

MANCHESTER SHIP CANAL'S NET INCOME WAS \$39,815 LARGER

Total Net for 1914 Was \$1,820,200—During Year 5,424,732 Tons of Freight Were Handled—Manchester Free of Congestion.

The annual report of the Manchester Ship Canal Company, which has just been received here, for the year ending December 31, 1914, shows that, despite a number of detracting factors due to the war, the net income of the company was £364,000 (\$1,820,200), or £7,963 (\$39,815) larger than that realized in the preceding year.

The detailed statement of the company's operation was submitted at the annual meeting of the shareholders on February 25, 1915. The chairman of the company, John K. Bythell, in dealing with the year's trade, pointed out that, except for the unprecedented crisis through which the country passed during the last five months of the year, and if the income for these five months—August to December—had been proportionately as good as during the first seven months, the company would have been in a position to have paid a dividend upon the preference and the ordinary shares.

Following is given a partial statement of the annual report, as submitted by Mr. Bythell: "The port receipts for August fell off to the extent of £19,100. Early in September, owing to the prompt and efficient financial steps taken by the government—their action was most statesmanlike, as you know—a gradual recovery set in. In September and October we did a great deal better. The falling off on those two months as compared with last year was only £2,084, but our trade was materially assisted by the arrival of 53 steamers from Denmark laden with produce, which came round to Manchester because the east coast ports were believed to be dangerous.

"In November, we had another setback. The Danish steamers had gone back to their east coast ports and we had lost their assistance. They only came temporarily. Although there is an enormous cotton crop in America this season, it could not be shipped in the early part of the season because merchants could not make the financial arrangements. Consequently November instead of being our biggest cotton month, had very little cotton at all, and there was a falling off of £7,000 in the receipts. In December there was again a turn for the better. Cotton began to come in, and there was a recovery in some other trades, though, mind you, we were without the big trade with Germany and Belgium, and we are without it to-day. The result was that in December we were only down £378 as compared with December in the previous year, although that was the biggest month on record. For the five months ended December the falling off in port receipts was £28,698, of which £19,100 occurred in that terrible month of August.

"The financial result is summarized in the report, but I will give you the leading figures. The net income of the whole undertaking was £364,000, against £356,077 in the year 1913. That was an increase of £7,923 of net income. Turning to further details, the ship canal net receipts were £17,349 larger. Miscellaneous receipts, rents from houses and lands, etc., £1,862 larger.

"The total net income of the whole undertaking was £364,000, as I have already said. We paid rent charges and interest of £344,250, leaving a balance of £29,750. Your directors, in their discretion under the act of Parliament, have carried that balance forward. I need only say why in two words—war time. None of us can foretell what will happen while the war lasts. I should mention that the amount of prior charges is £10,500 larger than for the previous year, because we have begun to pay interest on the £400,000 for the big dock extensions—the sheds on No. 8 dock and the elevator on No. 5 dock.

"A word on the tonnage. The total tonnage was 5,424,732 odd. Imports and exports on the ship canal which paid tolls—there is a large traffic that does not pay toll—amounted to 5,457,000. That was a falling off of 348,000 tons, but 80,000 tons consisted of low class traffic, principally coal, on which you only get a few pence. Then, as I have already said, our large trade with Germany and Belgium stopped and we are not getting it to-day."

**BRAZILIAN TRACTION LIKELY TO CONTINUE ITS PRESENT DIVIDEND.**  
Dr. F. S. Pearson, who is now in Toronto, says that the earnings of the Brazilian Traction Company are quite satisfactory. The impression prevailing on the Street in that city is that the next dividend, which is not due until May 20th, will be paid in full. It may be that some announcement of the policy of the directors will be forthcoming during Dr. Pearson's stay in Toronto, which is expected to extend throughout the greater part of this week.

**ORDERS FOR LOCOMOTIVE CO.**  
Philadelphia, Pa., April 8.—Baldwin Locomotive Works has received the following orders: Five locomotives of Mikado type for Chicago, Burlington and Quincy; two four-wheeled switchers for Standard Oil Co.; two eight-coupled switchers for Lehigh and New England R.R.; one consolidation type for Mount Hope Mineral R.R., and one six-wheeled switcher for the Chestnut Ridge R.R.

**LONDON METAL MARKET.**  
London, April 8.—Spot Copper £71 2s 6d up 17s 6d. Futures £71 17s 6d up £1. Electrolytic £77, up 5s. Spot tin, £170, up £2. Futures £169, up £2 10s. Straits, £173, up £1. Sales spot tin 40 tons, futures 80 tons. Lead £21 15s, off 5s. Spelter, £43 10s, up 15s.

