

RAILROAD NOTES

The Erie Railroad will increase its repair shop forces.

Charles J. Eddie, for 16 years general western traffic agent of the St. Paul, is dead, aged 70 years.

Resolutions condemning the full crew law have been adopted by the State Breeders and the New York State Draftsmen's Association.

Traffic on the New York Central Railway throughout northern New York is badly delayed because of the big snowdrifts forming on the tracks and in cuts.

A. E. Westman, Superintendent of the Windsor, Essex and Lake Shore Railway, was electrocuted at Kingsville car barns while preparing to send out the snow plow.

Fourteen thousand employees of the Interborough Rapid Transit Co. and the New York Railway Company who receive less than \$115 a month will be given \$5 each in gold for Christmas.

Returning from a business trip of the lines southwest, Receiver Bidde of the Frisco, states that he found general business conditions more satisfactory than they have been in some time.

Tests are being made on a Pennsylvania freight train of a new electric brake to determine its nature and efficiency under varying circumstances and with different length of trains—50, 100 and 50 cars.

The operation of the Kootenay Central Railway will open up a vast area of rich land in the Columbia valley and Windermere districts in British Columbia.

Injunction proceedings have been instituted by the Manufacturers (Busch line) of St. Louis and the St. Louis Southwestern to prevent enforcement of the order of the Interstate Commerce Commission limiting the charge of the former for handling the cars of the last named line to \$2.50 per car in place of the \$4.50 that has been paid. The case is to be heard early in January.

From reports all along the Quebec and Lake St. John Railway, caribou are now moving, and are very plentiful in the Lake Edward and Chicoutimi districts.

A dispatch from Quebec says: "Mr. W. O'Connell and Mr. P. Guay secured three fine specimens in the head waters of the Batican. Mr. Jos. Pare also killed a very large moose near Beaudet. Many members of the different fish and game clubs are leaving for their respective reserves to spend the holidays."

The Grand Trunk Railway Company has given notice that it will apply to Parliament next session for an act authorizing the directors to from time to time make advances or otherwise assist any company now or hereafter incorporated, the majority of capital stock in which is or may at any time be held by or for the benefit of the Grand Trunk or Grand Trunk Pacific, and to acquire, sell and otherwise dispose of shares, bonds, debentures, or other securities of any such company and for that purpose to use any proceeds of any class of stock already or hereafter issued by the Grand Trunk Railway Company.

Notice has been received by lines in the Trunk Line Association from the Interstate Commerce Commission of the suspension of Rule 10, in supplement No. 1, which relates to the checking of baggage on split tickets. It required that when the passenger traveled over more than one line beyond state limits a through ticket must be shown or which to check the baggage, mileage not being accepted for this purpose.

This is largely, if not entirely, defeated by allowing the rule prohibiting Pullman reservations on combination tickets. To get such reservations through on a trip outside the state in the territory of the Association and over more than one road, a through ticket must be bought reading from starting point to destination.

PHOENIX MINE SHIPPING 30 CARS OF COPPER DAILY. Vancouver, B.C., December 22.—Mr. F. W. Peters, general superintendent of the C. P. R., returned from a tour of inspection through the Boundary district, brought with him the announcement that the Phoenix mines, reopened only recently, were now shipping 30 cars of copper ores to the Grand Forks smelters daily.

The Granby Smelting and Refining Co., had blown two extra furnaces since the announcement that they would open was made. Four furnaces were now being used, and it was expected that four more would shortly be blown in.

The company closed mine and smelter the day after the war was declared, and opened again last Wednesday. The Trail smelter was not closed, and Mr. Peters said to-day that more ore was shipped last month from Roseland than ever before.

LEHIGH VALLEY COAL DIVIDEND. New York, December 22.—Lehigh Valley Coal Sales Company declared its regular quarterly dividend of 2 1/2 per cent., payable January 15th to stock of record January 4th.

