front block in Ontario street [illegible] Maisonneuve and Champlain streets, known [illegible] Hall. On the lower floor there are two [illegible] occupied by Zoel Lavole, boot and shoe d[illegible] owner of the building, and the other by Nich[illegible] fruits and confectionery. The second floo[illegible] cupied by Zoel Lavoie as his private resid[illegible] on the third floor was the meeting hall and [illegible] of the Empire Secret Service.

The fire originated in the fruit and con[illegible] store of Nichol Kateria from an overheated [illegible] is thought that the loss will be in the neig[illegible] of from $15,000 to $20,000, which is covered [illegible] ance.

Four families were rendered homeless by [illegible] the tenements at 1692 and 1694 De la Roc[illegible] yesterday afternoon, resulting from an o[illegible] stove. The two tenements, occupied by [illegible] and Alexander Roy, were gutted before the f[illegible] the northern district under District Chief [illegible] gained control. Fire broke out at 10.30 [illegible] in the home of Madame Roy, at 122 Ch[illegible] street.

Before the firemen of the central distr[illegible] overcome the flames the homes of Madame [illegible] M. Levecque, at 120 Chenneville street, had [illegible] dered untenable.

The West End Methodist Church, situate[illegible] northwest corner of Canning and Coursol str[illegible] destroyed by fire early Christmas morning, [illegible] of the efforts of a large contingent of the fir[illegible] under the supervision of Chief Tremblay, on [illegible] tion of the Canning street wall being left [illegible] The estimated damage is about $45,000.

The Rev. Mr. Allnutt, pastor of the churc[illegible] that the damage would reach $45,000, only $[illegible] which is covered by insurance. At a board [illegible] held at the home of the pastor, it was decid[illegible] build.

The fur manufacturing establishment of B[illegible] Goldman & Co., was badly burned on Christma[illegible] ing by a fire which originated on the third [illegible] the three-storey building at 396 St. Lawrenc[illegible] yard. The fur concern suffered the heavie[illegible] ages, but considerable damage was also don[illegible] Variety Theatre and a tailor shop below the [illegible] The loss is about $10,000.

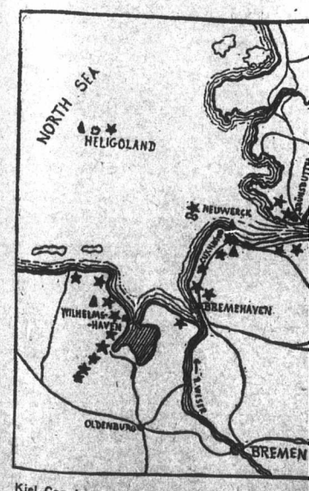
Eight families were rendered homeless by [illegible] ting of the tenements 634 to 638b Alma street [illegible] mas Day. The blaze originated in the apart[illegible] William Mulloch, at 634a. The blaze sprea[illegible] ly and, in spite of the work of the firemen [illegible] northern district under Deputy Chief St. Pi[illegible] District Chief Dagenais, the entire block [illegible] ments was swept. The families affected were [illegible] Gauslin, 634; William Mulloch, 634a; E. Ric[illegible] Madame Ozina, 636; M. Mason, 636a; George [illegible] 638; B. Tasse, 638a; and T. Lemaire, 638b.

Fire was caused, presumably, by an ove[illegible] stove in the home of Albert Lafleche at 246 [illegible] street at 6.45 the same evening, gutted the ap[illegible] in which it started as well as that of P. L. C[illegible] at 248 Decelles street.

Damage, which will reach $5,000, was don[illegible] fire in the boot and shoe store of Saucier B[illegible] at 219 and 221 East Notre Dame street. Th[illegible] is believed to have started in the basement f[illegible] furnace. In the afternoon there was a fire [illegible] started from the furnace in the basement o[illegible] Tourgie, at 629 Devore street, Outremont.

Damage which, it is thought, approximates [illegible] was done by a noonday blaze which broke ou[illegible] factory of Levine Brothers, manufacturers o[illegible] furnishings, at 703 St. Lawrence boulevar[illegible] which did considerable damage in the factory [illegible] Model Hat Company and the furniture store [illegible] Weidy. The firemen of the northern and [illegible] divisions, under District Chiefs Marin and [illegible] worked for over an hour before the fire was [illegible] guished.

On Thursday night the establishment of th[illegible] chants' Awning Company, Limited, in East [illegible] Dame street, was damaged to the extent of $1[illegible]



Kiel Canal and the fortifications at the mou[illegible]