

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE
AND
CHRISTMAS

SAILINGS FROM HALIFAX TO LIVERPOOL.

ORDUNA.....	December 14, after 1 a.m.
TRANSYLVANIA.....	December 21, after 1 a.m.

Minimum Passage Rates.

1st.	2nd.	3rd.
ORDUNA.....	100.00	57.50
TRANSYLVANIA.....	100.00	57.50

For information apply to
THE ROBERT REFORM CO., LIMITED,
General Agents, 20 Hospital Street. Steerage Branch,
23 St. Catherine St., Uptown Agency, 530 St. Catherine Street West.

DONALDSON LINE

Sailing dates will be announced when arranged.

For information, apply to
THE ROBERT REFORM CO., LIMITED,
General Agents, 20 Hospital Street,
Steerage Branch, 23 St. Catherine Street,
Uptown Agency, 530 St. Catherine West.

WHITE STAR DOMINION LINE

XMAS SAILINGS

PORTLAND-HALIFAX-LIVERPOOL

Two-Screw	From	From
	Portland	Halifax
S.S. Zealand, 12,018 tons	5	6
S.S. Vaderland, 12,018 tons	12	13

Apply local agents for full particulars, or
Company's Office, 118 Notre Dame W., Montreal.

ALLAN LINE

SAILINGS
ROYAL MAIL STEAMERS

St. John, N.B. to Liverpool

"HESPERIAN"	Saturday Dec 12th
"SCANDINAVIAN"	Tuesday, Dec. 15th
"GRAMPIAN"	Friday Dec 25th

"Scandinavian" calls Halifax December 16th.

St. John, N. B. to Havre-London

"BICILIAN,"	Thursday, December 31st
"CORINTHIAN,"	Thursday, January 14th, 1915.

Portland, Boston to GLASGOW

"POMERANIAN,"	from Portland, December 10th
"SARDINIAN,"	from Boston, December 24th

For particulars of rates and all further information apply to
H. & A. ALLAN
2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, December 2.—Very little chartering was done in the full cargo steamer market, due principally to the exceptionally light offerings of tonnage for all kinds of business, and for both December and January delivery. Grain shippers continue steadily in the market for boats for early and forward shipment, and there are also numerous freights of other kinds offering to European ports. There is also a moderate inquiry for tonnage for long voyage and South American business, and a few West India orders. The rates demanded by owners for December and January boats are far above the ideas of charterers, which also tends to restrict trading.

In the sailing vessel market, several ships were closed for timber to Europe, shippers having been compelled to resort to sail owing to the prohibitive rates demanded by steamers.

The rates paid for these vessels would, under ordinary circumstances, be considered excellent for steamers, but the supply of vessels suitable for business of the kind is light. In other trades chartering was light, with but a very limited demand prevailing for tonnage and rates showing no change.

Charters: Grain—Greek steamer Parasol, 20,000 Profit Sharing..... 14% 15% Ohio Oil..... 186 188 quarters from Baltimore to Rotterdam at or about 6s 2d, December.

Coal—Italian steamer Aurania, 2,180 tons, from Philadelphia to the Mediterranean, p.t., December.

Norwegian steamer Kronprins Olav, 2,569 tons, from Baltimore to Havana, p.t., prompt.

Schooner Laura C. Anderson, 765 tons, from South Amboy to Jacksonville, 30 cents.

Schooner Florence M. Panley, 527 tons, from Philadelphia to Portland, p.t.

Lumber—Norwegian bark Juno, 1,061 tons, from St. John, N.B., to the United Kingdom, with deals, p.t., December-January.

Hullian bark Beatrice, 1,203 tons, from the Gulf to Genoa, with lumber, 120c., December-January.

Norwegian bark Eric, 972 tons, same to the United Kingdom.

Norwegian bark Deon, 766 tons, (previously), same 110c., December-January.

Norwegian bark Ceres, 1,423 tons, same, p.t.

Miscellaneous—British steamer Wolf, 1,845 tons, trans-Atlantic trade, trip home, basis 10c., delivery Oct. 7—delivered to United Kingdom, prompt.

Dutch steamer Albergen, 1,115 tons, from New Orleans to Maracaibo, with sugar machinery, \$9.50, prompt.

SHIPPING NOTES

The first of the winter staff of the C. P. R. has arrived in St. John, N.B., including Joseph Fitzgerald, Montreal; Jules Binet, W. J. Freselle, Quebec; Geo. Lee, and W. Carvon, of Fort McNicholl, Ont.