**M. K. AND T. HOLDING ANNUAL.**  
New York, April 8.—Stockholders of M. K. & T. are holding their annual meeting at Parsons, Kansas, this morning. Four directors are to be elected. The two New York directors, Messrs. Andrews and Trumbull were re-elected but there may be a change in the other two who are Kansas directors. If such change is made their successors will be residents of Kansas. Stockholders are asked also, to authorize the directors at their discretion to increase the interest rate on consolidated mortgage bonds from 5 p. c. to 6 p. c.

**CANADIAN PACIFIC APPOINTMENT.**  
Mr. E. F. L. Studer, assistant district passenger agent of the C. P. R. at Toronto, has been appointed general agent of the passenger department of the C. P. R. at Boston, in succession to Mr. F. R. Perry, who succeeds Mr. W. H. Snell, as general agent at New York.

SHIPPING NOTES

The Stampala and the Celtic have arrived at New York and the Europa is at Genoa.

Up to April, 135 vessels, of 85,886 gross tons, were added to the American merchant marine under the ship registry act.

The U. S. army transport Sheridan, which leaves Manila, April 15, will be the first government vessel to bring Philippine commerce to the United States under the recent order issued by President Wilson.

Unconfirmed reports are current that the steamship Oceana, owned by the Bermuda-American Steamship Corporation, of which Mr. C. W. Morse is president, had been sold to one of the Allies for use as a transport.

The net income of the Manchester Ship Canal for the year ending December 31, was £364,000, or £7,963 more than in 1913. Total receipts of the company were £656,233, and the company handled a total of 5,424,732 tons of freight.

The Allan liner Sicilian, which was to have sailed from St. John, N.B., on the 15th instant, will not leave that port until Friday, the 19th instant, owing to its late departure from London. The next Allan line sailing to Liverpool from St. John, N.B., will be the Corsican, which leaves on April 21.

Active preparations for the opening of navigation are in evidence at Sault Ste. Marie. The lighthouse tender Glover broke up the harbor ice without much trouble and the canal is ready for the first boat. The ice fields in Lake Superior moved off about ten miles.

The Interstate Commerce Commission has announced that it will investigate the ownership and operation of the Pacific steamship and operation of the Pacific steamship Great Northern by the Great Northern Pacific Steamship Company to discover whether the provision of the Panama Canal Act prohibiting ownership of steamship lines by railroads is being violated. A hearing will be held at a date to be announced later.

The steamer E. D. Carter finished taking on a load of 350,000 bushels of wheat at the Grain Growers' elevator at Fort William, Ont., last night. She held 232,000 bushels during the winter as storage cargo. She is the only steamer of those which wintered there to be started under the elevator spouts. The Grant Morden, Rogers and other light steamers will be cut from the ice by tugs within a few days and taken to the elevators.

The Dominion Coal Company has decided to discontinue the passenger and general cargo service which they have for many years operated in connection with the Black Diamond Line between the ports of Montreal, Prince Edward Island, Sydney, and St. John's, Newfoundland. The service has become unprofitable during the last few years, and the company have lost, while engaged in this service, the steamers Accouma and City of Sydney, the latter having been specially purchased for this service.

Already three miles above Sorel, the Government ice-breakers Lady Grey and Montcalm, were yesterday pounding away at the ice in the St. Lawrence. Shipping men calculate that the river ice will be moving by the end of this week. A break-up occurred in the Richelieu on Monday night, and it is clear now, though the St. Maurice is still ice-bound. The channel opposite Montreal harbor is again free of ice, but the water in the harbor is two feet shallower now than at this time last year. It is believed that this presages low water this summer.

**CALGARY POWER CO.**  
The Calgary Power Company in March increased its gross earnings by \$2,445 to \$17,928. The net earnings were \$13,940, against \$9,978 during the corresponding month of 1914, an increase of \$3,962, or 40 per cent. The total gross earnings for the first three months of the year are given as \$55,489, which compares with \$45,316 for the same period last year. The operating expenses total \$19,774, against \$14,065 last year, and, with the increase in gross, net profits so far this year are \$45,315, against \$31,250 last year, a gain of \$14,065, or 45 per cent.