TORONTO RAILWAY ASSESSMENT. Toronto, Ont., December 22.—The Toronto Railway Co.'s taxes will be increased by about \$2,800 owing to the action of Judge Winchester, in the Court of Revision Appeal Court, in adding \$145,000, the value of overhead feeders, to the company's assessment. The revised assessment stands at \$1,529,665.

WESTERN UNION TELEGRAPH. The Western Union Telegraph company plans to spend \$4,000,000 in 1915 on construction work. Most of this is for plant additions, and betterments, but a good portion is for renewal of wire and other equipment.

WILL ABSORB ST. JOHN VALLEY RAILWAY. St. John, N.B., December 22.—A Frederick despatch says that at a conference of Premier Clarke and E. P. Ouellet, General Manager of the I.C.R., yesterday, arrangements were completed for the operation of the St. John Valley Railway as a part of the intercontinental with the commencement of the New Year. Construction of the company is operating at present.

WIRELESS DISMANTLED. Colon, Panama, December 22.—The wireless of the British steamer Proteus was dismantled by the United States authorities at Balboa, Canal Zone, December 20th, after it was found that the ship had been sending cipher radiograms.

IMMEDIATE MEASURE OF RELIEF FOR RAILWAYS FROM BINDERS

New York, December 22.—L. J. Spence, director of traffic of Southern Pacific, points out the way in which railroads may be afforded an immediate measure of relief from one of the burdens crushing them. He says:

"The Commerce Commission is authorized by law, on complaint or on its own initiative, to suspend for a period of ten months any advanced rates filed. This imposes a responsibility which is met by suspending practically all advanced rates filed, pending a hearing, so that, even though increased rates are eventually approved, carriers are usually deprived of revenue that should accrue during ten months."

"The President seems to recognize the urgent needs of the railroads and the extent to which business of the country is dependent on their prosperity, but hesitates to exercise any influence over findings of the commission. However, if he desires to afford the railroads immediate measure of relief, it is within his power to send a recommendation to Congress to repeal that provision which empowers the commission to suspend all advanced rates before they become effective. Under existing practice the railroads are considered guilty of extortion until they prove their innocence and may suffer starvation while awaiting sustenance to which they are eventually found entitled."

"My suggestion affords adequate protection to all interests. First, it relieves the commission of responsibility of authorizing increases which they are naturally reluctant to assume; and, by requiring the railroads to assume initiative in rate-making, leaves the commission unprejudiced in future hearings upon complaints of any of the rates involved. Secondly, power of the commission to award reparations will assure merchants the benefit of former rates from the date they were advanced whenever the commission finds the increases are unreasonable and orders former rates restored. Finally, it contemplates a simple measure of justice to the railroads in giving them immediate benefit of revenue from advanced rates to which they are entitled, without prejudice to interest of the shippers."

MONTREAL TELEGRAPH CO. The Montreal Telegraph Company has declared the usual quarterly dividend of 2 per cent., payable January 15th to shareholders of record December 31st. The books will close from January 1st to January 15th.

RAILROADS BUYING EQUIPMENT. Cleveland, December 22.—Iron Trade Review says: Railroad buying since the announcement of the decision granting the rate increase to eastern railroads has been fully as large as could have been reasonably expected. Pending negotiations include rails, cars, bars, spikes and other material, and in some cases the companies are more anxious to make contracts than are the mills at present prices which are very low.

GRANBY'S NEW SMELTING WORKS. Roseland, B.C., December 22.—W. A. Williams, general smelter superintendent of the Granby Co., is spending a few days at the Hidden Creek smelter at Anxox, after putting in a fortnight inaugurating a resumption of operations at the Grand Forks smelter. The demands on his personal attention in the building and inauguration of Granby's new smelting works has been such that only brief visits to Grand Forks have been possible during the past two years for Mr. Williams.

WESTINGHOUSE DIVIDEND. New York, December 22.—Westinghouse common dividend is payable January 30th to stock of record December 31st; preferred dividend payable January 15th to stock of record December 31st.