Cuban authorities reprimanded Captain Pauvert of the French steamer Caroline from Nantes, for not complying with the decree compelling all vessels entering port to take down their wireless.

Captain Muir, of the Dominion Coal Company's steamer Heathcote, has been temporarily replaced in his command of that vessel by Captain Everett Cann of North Sydney. Captain Muir is taking a period of leave owing to illness of his wife in Montreal.

Exporters who had cargo on the German steamer Santa Catharina, which was captured by the British cruiser Glasgow, and subsequently destroyed by fire, are waiting for official advices from Brazil as to the cause of the fire, in order to determine whether the loss is covered by the ordinary marine policy or by war risk insurance. The Santa Catharina carried a cargo valued at about \$500,000.

War risk rates to the Far East were somewhat lower in schedules given out by the underwriters to cover open policies during the coping week. Last week, underwriters were demanding 3 p.c. for coverage to India, Japan and China, via the Suez Canal. The coverage rate quoted Monday was 2½ p.c. The Far Eastern situation is regarded as having improved. The declaration of Turkey to Italy that the Suez Canal would not be closed, is a big factor in this improved situation.

The Panama-Pacific service of the International Mercantile Marine will be inaugurated by the sailing of the steamer Kronland on May 1, next, from San Diego, Los Angeles (San Pedro) and San Francisco. The vessel is scheduled to make the voyage in sixteen days. The Finland will follow the Kronland on May 22. The schedule, as arranged, calls for eleven sailings from New York, from May 1, to November 30. Both vessels are under the American flag.

LAKE SHORE NOTES.

New York, December 2.—J. P. Morgan and Company are selling privately at par in response to inquiries several million dollars of Lake Shore at 5 per cent. note, dated December 1st, 1914, and maturing at option of purchaser either on December 1st, 1915, or half on September 1st, and half on December 1st.

INDIANAPOLIS STREET RAILWAY.

New York, December 2.—Indianapolis Street Railway Company has declared the regular semi-annual dividend of 3 per cent., payable January 1st, to stock of record December 22nd.

FISHERMEN IN HARD LUCK

Digby, N.S., December 2.—The steam trawler fish Leonard is in to-day with a big trip of fresh fish, 140,000 pounds, but the crews making the sailing vessels of the Digby fleet are in hard luck. They are barely paying expenses, while this time last year they were making big money and when the severe winter weather set in they had good-sized bank rolls to fall back on.

There is a great demand for fresh and smoked fish from all over Canada, but the continuous rough weather interferes with successful fishing.

GOOD FEELING AMONG THE HAMILTON STREET CAR MEN.

Hamilton, Ont., December 2.—That a good feeling exists between the Hamilton Street Railway employees and the officials of the company was evidenced at a meeting, when it was unanimously decided that each man should lay off one day in every two weeks, and by so doing make it unnecessary for twenty-five men to lay off, as was originally intended. The minimum wage clause was also struck out of the agreement for the time being.

READING EARNINGS.

Reading System—Total all companies—October surplus \$902,586; decrease \$297,683.

Four months surplus \$2,746,864; decrease \$230,673.

PHILADELPHIA MARKET.

Philadelphia, December 2.—The market opened quiet with a little change in prices from yesterday and trading was confined to odd lots. The United Gas Improvement advanced to 80½, Pennsylvania was in demand at 62½, and Cambria Steel was in supply at 40. General sentiment was cheerful.

PITTSBURGH OPENING QUIET.

Pittsburg, December 2.—At the opening of the Pittsburg Stock Exchange the first bid was 65 for Pittsburgh Brewing bonds, which were offered at 67. Ten shares of Pittsburgh Brewing preferred sold 25½. Brokers were cautious at the start and in most instances bids and offers were so far apart that few sales were consummated.

CHEAPER TO SHIP SALMON BY VESSEL THAN BY RAIL

New York, December 2.—The first vessel to come through the Panama Canal with a full cargo from the State of Washington to New York harbor is the steamship Windber. She belongs to the Pacific American Fisheries Company, and came in full up to the bulwarks with cases of salmon, 5,000,000 cans in all, which are being brought ashore as rapidly as 100 men can handle the job.

Capt. Emil Jackson said he left Bellingham, which is about fifty miles south of Vancouver, on October 15. The ship paid about \$2,500 toll for going through the canal.