RAILWAYS CONCLUDE AGREEMENT GIVING ACCESS TO COAL FIELDS

New York, April 8.—An important trackage agreement has been concluded between the Baltimore and Ohio and Western Maryland, whereby the latter will have access with comparatively little construction to two coal fields off its present lines, and will participate in the traffic from a third. This agreement is a sequel to the purchase by John D. Rockefeller of a controlling interest in Consolidation Coal Co. He already owned control of Western Maryland. In the Somerset region of Pennsylvania, the Western Maryland will construct a short stretch of line extending from a point in Somerset to a point in Westmoreland counties, touching the properties of the Consolidation Coal Co., on which new mines are to be opened up. To reach this new track, the Western Maryland, under the agreement referred to, will use about twenty miles of B. & O. track. In the Fairmont region of West Virginia the Western Maryland will again construct small mileage of its own track in the nature of a mine branch to serve the intended new workings of the Consolidation Coal Co. To reach this Western Maryland will use B. & O. tracks for about seventy miles from its own western terminus at Conwellsville, Penna., to Fairmont, W. Va.

**FIVE PATENTS OBTAINED.**  
Messrs. Marion and Marion, patent attorneys, of this city, have secured the following patents: Nos. 161,643—Charles Dupuis, Charenton (Seine), France. Portable apparatus for projecting stationary or animated pictures. 161,652—Joseph A. Gaboriau, Sorel, Que. Ointment. 161,674—Etienné Wm. Kuhn, London, Eng. Process for condensation and concentration of milk and other liquids. 161,685—Marcel Perreux-Lloyd, Boulogne-sur-Seine, France. Production of copper by electrolysis. 161,706—Joseph van Maerckx, Wevelgem, Belgium. Machine for rippling flax.

**BETHLEHEM STEEL AT NEW HIGH.**  
New York, April 8.—Bethlehem Steel common sold 96 up 8 1/2 points and a new high record.



SIR ADAM BECK, Who will open the London and Port Stanley, the first "Hydro-Radial" in Ontario.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)  
New York, April 8.—The full cargo steamer market continues slow, due to the limited demand prevailing for boats for April and May loading, and the high offerings of same. In the South American and long-voyage trades there is a considerable inquiry for tonnage, but the requirements of charterers are less urgent than during the recent past. For sailing vessels there is a steady moderate general demand and rates are well supported in all trades by the limited offerings of tonnage.

Charterers: Grain—Steamer (Guarantee) 30,000 to 35,000 quarters, from the Atlantic Range to Rotterdam 9s option Montreal 9s 3d or Gulf 10s June. Petroleum—Danish steamer Vulcan, 10,000 barrels lubricating, from Philadelphia to a Scandinavian port, pt., April. Danish steamer London, 7,500 barrels, same to Copenhagen.

Coal—For steamer — tons, from Baltimore or Virginia to West Italy, four trips, 44s April. Schooner Gardiner G. Deering, 1,714 tons, from Philadelphia to Guantanamo, pt. Schooner Henry O. Barrett, 1,564 tons, from Philadelphia to San Juan, pt. Schooner Three Marys, 1,024 tons, from Norfolk to Bermuda, \$3.00 discharged and port charges. Schooner A. and M. Carlisle, 302 tons, from Philadelphia to Jacksonville, 9s cents. Lumber—Schooner Carrie A. Lane, 703 tons, from Pensacola to Philadelphia, \$8.25. Schooner Josephine, 842 tons, same. Schooner Three Marys, 1,024 tons, from Jacksonville to New York, with ties, 24c. Schooner A. and M. Carlisle, 302 tons, from Jacksonville to Philadelphia, \$6.50.

Miscellaneous—British steamer Cland — tons, from New York to a French Atlantic port or Marseilles with flour 57s, April. For steamer — 8,000 tons, D. W., same, 55s April. For steamer — 6,000 D.W. same, to West Coast of Italy, 61s 6d, April.

NEW ENGLAND MILL STOCKS.

Table listing mill stocks with columns for Bid, Asked, and various mill names like American Linen Co., Arkwright, Barnard Manufacturing Co., etc.

Fall River Stocks.

Table listing Fall River stocks with columns for Bid, Asked, and various mill names like American Linen Co., Arkwright, Barnard Manufacturing Co., etc.

New Bedford Mills.

Table listing New Bedford Mills with columns for Bid, Asked, and various mill names like Acushnet Mills, Beacon common, etc.

Table listing various mill names and their corresponding bid and asked prices.

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RAILROAD NOTES

The C. P. R. has made an application to the Railway Commission to have the existing rules regarding the prevention of fire altered.

