

nothing will be done that will weaken her position in that demand."

Another speaker favoured Halifax or Sydney, which would involve an extra railway journey of 1,000 miles to the majority of passengers. Other speakers seemed to fear lest Montreal would be injured by pointing out its superior advantages; as though ought ever was, or could be gained by false modesty or apathetic indifference. The last speaker, who spoke as an expert, declared that, when the contemplated improvements are carried out, the river could be safely navigated between here and Quebec by night as well as by day. "Montreal has the freight and passenger business, and should retain them."

Several points were ignored by those who showed a preference of the terminal being on the Atlantic coast. The first is, that before the new line could come into operation the St. Lawrence route would be so improved as to remove the objections now urged against it; a second one is, that those most experienced in passenger traffic, by railway and steamers, are most emphatically of opinion that, if the Canadian terminal were to involve an extra railway journey of 1,000 miles, the passengers would go *via* New York, and the subsidies would be wasted: a third point is, that the great mass of ocean passengers are tourists who enjoy the attractions of a large city while *en route* to their vessel. Tourists for Europe are not only the great majority of ocean passengers, but the most wealthy; a class of travellers, who, beyond all doubt, would give New York the preference over any Canadian port on the Atlantic coast, but who enjoy a visit to Montreal. Those who seem disposed to let judgment against Montreal go by default, because they are so confident that this port must eventually be the terminal, overlook the serious injury that would be done to Montreal and to the general interests of Canada, while an ill-advised experiment, foredoomed to failure, was being tried. The Board of Trade meeting, however, brought out such overwhelming arguments in favour of this port as the fast line terminal as cannot fail to make a profound impression on the Government and the country.

FIRE AT MOUNT ROYAL CLUB.

A fire occurred on 26th inst. in the building on Sherbrooke street in this city, occupied by the Mount Royal Club, which did considerable damage to the building and its contents which were of a very costly nature. The origin of the fire is not known. The fire companies interested are the Phoenix of London on contents, \$19,000; loss estimated at \$15,000; Scottish Union and National on building, \$50,000; loss about \$15,000.

OBITUARY.

THE LATE MRS. J. K. MACDONALD.

On the 27th inst., after a long illness, Mrs. J. K. Macdonald, Toronto, wife of the managing director of the Confederation Life, passed away from earth, which, in her sphere, she had brightened and bettered by life of Christian devotedness. She was a younger daughter of the late Colonel Parley, of Burford. Her children, who will ever hold her memory blessed, are Mr. D. Bruce Macdonald, St. Andrew's College; Mr. Charles Macdonald and Miss Helen. Mrs. Macdonald took an active interest in the Children's Aid Society and other benevolent enterprises. We tender to Mr. Macdonald and his family our sincere sympathy in this affliction.

AN AGREEABLE COMPLIMENT.

Amongst other letters from our subscribers who write to express their appreciation of the efforts made by THE CHRONICLE to lay before them interesting and valuable information and to treat all topics from a high standpoint, we give the following as typical of many others. The writer is the superintendent of one of the strongest Canadian life companies. The letter reads:

"Allow me to congratulate you upon the . . . issue of THE CHRONICLE.

"As a field man I prize a good, clean insurance journal, containing such information as is especially useful to field men. Wishing THE CHRONICLE continued success,

I am, etc.,

Superintendent."

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

As the result of a visit to Halifax by Mr. B. Hal Brown, general manager for Canada of the above Company, a local Board of Directors has been organized in that city consisting of some of the most influential residents in the Maritime Provinces. The following comprise the members of the board: Messrs. John F. Stairs, chairman, president of the Nova Scotia Steel and Coal Company; Hector McInnis, director Bank of Nova Scotia; J. C. O'Mullin, barrister; Walter Mitchell, merchant; H. R. Silver, merchant. The medical examiners are: W. Bruce Almon, M.D.; C. Dickie Murray, M.D. The manager for Nova Scotia is Mr. M. C. Grant, of Grant, Cxley & Co. The chairman for Canada is the Right Hon. Lord Strathcona and Mount Royal, the other members of the Canadian Board of Directors being: Messrs. R. B. Angus, director Bank of Montreal; H. Stikeman, general manager Bank of British North America; Chas. M. Hays, vice-president and general manager Grand Trunk Railway; E. L. Pease, general manager Royal Bank of Canada and C. R. Hosmer, president Ogilvie Milling Company, etc.