

HEAVY TEXAS RAILWAY LOSSES IN FLOODS INCREASE OPERATING COSTS

Austin, Texas, May 18.—H. G. Askew, statistician of 28 railroads of Texas, representing more than 90 per cent. of total mileage and doing more than 90 per cent. of total traffic in the state, reports these roads failed to earn fixed charges by \$882,620 during the first eight months of present fiscal year, compared with a deficit of \$1,622,750 the year before.

Total gross operating revenue of these 28 lines, for period covered, was \$77,688,502, compared with \$79,759,586 for corresponding period of previous year, a decrease of \$2,071,077. Operating expenses were \$59,545,922, compared with \$62,198,942, a decrease of \$2,652,920. Net operating revenue was \$18,142,586, compared with a net operating revenue of \$17,561,543 for corresponding period of previous year, an increase of \$581,042.

To this net operating income is added all other income, which for the period was \$2,936,671, compared with \$1,472,097 for same period of preceding year, a gain of \$1,464,573. Gross corporate income was \$21,079,257, against \$19,033,641 for the same period of preceding year, an increase of \$2,045,616.

Taxes, rents of leased roads, hire of equipment, interest on debts and other legal items aggregate for the eight months \$21,961,878, or \$882,620 more than the sum available to meet such obligations, and this sum represents the actual deficit of the 28 roads covered by the report.

While it is true that the deficit is \$740,130 less than the deficit for corresponding period of preceding year, at \$1,622,733, previous years show that the remaining four months of the present fiscal year will greatly increase the deficit up to February 28 last.

Mr. Askew said: "In deductions from the gross corporate income no allowances are made for additions and betterments to properties. Such additions and betterments as were made during the period will increase the deficit to just that extent. The recent heavy losses sustained by the roads due to rains and floods in Texas will also materially increase cost of operation. Indeed, this is the second season losses have been incurred, one year following the other. Some roads involved had not recuperated from the flood losses of 1914 before they were called upon to expend money in repairing damage done by 1915 floods."

USE OF POWDERED COAL CUTS RAILROAD COAL BILLS IN HALF. Chicago, Ill., May 18.—Secretary Hall, of the International Fuel Association, says: "By pulverizing coal into powder before putting it into the furnace complete combustion can be secured. This means that smoke is eliminated and ash and other refuse reduced to practically nothing. The most startling economy will be obtained through the increased efficiency of a pound of coal when every bit of that coal is turned into energy. The introduction of powdered coal burning will be one of the great economic developments of the decade."

In metallurgical plants the use of powdered coal, according to W. L. Robinson, supervisor of fuel consumption of the Baltimore & Ohio Railroad, has cut fuel bills in half. American railroads spend annually \$250,000,000 for coal, or one-fourth their transportation expenses.

PRESENTATION TO MR. HODGINS. A very pleasant event occurred to-day in the Treasury Department of the Canadian Pacific Railway, being a presentation to one of the staff, Leonard Hodgins, of the 27th Battery of Artillery, who is shortly leaving for the front. On behalf of the staff, Mr. H. E. Suckling, the treasurer, presented Mr. Hodgins with a handsome illuminated wrist watch, with his name engraved thereon, bidding him God-speed and a safe return. The recipient responded in a very suitable manner, and appreciated very much the kindness of his fellow-employees.

FAIR AND VERY COOL. West to north winds, a few local showers, but mostly fair and very cool to-day and Wednesday. A pronounced area of high pressure, which is centered north of Manitoba, is likely to move slowly eastward, and cause a continuance of cold northerly winds in the Great Lakes.

C. P. R. TRAFFIC EARNINGS. Traffic earnings of the Canadian Pacific Railway Company for the week ended May 14 were \$1,044,000, as compared with \$2,233,000 for the corresponding week a year ago, a decrease of \$829,000 or 29 per cent.

CANADIAN PACIFIC From WINDSOR ST. STATION Daily For NORTH TORONTO - 10.50 p.m. (Yonge St.) Toronto 8.45 A.M. Detroit 10.00 P.M. Chicago

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRUCK ALL THE WAY TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED. Canada's train of superior service. LV. MONTREAL, 9.00 A.M. DAILY.