The Traffic Club of New York has formally increased the movement for the repeal of the full crew laws in this state and New Jersey.

Government plans for construction of the Alaskan railroad are expected to be made public in a few days and actual work to begin in June.

Mr. F. McMahon, manager of the C. P. R. Chateau Frontenac, at Quebec, has been appointed assistant manager-in-chief of the company's hotel system.

The Central Railroad of New Jersey was fined \$200,000 in the United States District Court at Trenton, N.J., for rebating to the Lehigh Coal and Navigation Co.

Sarah Oke, aged thirteen, was shot by a guard at the Ottawa & New York Railway bridge at Cornwall, when her mother, with three children, did not hear the sentry's challenge.

The Board of Railway Commissioners will continue the eastern rates enquiry at Ottawa on Wednesday, the 4th instant, in the Central Station Building, commencing at 10 o'clock.

The machine shop and blacksmith department of the Seaboard Air Line Railway has been destroyed by fire at Portsmouth, Va. The loss is estimated at \$300,000, and is covered by insurance.

The official opening of the London, Ont., and Port Stanley Railway, which will be the first "Hydro-Radial" in operation in Ontario, is to take place on July 12, and Sir Adam Beck will officiate.

Mr. F. R. Perry, general agent of the passenger department of the C. P. R. at Boston, has been appointed general agent at New York in succession to W. H. Snell, who succeeds the late William Stitt as general passenger agent in this city.

Page advertisements have been published by the Michigan railroads in papers of the state giving letters from the governor and state officials which state that if the claims of the carriers are substantial the legislature should permit them to raise their passenger rates.

Arkansas's 2-cent passenger rates and commission freight tariff as applied to St. Louis and San Francisco Railroad in Arkansas is declared confiscatory, and the state perpetually enjoined from enforcing a 2-cent interstate rate upon that company, by Judge Triebler in the United States Court at Little Rock.

All railroads have been instructed by the Interstate Commerce Commission to establish new rules for minimum charges on articles too bulky to be loaded through the side doors of box cars. These are to provide that such articles shall be charged at actual weight the ratings to have a minimum charge of 4,000 pounds.

Following the receivership for the Western Pacific, that road and the Denver and Rio Grande on April 1 employed separate staffs as they did originally after the former was built. It removes from Denver to San Francisco most of the Western Pacific department headquarters, and officials who have been assistant chiefs become the active heads.

S. M. Felton, president of Chicago Great Western, says: "With the tendency of legislative bodies to be more considerate of railroad interests, and with the termination of the war, it is believed that the country as a whole will soon enter upon a very prosperous period. Preparations are being made to put in what will be the largest grain crop in the history of the western country."

New eight-car train of all-steel cars to be operated on Brooklyn Rapid Transit subway system was satisfactorily tested Wednesday. Each car has three double doors on each side and is 15 feet longer than present design. Rush hour load of present train of ten cars in New York subway is about 1,200 passengers, 440 seated and 760 standing. New eight-car train service carries 1,200 passengers, with 624 seated and 576 standing.

Adjournment of the annual meeting of the Kansas City Terminal to April 8 excites speculation as to whether H. H. Adams will be re-elected president. It is said that the presidents of two interested roads want a change because of a disagreement between Mr. Adams and D. W. Rider, general superintendent as to the manner in which the terminal was being operated, which caused the latter to resign recently, a general shake-up among the employees of the terminal, being the sequel.

Residents of St. Henry, St. Cuneo, and St. Joseph wards, held a meeting last night in Richmond Hall, when it was resolved to request the Board of Railway Commissioners, the City of Montreal, and the Grand Trunk Railway Company, to take the necessary steps for the abolition of the level crossings whether by raising the tracks or lowering them in order to secure at once an improvement which has been urgently required for the last twenty-five years and which the Railway Commission of Canada has ordered for ten years.

Since the Baltimore and Ohio adopted a plan to utilize the services of train employes, track forces and others in times of emergency to put out fires on property adjacent to its tracks and on its right of way, serious losses have been prevented in a number of instances. The service has been so amplified that in some cases of fires occurring in a town not provided with protective apparatus, assistance can be summoned from nearby places that are supplied by the local agent of the railroad company notifying the superintendent.