DEMAND REFORM OF PRACTICE COURT (Continued from page 1.)

yers have tried to study a remedy. There would need to be additional judges to handle the present volume of work. At the same time there are frequent occasions when lawyers make a number of unnecessary motions for particulars. On some days there are 50 or 60 motions on the roll and most of them take ten or fifteen minutes to hear."

Mr. C. Champoux. "I have not been affected by the delays of the Practice Court, but I have noticed that others must have suffered. The remedy seems to me to be a system of disposing of the small motions at the opening of the court. There should be two divisions of the court, sitting at the same time, and an additional judge is also needed. At present there is only one day in the week for hearing contested cases. There should be a division for contested cases and one for the real Practice cases."

Mr. T. Rinfret. "There are great delays at present. There is not the slightest doubt that two divisions and an extra judge would relieve the situation, a certain class of cases being given to one division and another class of cases to the other. One of the worst features at present is that, despite the list, privileged cases are likely to be long and important and so the entire roll is delayed."

Mr. E. Vipond. "Some times there are thirty or forty cases on the roll for one morning. A few privileged cases may come up and hold all these others back, keeping the lawyers waiting. There is no doubt that matters could be improved by the appointment of an extra judge. The court should be extended into two divisions and the work would then be more expeditiously handled."

E. H. ROLLINS & SONS' PURCHASE ISSUE. New York, December 22.—E. H. Rollins and Sons have purchased and will extend until December 31st, 1915, \$400,000 of the \$900,000 Perles and Cliff House six per cent. bonds, and an underlying security of the United Railroads of San Francisco. The remaining \$200,000 will be paid at maturity, December 31st, 1914. After purchasing and extending the bonds, E. H. Rollins and Sons will offer the extended bonds at 99 or on a 6.50 basis. This will be callable in whole at 101 1/2.

RAISES NICE POINT IN CANADA BANKING LAW. Vancouver, B.C., December 22.—On March 17, the shareholders of the Bank of Vancouver approved the reduction of the number of shares of the capital stock from 11,747 to 5,874, the necessary by-law being approved by the treasury board in pursuance of the Bank Act.

Speaking on the question as to how the double liability clause of the Canadian Bank Act will be affected by the reduction of the capital stock, Mr. Geo. H. Cowan, solicitor for the bank, stated that, the double liability on the original holdings of stock applied on all debts contracted previously to March 17, and on the reduced holdings on debts contracted since that time. The great bulk of the liabilities were connected with depositors and the reduced liability would apply to all deposits received since the date of the change, those deposits having the security of only the reduced shares.

It was doubtful, however, if this principle could be enforced in regard to circulation or any liability other than deposits.

CHICAGO RAILWAY'S LARGE UNBROKEN RECORD FOR LARGE DIVIDENDS

Chicago, Ill., December 22.—City Railway's current dividend of 1 1/2 per cent. out of net earnings, declared this week as a regular quarterly dividend, is only one-half as large as the distribution a year ago, namely, regular quarterly 3 1/2 per cent. and 1/2 per cent. extra. The company has had a long, unbroken record for large dividends, which were necessary to justify the price of 200 paid by a syndicate headed by the late J. F. Morgan and John J. Mitchell for a majority capital stock and also to justify terms demanded in negotiations of recent years for consolidation with Chicago Railways Co. For ten years prior to 1901 dividend rate was 12 per cent., but it was reduced to 8 per cent. when the company increased its capital stock to retire \$4,619,000 4 1/2 per cent. bonds maturing July 1, 1901. In 1909 4 1/2 per cent. regular and 1/2 per cent. extra were declared; in 1908, 6 per cent. regular and 1/2 per cent. extra; in 1907, 6 per cent. regular and 3 per cent. extra; in 1916, 7 1/2 per cent. regular and 4 1/2 per cent. extra. Regular quarterly 2 1/2 per cent. with annual extras in December, ranging from 1/2 of 1 per cent. to 4 per cent., have been declared since then until now. This year's total is 9 per cent., as compared with 10 1/2 per cent. last year.