The main object of the Windber's voyage is to increase the trade of the Pacific American Fisheries Company of Bellingham and to exploit that city and its resources. She carries 103,000 cases of Bellingham salmon. The weight of the cargo is given as 8,450 tons.

The steamer will leave Hoboken in about ten days with a cargo of tin plate and wire, and will return to Bellingham via the canal. She will be back again next year about the same time. By that time, however, it is practically assured that there will be at least five other vessels coming into Hoboken with the salmon, and the trade will be established on regular lines. The company has found that it is more than 80 per cent. cheaper to transport the salmon this way than to pay railroad freight.

GIFT SHIP IN PORT

But Captain's Wife Says She Has No Desire to Claim the Vessel.

Boston, Mass., December 2.—The British freighter Kabinga, which was wrecked off the coast of the Indian Ocean and then presented by Capt. Von Mueller to Mrs. Gertrude Robinson, the skipper's wife, arrived at Boston yesterday and will come to New York next week to discharge part of her cargo at the Bush Terminal in Brooklyn.

When the Kabinga was warped into her berth at Mystic, Mrs. Robinson was at once bombarded with queries as to what she proposed to do with the vessel. The German commander had spared the Kabinga because Mrs. Robinson and her 4-year-old son were on board, according to the cable he sent to the wife of the Kabinga's captain. The vessel is yours, so far as the owners are concerned she is sunk.

"I accepted the gift," said Mrs. Robinson, "but of course I had no thought of keeping the steamship. My husband was the captain and he is yet, and the first thing he did after we got away from the German was to communicate with the Kabinga's owners and tell them that she was safe."

FOG WORST IN YEARS.

New York, December 2.—The Weather Bureau today announced that the fog in the worst recorded by the Bureau in 15 years. In area and depth it exceeds all records. The weather man hold out no hope of the fog lifting until to-morrow.

In the New York harbor all traffic is paralyzed. Several ocean liners have anchored down the bay, waiting for the mist to lift.

Freight Steamers.

Location of steamers at 6 p.m. December 1st, 1914:
Canadian—Left Montreal 9 a.m. 30th for Hamilton.
Acadian—Left Fort William 9.40 p.m. 30th for Goderich.
Hamiltonian—Out Dalhousie 10 a.m. for Montreal.
Calgarian—Due out Fort William for Toledo.
Glenellah—Left Fort William midnight last night.
Fordonian—River, loading, westbound.
Dunelm—Out Dalhousie 6 a.m. for Montreal.
Dunelm—Fort William (left midnight last night).
Donnacoma—Kingston loading leaves midnight to-night for Toronto.
C. A. Jaques—Left Fort William 8.40 p.m. for Colborne.
Midland Queen—Fort William, loading, goes Colborne.
Sarnian—Due Port McNicholl to lay up.
A. E. Ames—Due Welland to-morrow morning.
J. H. Plummer—Arrived Cleveland 9 a.m. leaves to-night.
Neepawah—Left Windsor 6 p.m. 30th.
Tagawa—Due Montreal early morning.
Kenora—Left Fort William midnight last night.

Bulk Freighters.

W. Grant Morden—(No report of passing up Soo.)
Emperor—Port McNicholl soon as fog lifts.
Midland Prince—Port McNicholl discharging (light to-morrow).
Midland King—Due Fort William.
Martian—Due up Fort Huron.
Emp. Midland—Due up Soo.
A. E. McKinstry—St. Lawrence, westbound for Montreal.
Renvoyle—Left Fort William 8 p.m. 30th for Port McNicholl.
Saskatoon—Left Fort William 2.30 p.m. 30th for Colborne.
Mapleton—Left Fort William 10.40 p.m. 30th for Kingston.

CALIFORNIA RAILWAY CO.

New York, December 2.—The Board of Directors of the California Railway and Power Company authorized the redemption at par, for cash of \$100,000 prior preference stock, the drawing for which will take place January 2nd, 1915, pursuant to provisions of the certificate of incorporation.

ELEVEN INCHES OF SNOW.

Winnipeg, Man., December 2.—The first big storm of the season has brought eleven inches of snow. Pedestrians suffered great inconvenience in the city, but all trains practically arrived on time. The weather was comparatively mild.

COPPER MARKET STRONG.