RAILROAD NOTES

The amount of revenue derived from coal traffic over the Grand Trunk System last year amounted to \$9,787,000.

Superintendent McCall, of the Grand Trunk Pacific, has had his jurisdiction extended to include the Regina division with offices at Melville, Sask.

Eight men were charged in the Arraignment Court yesterday with trespassing on the tracks of the Grand Trunk and Canadian Pacific Railways and were fined two dollars each, by Judge St. Cyr.

Mr. A. A. Tisdale, superintendent of the Lake Superior division of the Grand Trunk Pacific, has been granted temporary leave of absence and is succeeded by Mr. A. Kirkpatrick, with offices at Fort William.

Another circular has been addressed to the Morris & Essex stockholders by the protective committee which brought suit against the Lackawanna, urging them to deposit their stock as provided in the agreement of April 5. The circular points out that independent officers and directors must be elected.

Owing to the fact that the summer population in the Laurentian Mountains has more than tripled during the last five years, it is understood that the C. P. R. will run more trains this summer than formerly.

Meetings of railwaymen were held in Dublin, Cork, Belfast and other places recently for the purpose of bringing pressure on the directors and managers of the Irish railways in order to induce them to meet the representatives of the National Union of Railwaymen, with the view of discussing the demand made by the employes for a war bonus similar to that which has been granted by the English, Scotch and Welsh railway companies to their employes.

It is understood that the G. T. R. will suffer from the decision of the Interstate Commerce Commission denying the application of the Pennsylvania and New York Central roads to continue to retain ownership of boat lines on the Great Lakes. The Grand Trunk owns three boats plying between Depot Harbor and Chicago, which for the most part carry iron ore. In view of the decision these boats cannot continue to do business in the name of the Grand Trunk.

Mr. J. P. Kirkpatrick, superintendent of the Regina division of the Grand Trunk Pacific, has been appointed acting superintendent over that part of the company's line extending from Edmonton to Prince George and intersecting branch lines, in succession to Mr. A. Kirkpatrick, who has been temporarily transferred to Fort William. Mr. Kirkpatrick will have his offices at Edson, Alberta.

News has reached Orillia, Ont., that the body of Ed. Morris, a well known resident of that town, who had just returned from the West and was visiting his farm at Silver Creek, had been found on the railroad track badly mangled beyond identification except for papers on him. He had likely been on his way from his farm and on account of the curve had not heard the oncoming westbound night passenger train. He is survived by a widow, three sons and a daughter.

Mr. G. R. MacLeod, city engineer in charge of railways, in his report to the Board of Control, regarding the Grand Trunk Railway estimates of the cost of elevating the tracks westward from the Bonaventure station, makes a reduction of \$3,140,000 in the \$8,000,000 which the company figured would be the cost of the work. The largest item which Mr. MacLeod strikes from the G. T. R. figures is that of \$850,000 for steel work in connection with the building of a new station. The report shows that altogether 30 streets will be affected by the elevation of the tracks.

According to figures submitted in the freight rate case before the Railway Commission in Ottawa yesterday, it costs 291 per cent. more for freight and customs duty on a ton of coal to Toronto, than the actual cost of the commodity at the mines. Bituminous coal can be bought at the mines in Pennsylvania for \$1.30 per ton. The freight rate from the mines to the International bridge at Niagara Falls is \$1.25. From the bridge to Toronto it is 60 cents a ton, the ordinary customs duty 53 cents, the war duty 10 cents, making the total cost per ton by the time it reaches Toronto \$3.78.

PULLMAN'S FREIGHT CAR WORKS CLOSED FOR LACK OF ORDERS. Chicago, Ill., May 18.—The Pullman's passenger car plant is still running below 50 per cent. and the big new steel freight car plant is still closed for lack of orders. The only important new contract recently received was from the Interborough-Metropolitan, and it, like the Northern Pacific's passenger car contract several months ago, afforded a very small margin of profit. Officials report scarcely any new business coming in but more inquiries, which they believe would be translated into orders soon if the apprehension over the Lusitania horror subsided. Their hope of improvement is the immense crop in sight and the carriers' equipment needs. Even if only 5 per cent. of freight cars in use are retired annually the margin between normal and actual retirement the past year is very wide and the number of new cars needed by railroads using 2,500,000 cars is enormous, or soon will be.