Of the \$15,000,000 Rock Island stock appearing on transfer books in names of clerks, \$1,100,000 is credited to George C. Warner, Jr., clerk in bond department in First National Bank, and \$800,000 each is in names of S. L. Charles and Frederick Schopp, clerks in transfer department of the same bank. Roland Randolph, clerk of Guaranty Trust Co. holds \$750,000 of the stock, while Charles B. Colbrook, employed at 40 Wall street, is down for \$8,000,000. Daniel G. Reid is credited with only 100 shares. Arthur Curtis James and James McLean of Phelps, Dodge & Co., appear as holding 350 shares. William H. Moore is believed to hold \$3,400,000. Ogden Mills \$2,950,000 and Mrs.

AMERICAN TRUNK LINE REPORTS FOR FEBRUARY ARE EXCELLENT

New York, April 8.—February reports of the two big trunk lines, from a comparative standpoint only, are excellent. That New York Central Lines increased their net earnings from \$755,000 a year, ago to \$2,483,445 for February of this year looks impressive, until one observes that the ratio of expenses and taxes still stood at the discouragingly high figure of 87.5 p. c. despite an unusually open winter. Gross and net earnings show the following changes from 1914 since the beginning of this year:

Table showing Gross earnings for New York Central Lines for February and January, with columns for Inc. and Dec. figures.

Table showing Gross earnings for Pennsylvania Lines for February and January, with columns for Inc. and Dec. figures.

Comparison with last winter involves danger of distorting the real meaning of the figures. Comparing with February, 1912, instead, net earnings for these lines show a decrease of \$1,725,000, or 41 p. c. Comparing with February, 1912, the loss is \$861,000, or 29 p. c. Much the same thing is true of the Pennsylvania lines report, though it does not show quite such striking gains. Net for this system gained 14 p. c. over February 1912, or a little more than 100 p. c. But comparing with 1913, the Pennsylvania lines show a decrease in net of \$15,280,000, or 45 p. c. and with 1914 a loss of \$2,049,000 or 53 p. c.

New York Central lines reported a similarly large gain in net earnings in January, but both systems showed much smaller profits than in the same months of either 1913 or 1912. Evidently the eastern railroads are not on "easy street" yet. The most that can be said is that with the weather very much in their favor, this year and the sort of operating economy which only hard times makes possible, they are now showing something like the recovery from last winter's slough of despond that they should show.

Probably the figures on gross business carry more real comfort as to the railroad situation. Instead of the big decreases of the closing months of 1914, which continued into January for the Pennsylvania lines, these systems are now showing slight gains. Here, too, some qualification is necessary on account of weather conditions, and some part of the rate increases became effective before the end of February. But at any rate the volume of traffic has ceased to shrink. It still remains 12 p. c. to 15 p. c. below that of this season in 1913.

With business conditions as they are, the trunk lines cannot report such huge gains in net earnings for more than one month more. It was well toward April 1 last year when railroad managers awoke to what they were "up against," reduced track and shop forces to the irreducible minimum and made the most thorough house-cleaning among the train schedules that they had undertaken in many years. If February net rates alone could be taken as any criterion, both New York Central and Pennsylvania could be set down as earning not less than 8 p. c. on their stock. But one month does not make a dividend.

WASHINGTON RY. EARNS LESS

Washington, D.C., April 8.—The report of the Washington Railway and Electric Company for the year ended December 31, 1914, shows net earnings of \$2,184,699, against \$2,273,343 in 1913. The balance after preferred dividends was \$618,422, equal to 9.48 per cent. on the common stock, as compared with 11.25 per cent. earned the previous year. The income account compares as follows:

Table showing Washington Ry. earnings for 1914 and 1913, with columns for Gross, Net after taxes, and Other income.

CRITICISM ON SLOW SHIPMENTS ANSWERED BY STEEL OF CANADA.

Hamilton, Ont., April 8.—The Steel Company of Canada yesterday replied to the criticism from Winnipeg that hundreds of men were idle there, awaiting material from Hamilton that would permit industries there to work full blast on war orders. The following statement was issued: "The first order for steel for high explosive shells for Winnipeg was received March 31. The material is in course of manufacture, but owing to the great care necessary to produce the special steel of a grade suitable for high explosive shells, a large number of both physical and chemical tests must be made. Shipments cannot be made until the full requirements of the War Office, respecting specifications, are met."

GENERAL MOTORS AT NEW HIGH.

New York, April 8.—General Motors common sold at 143 up 8 1/2, and a new high record price.

RAILROADS.

CANADIAN PACIFIC

PANAMA-PACIFIC EXPOSITIONS SAN FRANCISCO & SAN DIEGO. Reduced Fares. All Routes. Tickets Now on Sale. "PACIFIC COAST TOURS" in application.