The management announces that a reduction in earnings caused reduction in dividend, but it is believed the incentive to maintain dividends so close to the limit of net earnings has disappeared and that in future negotiations with the city the lower rate of distribution to stockholders will strengthen contentions of the Chicago Railway's attorneys.

Chicago Railway's earnings are sufficient to meet the dividends on series No. 1 participating certificates with a margin applicable to the series No. 2, the distribution upon which are made at irregular intervals as net earnings and general conditions seem to justify.

It is surmised the City Railway's dividend reduction may have been partially due to the silly dispute between the surface tractions and the board of supervising engineers on one side and the city administration on the other, over the joint accounts between the city and the companies; also the political attempt to make "the traction question" once more the main issue of a mayoralty campaign. Mayor Harrison was elected on a 70-cent gas platform.

Quarrelling over interruption of certain clauses of the franchise (partnership) ordinances of 1907 promises to do nothing, as Henry A. Blair says, except to provide technical issues for lawyers and politicians, but it is unfortunate for the companies and the citizens at this time, when there is so much need for the fullest co-operation.

Of City Railway's \$18,000,000 share capital, \$4,29 per cent. is pledged with trustees to secure, with other collaterals, an issue of \$22,000,000 5 per cent. bonds of the Chicago City & Connecting Railways collateral trust.

ORDER FOR PULLMAN'S. The Pullman Company has received an order for \$1,500,000 worth of passenger cars. The freight car department of the Pullman company is closed. The company has a payroll of \$500 men, or about half the maximum. The large order for passenger cars came from the Northern Pacific Railroad, the only large order in the market for a long time past.

LUSITANIA NEARS PORT. New York, December 23.—Lusitania is expected to dock about 2 p.m. to-day.

PROVIDE A WINTER'S WORK. Yarmouth, N.S., December 22.—The tug Hugh D., which went to St. John last week, is expected to arrive with a large dredge which is coming here to the New Burrell Johnson Iron Company for repairs. It is said that she requires several new plates, and that the job will probably give our mechanics a winter's work.

The Charter Market (Exclusive Lashed Wire to The Journal of Commerce.)

New York, December 22.—The continued scarcity of cargo steamers available for loading before February makes it difficult for shippers to cover their orders, and acts as a restriction to chartering in all trades. Tonnage is in urgent demand in several of the trans-Atlantic trades, and particularly for grain, general cargoes, cotton and timber cargoes, and rates have reached the highest point recorded in years.

In the sailing vessel market several boats were closed for trans-Atlantic trips with lumber, but chartering was light in all other trades; the general demand is limited, with rates showing little or no change.

Charters: Grain—British steamer Riverport, (previously), 26,000 quarters barley, from Portland to Avonmouth, 26, January.

British steamer Cheviot Range, (previously), 38,000 quarters oats from Baltimore to French Atlantic ports, 4th 6d., with various options, January.

British steamer Coniston, (previously), 22,000 quarters, from the Gulf to West Coast United Kingdom, 6s 2d. option, London, 6s 4d. January.

British steamer Rokeby, (previously), 24,000 quarters from the Gulf to Bordeaux, or St. Nazaire, 7s 6d. January.

British steamer Elyanda, 28,000 quarters, same.

British steamer Fernside, (previously), 37,000 quarters, from the Gulf to Marseilles, or West Coast Italy, 8s 4d. January.

Lumber—Norwegian bark Aeolus, 548 tons, (previously), from Halifax to West Britain, or East Ireland, with deals, 7s, December-January.

Norwegian ship Bannestret, 1,600 tons, (previously), from the Gulf to West Britain, or East Ireland, with timber, 130s, February.

Norwegian bark Diane, 720 tons, same, 125s, February.