Another fact to which Pullman people call attention is that during the business depression the railroads' repair work was mostly the "light" sort. A railroad manager naturally preferred to spend \$10 on a minor repair than \$70 on a heavier piece of work. The result is a great accumulation of heavy repair work to be done, a fact which Pullman officials say reserve bankers are liable to overlook in estimating the equipment. The Pullman management believes that many roads will find themselves swamped when the grain rush begins and that the principal cause of the continued delay on their part is lack of financial resources.

It is feared that as usual when they really begin to buy cars they will overtax the capacity of the equipment plants in a wild scramble for large and early deliveries, with the labor and money markets much less favorable than to-day. Pullman travel apart from the transcontinental movement to the California expositions is below a year ago and giving few signs of early improvement, although some railroad managers report a better tendency in local travel.

President Runnels has been in New York and officials here have not heard when the directors will meet again or what sort of wage increase proposition for sleeping car employes Chairman Lincoln had in mind when he informed the Federal commission on industrial relations that he would propose to the board some changes which would reduce the tariff nuisance.

SHIPPING NOTES

The British steamer Eburna, Cete, France, for New Orleans, went ashore near Gibraltar.

Three steamships leaving Boston last week for Liverpool are carrying foodstuffs valued at more than \$3,000,000.

The North German Lloyd liner Elisas has put into Tutuila, in the American Samoa. The vessel arrived from Sidney, N.S.W.

The crew of the American liner St. Louis demanded \$20 bonus for war risk, but finally all but the oilers and some stokers and coal passers signed articles.

The American steamer Guilficht, recently torpedoed by a German submarine and later beached, was towed to St. Mary's, Scilly Islands.

The Espagne has arrived at Bordeaux; the Perrigla at Leghorn, and the Ancona at Naples.

The large passenger steamer Colusa, of the New York & Pacific Steamship Company, is due to leave the port of Norfolk, Va., on May 18 for San Francisco on the first of what may be a regular line of passenger steamers from Norfolk to the Panama Canal and the Pacific Coast.

Unable to secure any of the British or Norwegian steamers to carry pulpwood to New England ports as in former years, the paper companies have been forced to look elsewhere, and it is reported that they have secured two of a fleet of fifteen steamers which will shortly leave the Great Lakes for services on the Atlantic coast.

A wireless despatch from Tokio says that the fire on board the steamer Chiyu Maru, which broke out Sunday afternoon, has been extinguished. It was confined to a small section of cotton cargo. The first news of the fire was received from the Pacific mail steamer Mongolia, which said that she had received a wireless call for help from the Chiyu Maru. While hurrying to the assistance of the Chiyu Maru the Mongolia received word that the fire was out.

With her name painted out to conceal her identity, the British steamship Michigan, carrying fifty-eight motor trucks and other war supplies, left Philadelphia yesterday. The vessel will touch at Newport News, where she will take on over 1,000 horses said to be consigned to the British army and will then proceed to Liverpool. Just before the steamer sailed from Philadelphia two members of her crew refused to sail, after learning the nature of the cargo, the reason for refusal being that the vessel might be attacked by submarines.

It is stated that the American Line will ask the Government to assist it in the construction of four fine new ships of the Lusitania type, capable of making twenty-five knots or more. Inasmuch as the Lusitania and Mauretania were built with the assistance of a Government loan of \$13,000,000, the officials of the American Line, the only one flying the American flag on the Atlantic, believe that their line should also receive encouragement in their scheme to build up an American merchant marine.