TICKET OFFICES:

141-143 St. James Street. Phone Main 3152. Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM

CALIFORNIA EXPOSITIONS. Choice of Routes. Until Nov. 30th. Apply for Illustrated Booklet. 122 St. James St., Cor. St. Francis Xavier—Phone Main 680. Windsor Hotel—Uptown 1187. Bonaventure Station—Main 8223.

CITY TICKET OFFICES.

CO-OPERATION CHECK FIRE

Chambre de Commerce Address Forms Completed Take Action

CANADA'S LOSSES

Fourteen Times as Much as Germany's Losses in Destruction.

Following an address on Canada's commerce yesterday afternoon, appraisals to consider a system of co-operation between insurance companies, governments, insurance companies, and the public in paying fourteen times as much as Germany, five times as much as Austria, and three and a half times as much as the United States.

It is an unenviable pre-eminence, Canada is not far ahead of the United States in the matter of a total population of 12,500,000, with a total of \$1.25 billion in the year 1914. The loss per capita for the year 1914 in Germany and 20 cents in Austria, Italy has the largest loss per capita in three cities having a total population of 12,500,000. In 1914 the fire loss in Canada was \$1.25 billion, or 10 p. c. of the total population.

This tremendous loss had to be met by insurance companies by imposing premiums to enable them to meet the calls upon them. There was an astonishing difference between the losses in Montreal and other cities and countries. In the same fire losses placed Canada under the microscope for each inhabitant in order to fire protection whereas in forty European countries the loss was only 22 cents per capita. The tax imposed by these great fire losses believed to be one of the greatest Canadian industrial success. In that respect it was understood when it was known that Canada had to pay a toll of \$8,475,089 in 1913, while Germany spent only \$1.25 billion.

After dealing with the various causes of fire losses, the speaker pointed out that the number of fires classed as avoidable decreased from 183 in 1913, to 127 in 1914. The present building regulations was the result of these fires.

He referred to the mysterious origin of the fire investigated by the Fire Commission in a large number of cases one was that they had been set criminally. The right method to stop incendiaries is the hope of profit in the destruction of insurance companies would take measure to prevent them. There would be far less loss would be lessened still more if the banks were to security for money advanced by them.

Chief Tremblay, concurred in all that was said, pointing out that in 1913 the fire losses were insured for much more than the total value of the property. There should be stringent regulations, such as in Germany, penalizing a man for a fire through negligence, and making him pay damage done to the property of his neighbor. The committee, which was formed by Mr. Ludger Gravel, seconded by Mr. J. G. Gauthier, will be composed of the president, Mr. J. G. Gauthier, and the members of the executive council, of the different committees of the C. P. R. Fire Chief Tremblay.

WROTE MILLION IN MARCH

The Chicago agency of the Mutual Life Insurance Co. of New York, during March, the 13th consecutive month that the agency has paid for a million or more of this is a great and unprecedented record.

CLEAN-UP COMMITTEE GETS FUNDS AND ISSUES PRO

The Board of Control has decided to issue a proclamation announcing that the clean-up campaign will begin on May 16, and has invited for the work on the request of the committee, the Hon. Dr. J. G. Gauthier, and Messrs. F. A. G. Gauthier, and F. A. G. Gauthier.

The following programme has been prepared by the committee of the City Improvement Committee: "May 16, Sermon Day—It is expected that the local churches will refer to the campaign committee during their sermons. Monday, Fire Prevention Day—Bear in mind that the chief cause of fires and carelessness has indirectly cost \$10.00 for every head of a family in Montreal. Tuesday, Front Yard Day—Make the surface of your home congenial by sowing grass seed, lawn, planting flowers and taking care of the Back Yard Day—Clean up your yards of all rubbish; make it a small vegetable garden; fence in order. Thursday, Sanitation Day—Remove all old carpets; ventilate your cellars; scrub your walls; use plenty of soap and water. Friday, Paint-Up Day—Make everything bright and cheerful. Saturday, Children's Day—Fifty per cent of the children die before they are one year old. Do something to stop these needless deaths. It is a murder to keep infants unclean and from foods that are worse than poison."

FIRE PROTECTION ANNUAL.

The nineteenth annual meeting of the Fire Protection Association will be held at the Hotel Astor, New York, on May 11, 12, and 13.

LAMBTON HOTEL BURNS.

Toronto, April 8.—Fire from an unknown cause destroyed the Senate House at Lambton near the Hotel Astor, New York, on May 11, 12, and 13. The loss is twenty thousand dollars.