Miscellaneous—British steamer Framlington Court, 2,592 tons, from New York to Marseilles, lump sum, \$10,500, December-January.

Russian steamer "Eco, 1,281 tons, (previously), trans-Atlantic trade, two round trips, \$1,300, delivery United Kingdom, prompt.

British steamer Liverpool, 2,615 tons, (previously), from Savannah to Liverpool or Manchester, with cotton, 60s, January.

British steamer Cayo Bonito, 2,218 tons, same, option, 1,300 tons general cargo, 2s 8d., additional, January.

British steamer Othello, 2,391 tons, from Savannah to Havre, with cotton, etc., 3,875, January.

British steamer Bengrows, 2,289 tons, from the Gulf to Liverpool, with cotton, etc., 3,875, prompt.

Spanish steamer Ernesto, 1,953 tons, from New Orleans to Liverpool, or Manchester, with cotton, etc., 3,875, January.

SHIPPING NOTES

HON. W. J. HANNA, Provincial Secretary in the Ontario Cabinet, who refused the Attorney-Generalship of the Province in order that he might complete the prison reforms he has been carrying on for some time.

The Delaware and Raritan Canal closed to navigation for the winter.

The British steamer Strathesk, discharging Fiji sugar at the B. C. Sugar Refinery, Vancouver, is to load grain at Tacoma for the United Kingdom.

The Norwegian steamer Bra-Kar, which arrived at Boston from Copenhagen, reported ice in the north Atlantic steamer lane, an unusual occurrence in December.

The Christmas ship Jason, landed the last of the gifts for children of the warring nations at Salonica, to be distributed to homeless and orphaned children of Serbia.

To the close of business on Saturday, the bureau of registration at Washington announced 102 vessels, representing 365,281 gross tons, had been granted American registry under the emergency act.

From Liverpool to Seattle by way of the Straits of Magellan the distance is 14,328 miles, and by way of the Panama canal it is 8,654 miles, a saving by the latter route of 5,665 miles for steamship traffic.

When the Panama Maru, of the Shosen Kaisha, left Vancouver for the Orient last week, she took with her 1,200 cases, weighing 35 tons, of McLaren's Laurentia milk from the Clayburn factory up the Fraser Valley.

Through submarine mine disasters Sweden has lost eight ships, and 50 to 60 lives have been sacrificed; Denmark, six vessels and six lives; Norway, five vessels and six lives; and Holland, three vessels and 15 lives.

During the past week but one new ship has been granted American registry under the emergency ship registry law of last August 18. This was the steamship Salsolma, of 1,294 gross tons, built in 1901, and owned by Barber and Co., Inc., of New York City.

C. F. Stagger, a deep-sea diver of Seattle, has asked permission to salvage the gold from the Russian gunboat Neva, which struck a rock off Cape Edgecombe, near the entrance to Sitka Harbor, and went to the bottom more than sixty years ago.

A shipping company run by Austrians has been established at Mestre, near Venice, and six ships have been chartered to convey to Venice the cargoes of the Austrian and German ships now in neutral ports, which dare not continue their journeys for fear of capture by English and French cruisers.

The Norwegian steamer Anita, 734 tons, from Halifax for Jamaica by way of Turks Island and Santiago, Cuba, stranded on North Caicos Island on the night of December 19, and probably will be a total loss. She was carrying a general cargo, which is now being saved. The members of the crew of the Anita also were saved.

LISTS CLOSED AHEAD OF TIME. The lists in London, Eng., for the Grand Trunk's issue of three-year 5 1/2 per cent. guaranteed notes were closed a day ahead of time.

PENNSYLVANIA RAILROAD HAD LARGEST LIST OF SHAREHOLDERS IN HISTORY. On Dec. 1, the Pennsylvania Railroad had 91,159 stockholders, the largest number in its history. This is an increase of 3,863 over the same date last year. Instead of showing a decrease in the number of its foreign shareholders as compared to Dec. 1, 1913, the compilation shows that on December 1, 1914, it had 11,882, or an increase of 356 over the holders on Dec. 1, 1913.