The American Line are going back to the old three-class classification of passengers. When the Philadelphia sails from New York on June 5th, and the St. Louis leaves Liverpool on May 29th, there will be to sail, second and third-class passengers on board at rates to suit. On account of the heavy demand for neutral steamers, they ask a first-class minimum rate of \$95, a second-class minimum rate of \$55, instead of \$50, as formerly, and a third-class minimum rate of \$40, in place of \$36.25, which was the old rate. Hereafter the first-class passengers offering have been carried in the cabin class, but the demand is now so heavy that the line has to return to the old system.

The final act in the transfer of the German steamship Sibiria, which was recently sold by the Hamburg-American Steamship Line to the Atlantic Fruit Company, was made on Wednesday at Baltimore, when the flag of Germany, which has been flying from the Sibiria's stern since it arrived in port last August, was removed and the Stars and Stripes substituted in its place. The vessel was then taken to the drydock of the Skinner Shipbuilding Company for examination and cleaning and painting of the bottom. After the steamer has been generally examined and placed in proper condition it will sail from Baltimore to Jamaica to take on a cargo of tropical fruit destined for New York.

The Canadian Pacific liners Melita and Minnedosa are being built at Whitefish as a sub-contract from Messrs. Harland and Wolff. The liners, it is reported by the Glasgow correspondent of the Shipping Gazette, London, were originally ordered by the Hamburg-American Line. Toward the end of last year they were purchased by the Canadian Pacific Railway Company, along with three other vessels which were under construction at Belfast, and which had been ordered by "enemy" owners. The conditions brought about by the war have retarded progress on the two liners, and their delivery is practically bound to be delayed much beyond the time expected. There are quite a number of important liners on the stocks throughout the Clyde district, on which work has been absolutely stopped.

LONDON MARKETS INACTIVE. London, May 18.—The markets are inactive and generally steady. Consols 6 9-16; War Loan 94. New York: Amal. Copper 69 66 1/2 Off 1/2; Aetehson 103 1/2 99 1/2 Off 1/2; C. P. R. 166 1/2 169 1/2 Up 1/2; Erie 26 1/2 25 1/2 Off 1/2; M. K. & T. 12 12 Off 1/2; Southern Ry. 17 16 1/2 Off 1/2; Southern Pacific 91 1/2 87 1/2 Off 1/2; Union Pacific 129 1/2 124 1/2 Off 1/2; United States Steel 65 1/2 53 1/2 Unchanged; Demand Sterling 4.80.

THE WEATHER MAP. Cotton Belt—Scattered rains in Oklahoma. Light scattered showers in Alabama. Temperature 56 to 73. Winter Wheat Belt—Rains in parts of Kansas and Oklahoma. Sleet in western Nebraska. Showers in eastern belt. Temperature 34 to 68. American Northwest—Scattered precipitation in Minnesota and Wisconsin. Temperature 30 to 38. Canadian Northwest—Generally clear. No moisture. Temperature 30 to 34.

GLENGARRY AND STORMONT BRANCH OF C. P. R. TO OPEN ON MAY 31

By the end of the month the Glengarry and Stormont branch of the Canadian Pacific Railway will be in good shape for both freight and passenger traffic, and it has been decided to open a service on May 31st.

The line leaves St. Polycarpe Junction forty miles from Montreal and the stations between that point and Cornwall have been named as follows: Bridge End, North Lancaster, Glen Gordon, Williamstown, Glen Brook, and then Cornwall.

The district between Soulanges and Cornwall is one of the best agricultural districts in Eastern Ontario and has long been in need of a railway.

Cornwall itself is a flourishing and progressive town of 9,000 inhabitants with considerable manufacturing activity. A power transmission line carrying 60,000 h.p. is under construction, and as there is a steady supply of labor the Board of Trade is making a vigorous bid for new industries.

The town has gas as well as electric light and owns its own sewerage and water systems. There are nine churches and four banks, while the existing industries include factories for furniture, cotton, paper and pulp.

There is a popular summer resort at Stanley Islands, eight miles distant. The drive along the river is exceptionally beautiful.

At present it is proposed to run a freight train daily except Sunday to and from Montreal. There will also be a passenger train, leaving Montreal in the evening at 8:15 p.m., and coming into Montreal at 9:30 in the morning.