Thirty-one thousand one-hundred and eighty-six, more than one-third of all the Pennsylvania Railroad's stockholders, are citizens of Pennsylvania. The remainder of the company's stocks are distributed as follows: New York 15,645, New England 16,539, scattered 16,907.

Of the total number of shareholders 45,913, or 48 1/2 per cent., are women.

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STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:— After FRANGONIA (18,000 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 REFORM CO. LIMITED, General Agents, 29 Hospital Street, Storage Branch, 23 St. Sacramento St. Uptown Agency, 530 St. Catherine Street West.

ALLAN LINE ROYAL MAIL SERVICE

1914-PROPOSED WINTER SAILINGS—1915. St. John -- Halifax -- Liverpool. Steamers: From St. John, From Halifax. "PRETORIAN" Friday 1st Jan. Sat. 2nd Jan. "HESPERIAN" Friday, Jan. 8th, Sat. Jan. 9th "SCANDINAVIAN" Friday, Jan. 22nd Sat. Jan. 23rd

St. John -- Havre -- London. Steamers: From St. John. "SIGILIAN" Thurs. 31st Dec.

Boston -- Portland -- Glasgow. Steamers: From Portland, From Boston. "POMERANIAN" Thurs. 14th Jan. "CARTHAGINIAN" Thurs. 4th Feb.

H. & A. ALLAN 2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 288 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

RAILROADS

CANADIAN PACIFIC

XMAS AND NEW YEAR HOLIDAYS. SINGLE FIRST CLASS FARE. Going Dec. 24 and 25, limit Dec. 26. Going Dec. 31 and Jan. 1, limit Jan. 2.

FARE AND ONE-THIRD. Going Dec. 23, 24 and 25. Return limit Dec. 28. ALSO Going Dec. 30, 31 and Jan. 1. Return limit Jan. 4.

FARLOR CAR TO STE. AGATHA. Lv. Place Viger 4.00 p.m. Dec. 24 and 31. Car will not be operated Dec. 25 and Jan. 1.

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

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY Montreal -- Toronto -- Chicago. CHRISTMAS AND NEW YEAR HOLIDAYS. SINGLE FIRST CLASS FARE. Going Dec. 24, 25; return, December 26. Also Going Dec. 31, Jan. 1; return Jan. 2.

FIRST CLASS FARE AND ONE-THIRD. Going Dec. 23 to 25; return December 28; Also Dec. 30 to Jan. 1; return Jan. 4.

CITY TICKET OFFICES: 122 St. James St., cor. Front & York. Phone Main 8123. Windsor Hotel. Phone Main 8123. Bonaventure Station. Phone Main 8123.

FIFTY LIVE FOXES IN CARGO ALSO GOLD DUST AND BULLION

Tacoma, Wash., December 22.—Many large and valuable cargoes have reached Puget Sound from parts in the north, but the steamship Humboldt gained the distinction of bringing the greatest variety of shipments from Alaska ever discharged at a pier.

Aboard the Humboldt were \$100,000 in gold bullion from Dawson, an enormous poke of gold dust from the Chisana district, valued at \$60,000, and a shipment of Alaska fresh vegetables from the Fairbanks district for the Alaska exhibit at the Panama-Pacific Exposition.

Other shipments included 125 sacks of rutabagas and yellow turnips from the Haines district, approximately 175,000 pounds of fresh halibut, 10,000 cases of canned salmon, 125 barrels of herring, and a shipment of 56 live black, blue and silver pit Alaska foxes, valued at more than \$60,000, from the Hot Springs district.

GOVERNMENT TELEPHONE LINE. Nelson, B.C., December 22.—Good progress is being made on the Dominion Government telephone line, and it is expected that all work on erecting the poles from Nelson to Trail via Waneta and Fruitvale, and from Proprietor to Kootenay Landings will be completed this week.

LUSITANIA MET HEAVY WEATHER. New York, December 22.—The delay of the Lusitania, which was expected at quarantine overlooking land at her dock early this morning, was occasioned by the vessel meeting unexpectedly with heavy weather.

SALARIES RESTORED TO NORMAL BASIS. New York, December 22.—Among the Stock Exchange changes which have restored the salaries of employees to normal basis is the firm of Thomas L. Nelson and Company. Salaries had been cut 50 per cent. and the restoration is effective as of December 1st.

THE MARSHAL DOES GOOD WORK AND SHOULD BE MAINTAINED

Firewriters and Fire Protection Engineers Political Agitation For Abolition of Office in New York State.

The agitation in political quarters suggests a move to abolish the office of Fire Marshal. The State is being regarded with grave concern by firewriters and fire protection engineers, and such a move as one calculated to destroy the present even limited fire preventive system.

They suggest that if the Fire Marshal's office is to be abolished, it should be replaced by a field of operation. This, they say, by increasing the power of the Fire Marshal's office and placing it under the supervision of the State Insurance Department.

The value of property annually destroyed in the country is proportionately many times amount of Europe's fire loss, and of the fire preventable causes. The office of Fire Marshal, it is pointed out, has been shown that much work had been accomplished in other States by the appointment of similar officers.

The opportunities for rendering real service to the community by the reduction of the fire waste of the police powers of a vigorous Fire Marshal are said to be probably greater than those of any other State official, and underwriters and engineers believe that its powers should be extended rather than restricted or abolished.

PERSONALS

Mr. Marshall D. Welsh is staying at the Windsor Hotel.

Major Schofield, of London, is at the Windsor Hotel.

Mr. E. M. Lambert, of Ottawa, is in town for a few days.

Mr. G. W. Watts, of Toronto, is staying at the Windsor Hotel.

Sir Francois Langelier, the Lieutenant-Governor of Quebec, is confined to his bed, is reported to be dangerous. But his complete recovery will be slow.

Hon. C. J. Doherty, the Minister of Justice, has been asked to confer with the Premier of the Province of Quebec, regarding the work to be performed by the latter.

Captain Victor Pelletier, A.D.C., to His Honor Lieutenant-Governor of the Province of Quebec, has been authorized by the attending physicians Francois Langelier to state that Sir Francois is out of danger.

The usual New Year's Day reception will be held by the officers and non-commissioned officers of the Montreal Garrison. The ceremonies will be held with a reception by Col. E. W. Wilson and his staff at division headquarters on Union Avenue.

HEREAFTER—CEASE USING COSMETIC. Washington, December 22.—Commissioner of Health has decided that under the War Revenue Law, pomades, hair dressings, hair restoratives, dyes, or any similar substances are taxable. The law to include tonics, stains, bleaches, impurities, depilatories, brilliants, for hair, beard under whatever name sold or known, whether in solids, and regardless of shape.

Under this head are included soaps, which are retailed and sold as hair restorers, improve beautifiers.

PRUDENTIAL TRUST COMPANY. The Prudential Trust Company, Limited, has opened a Regina branch with offices at 40-41, Canada Building. The Regina branch will be the head office for the Province of Saskatchewan and will be managed by George S. Gamble, with whom is associated W. S. Gordon, in charge of liquidations, assignments and estates, and E. E. Cannon, in charge of the insurance department.

SENATOR KIRCHOFFER DEAD. Senator Kirchoffer, chairman of the Divorce Committee of the Senate, is dead at Ottawa. He had been appointed to the Upper House in 1891. The Senator had been ailing for several years.

MANY BUILDINGS WERE BURNT IN DAY'S FIRES IN MONTREAL

Twelve Tenements and Four Stores Damaged in Outbreak—Serious Blaze in Maisonneuve. Nine tenements and three stores were damaged in a fire that broke out yesterday in the three-story block at the corner of St. Catherine street and Desbrosses