TWIN CITY EARNINGS.

The Twin City earnings for the first week of May totalled \$171,795.65, compared with \$171,702.05 for the corresponding week a year ago, an increase of \$92.10. The earnings for the year to date are \$3,177,187.14, compared with \$3,060,813.64 a year ago, showing an increase of \$116,373.50.

SOUTHERN CANADA POWER COMPANY LIMITED

NOTICE TO BONDHOLDERS.

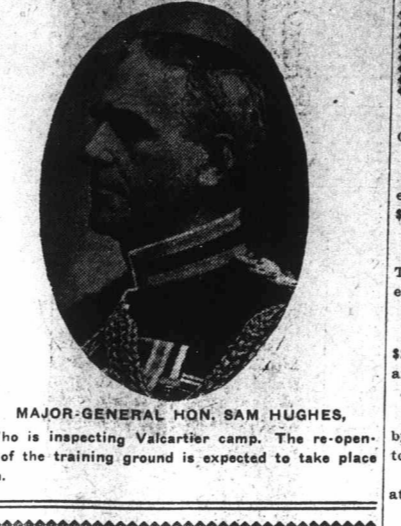
Notice is hereby given that a meeting of the Holders of the Six Per Cent. Thirty-five Year First Mortgage Bonds of Southern Canada Power Company, Limited, hereinafter called "the Company," constituted by a Deed of Trust and Mortgage dated the 1st day of September, 1913, hereinafter called "the Deed of Trust and Mortgage," and made between the Company, of the one part, and the Montreal Trust Company, as Trustee of the other part, will be held at Room 10, 43 St. Francois Xavier St., in the City of Montreal, on Monday, the seventh day of June, 1915, at the hour of three o'clock in the afternoon.

The general nature of the business to be transacted at said meeting, will be the consideration of, and if thought fit, the passing of an extraordinary resolution or resolutions, assenting to certain modifications of, variations in, additions to and omissions from the provisions contained in the Deed of Trust and Mortgage, which shall be agreed to by the Company, including particularly, but without limiting the generality of the foregoing, the Company's consent to the additions to and omissions from Clause 3 of Article 1 of the said Deed of Trust and Mortgage so as to provide that after the issue of bonds which aggregate in amount the sum of \$2,000,000, the Company shall be at liberty to make further issues of bonds in a form approved by the Trustee, but so that the total amount outstanding under the said Deed of Trust and Mortgage shall not exceed the amount of the aggregate sum of \$5,000,000, all of which shall rank in point of priority pari passu with the bonds of the first issue of \$2,000,000 and which shall be equally secured with the first issue, and inasmuch as the said Clause 3 of Article 1, but only for the purpose of the principal equal to 80 per cent. of the actual cost not exceeding the replacement value and reasonable worth to the Company of betterments, improvements, developments, extensions or additions of variations in shares of stock or mortgage bonds as may be provided to or about the Company's plants or property, properly chargeable to capital account, and made after the date when the first issue of bonds was issued, have been actually sold or otherwise disposed of by the Company, and only provided the net earnings of the Company (including a pro rata proportion of the net earnings of all corporations, a majority of whose capital stock is owned by the Company) in excess of operating expenses (including therein expenses for the reasonable and proper repairs, renewals and maintenance of their respective plants and properties, taxes and insurance for twelve consecutive months ending not more than sixty (60) days prior to application for such further issues of bonds, shall in the aggregate not less than one and one-half per cent. of the interest charge for the period upon all bonds already outstanding and those then proposed to be issued, and or upon such other or further terms, conditions and restrictions as may be included in and provided for by such extraordinary resolution or resolutions as may be submitted to and passed at said meeting; and to authorize and direct the Trustee to enter into and execute a deed supplemental to the Deed of Trust and Mortgage, embodying any such modifications, variations, additions, omissions, which may be assented to by extraordinary resolution or resolutions at such meeting or any adjournment thereof, and in the terms of a draft supplemental deed to be submitted to the meeting.

Certificates and proxies should be in the following forms or to the like effect: FORM OF CERTIFICATE. (Signed) _____ 1915. The (Name of Bank or Trust Company) hereby certifies that Six Per Cent. Thirty-five Year First Mortgage Bonds of The Southern Canada Power Company Limited, secured by the Deed of Trust and Mortgage dated the first day of September, 1913, of the aggregate par value of _____ dollars (\$ _____) of the said Bonds bearing the following Nos. _____ have been deposited with the said (Bank or Trust Company) by _____ on the _____ day of July, 1915.

FORM OF PROXY. I, _____ being the holder of the Six Per Cent. Thirty-five Year First Mortgage Bonds of The Southern Canada Power Company Limited, secured by the Deed of Trust and Mortgage, dated the first day of September, 1913, of the aggregate par value of _____ dollars (\$ _____) hereby appoint _____ of _____ my proxy to represent and vote for me at the meeting of Bondholders of the said Company, to be held on the Seventh day of June, 1915, and at any adjournment thereof.

Dated the _____ day of _____ 1915. (Signed) _____ Witness: _____ Dated at Montreal, P.Q. May 15th, 1915. SOUTHERN CANADA POWER COMPANY LIMITED. By L. C. Hasckell, Secretary.



MAJOR-GENERAL HON. SAM HUGHES, Who is inspecting Valcartier camp. The re-opening of the training ground is expected to take place soon.

The Charter Market

New York, May 18.—A moderate amount of chartering was reported in the steam and sail tonnage markets a large portion of which was for deal cargoes from the provinces to the United Kingdom. Rates sold fairly steady, considering the fact that offerings of tonnage are fully adequate for the prevailing necessities of charterers.

For sailing vessels there is a steady inquiry in the off-shore trades, but coast-wise freights of all kinds are scarce. The rates are rather more favorable to charterers.

Charters: Grain: British steamer Carlbrook (previously), 16,000 quarters, from Montreal to picked ports West Britain, 8s 3d, option Leth 9s, two consecutive voyages, May-June.

Petroleum—Foreign steamer—200,000 cases, from New York, Philadelphia, to Japan (or Corea) 48s (June).

Norwegian barque Grande, 6,000 barrels, refined, from Philadelphia to a Scandinavian port, p.t. prompt.

Norwegian barque Shangret, 11,000 barrels, same. Coal—British steamer Monkshaven, 2,097 tons (previously), from Baltimore or Virginia to the River Plate, 37s 9d, May-June.

Schooner Nellie W. Craig, 488 tons, from Philadelphia to Kingston, Jamaica, \$3 and port charges.

Lumber—Swedish steamer Vasconia, 1,884 tons, from Halifax to West Britain with deals, at or about 25s prompt.

Norwegian steamer Felix, 1,175 tons, from St. John N.B., to West Britain with deals, 130s prompt.

Norwegian steamer Giltra, 1,426 tons, same, 135s.

Norwegian barque Falls of Afton, 1,810 tons, from Pictou or Pugwash, to West Britain with deals, 120s June.

Norwegian barque Closeburn, 887 tons, same, from Halifax, 120s, June.

British schooner Gypsum Queen, 609 tons, same, 130s, June.

Miscellaneous—British steamer Westminster, 2,764 tons (previously), trans-Atlantic trade, one round trip 16s, delivery London, re-delivery France, prompt.

Italian steamer Ehipoli, 2,283 tons, same, two round trips, 12s 7/4d, deliveries Mediterranean.

British steamer Pendis, _____ tons, same, 9 months, 13s, deliveries United Kingdom.

SIGNAL SERVICE

Department of Marine and Fisheries. L'Islet, 40—Clear, calm. In 3.00 a.m. steam barge, 4.00 a.m. steam barge.

Cape Salmon, 81—Cloudy, north east. In 5.00 a.m. Tagona.

River du Loup, 92—Cloudy, north east. Father Point, 157—Cloudy, calm. In 8.00 a.m. Rosemount, 8.30 a.m. suppose Renouille.

Little Metis, 175—Clear, east. Matane, 200—Cloudy, west. Cape Chatte, 234—Cloudy, west.

Martin River, 260—Clear, south west. C. Magdalen, 294—Clear, calm. In 4.30 a.m. steamer.

Fame Point, 325—Clear, calm. In 2.00 a.m. steamer, 9.00 a.m. Sverre, 8.00 a.m. Lady of Gaspe. Cape Rosier, 349—Clear, variable.

Anticosti: West Point, 332—Clear, calm. S. W. Point, 360—Clear, calm.

South Point, 415—Clear, south east. Heath Point, 438—Clear, south east. Cape Despair—Cloudy, west.

Point Escuminac—Clear, variable. Point des Monts—Clear, north east. Cape Traverse—Cloudy, south. Point Tupper—Clear, south east, Strait full of ice. Beramis—Clear, east.

Magdalen Island—Ice south and west of island. Cape Bay, 553—Clear, north west. Cape Race—Clear, north. Icebergs east, south and west. 5 to 12 miles. Point Amour, 673—Cloudy, calm. Heavy open ice, stationary.

Belle Isle, 734—Foggy, north. Heavy close packed ice everywhere. Quebec to Montreal. Longue Pointe, 5—Cloudy, calm. In 5.45 a.m. Quebec, 5.55 a.m. Lingan, 7.45 a.m. Lord Strathcona. Vercheres, 19—Cloudy, south west. In 9.40 a.m. Manchester Spinner.

Sorel, 39—Cloudy, south. In 8.05 a.m. Romney, 8.20 a.m. Empress of Fort William. Three Rivers, 71—Raining, light south. Point Citrouille, 88—Raining, light south east. St. Jean, 94—Raining, west. Out 9.20 a.m. Rose-dale. Grondines, 95—Raining, west. Portneuf, 108—Raining, west. In 9.00 a.m. Kinmount, 7.55 a.m. Cleveland. St. Nicholas, 127—Clear, north. Bridge, 133—Clear, north. Quebec, 139—Clear, north. In. arrived 2.55 a.m. Omaha, in 9.15 a.m. Corsican. Above Montreal. Lachine, 8—Clear, west. Eastward Quebec. Hia-watha, and Ethel, 8.30 p.m. yesterday J. H. Plummer. Cascades Point, 21—Clear, west. Coteau Landing, 33—Clear, west. Eastward 6.35 a.m. Keywest. Cornwall, 62—Cloudy, south west. Galops, 99—Cloudy, south west. Eastward 4.50 a.m. Mary, S. O. Co. No. 41, 5.15 a.m. McVittie, 5.45 a.m. India, 7.30 a.m. Doric, 10.30 pm yesterday Masana and Imperial. Port Dalhousie, 298—Clear, light west. Eastward 6.00 a.m. Yorkton, 7.00 a.m. Port Dalhousie, 6.35 p.m. yesterday Melrose. Port Colborne, 321—Clear, north. Eastward 5.50 a.m. Algonquin, 9.40 p.m. yesterday Rhodess.

INSURANCE COMPANIES EXTENDING THEIR BUSINESS

A license has been granted by the Insurance to the Merchants' and Accident Company, authorized to do business in the Province of Quebec, in addition to the business already licensed for it.

The Ocean Accident and Guarantee Corporation, Limited, has been authorized to transact business in the Province of Quebec, in addition to the business already licensed for it.

Another new license has been granted to the Merchants' and Accident Company, authorized to do business in the Province of Quebec, in addition to the business already licensed for it.

The National Life, U. S. A., has been authorized to transact business in the Province of Quebec, in addition to the business already licensed for it.

GERMANS CRUCIFY CANADIAN SOLDIERS. London, May 18.—Many letters from the accuracy of report that Germans in Canadian soldiers left wounded in a crucified the sergeant in charge, from the neighboring church for the

REAL ESTATE TRUST COMPANIES

Table listing various real estate and trust companies, including Aberdeen Estates, Beaufin Lee, Bellevue Land Co., etc.

Trust Companies. Eastern, Marcell Trust Co., Montreal, National, Prudential, etc.