New York, December 2.—The Copper market opened strong. One large agency says it has no copper for sale below 13 cents. The general quotation is 12½ to 13 cents.

NEW YORK METAL QUOTATIONS.

New York, December 2.—The Metal Exchange quotes tin steady. Five ton lots \$33.00 to \$33.50; twenty-five ton lots \$32.90 to \$33.50. Lead \$3.75 to \$3.85; spelter \$5.35 to \$5.45.

UNITED PROFIT SHARING ADVANCES.

New York, December 2.—United Profit Sharing recovered sharply and sold from 15 to 16. The advance was accompanied by rumors that an important announcement would be made by the company within the next few days.

G. T. R. SUSPENDS OPERATIONS LAYING EIGHTY POUND RAILS

The fact that the successful business man is an advertiser is usually incidental. He is an advertiser because he is wise and possessed of good, sound business sense and an analytical mind. At some time or other he came to the conclusion that advertising could be made one of the mightiest factors of his business organization, and having arrived at this conclusion, he just naturally went to it and advertised.

RAILROAD NOTES

The Panama Railroad Company is about to make a contract for 500,000 tons of coal for use during the next twelve months.

The Chicago, Rock Island & Pacific Railroad shops at Chickasha, Okla., were closed indefinitely, throwing 200 men out of work.

The time for payment of the final instalment of \$87 on certificates of interest in the Southern Pacific stock formerly owned by the Union Pacific has been extended to 3 p.m., January 31, 1915.

Lucius Tuttle, for seventeen years president of Boston & Maine Railroad, and succeeded in 1914 by Charles S. Mellen, died in Boston in his sixty-ninth year.

Tacoma dispatch says St. Paul has purchased half interest in Oregon-Washington Railroad's line between Independence and Hoquiam, Washington, about fifty miles.

The Oakland, Antioch & Eastern is circulating among bondholders an agreement providing for the payment of interest for three years in company notes secured by 200 per cent. bonds.

The Brooks plant of the American Locomotive Company, it is reported, will start with about 600 men and operate at about 30 per cent. capacity on short time.

According to advices from Boston, the \$2,300,000 Vermont Valley notes guaranteed by the Connecticut River Railroad and indorsed by Boston & Maine, are being extended for six months, discounted at the rate of 6 per cent. plus ¼ per cent. commission, or the equivalent of 6½ per cent.

A despatch from Tacoma, Wash., says that the Milwaukee has purchased a half interest in the Oregon-Washington Railroad's line between Independence and Hoquiam, about fifty miles, with branches up North River and into Montezano. Steel bridges across the Chehalis River at Aberdeen and Montezano are included. The Milwaukee owns its own line between Tacoma and Independence.

The American Railway Safety association has just held its annual convention at the Hotel La Salle in Chicago. The association is made up of many of the railroads maintaining safety departments. L. F. Sheed, safety inspector of the Rock Island line, is secretary of the organization, and A. W. Smalen, of the safety department of the Chicago, Milwaukee and St. Paul, is president.

The international meeting of railway officers, which was to be held in Berlin next June, has been called off because of the war. The congress, which consists of governments and companies operating more than one-half of the railway mileage of the world, has convened every five years since 1885. The last meeting was in Berlin in 1910. Forty-eight governments and 420 private companies were represented at the last meeting.

The annual meeting of Rock Island shareholders has again been postponed, this time until December 14. Because of the decision recently handed down by the United States Court of Appeals overruling the lower court and giving N. L. Amster and other bondholders the right to intervene in the foreclosure suit, it is believed in the financial district that the annual election of Rock Island directors will again be postponed.

It is announced that as a substantial majority of the general and refunding mortgage bonds of the Chicago, Peoria & St. Louis Railroad Company has been deposited under the bondholders' agreement, dated October 21, 1914, that the time for the deposit of bonds is limited to December 15. After that date the committee reserves the right to refuse deposits or to accept them only upon such conditions as it may at the time impose.

Mr. E. S. Cooper has been appointed trainmaster of the fifth district of the G. T. R. with headquarters at Montreal; Mr. J. W. Farrell, trainmaster of the Second and Third Districts, with offices at Richmond, has had his duties extended to include the First District; and Mr. W. J. Nixon, trainmaster, Fifth District, has been transferred to Fourth District.

The Long Island Railroad Co. has bought of the Fidelity Trust Co. of Philadelphia, and William P. Gerst, of Merion, Pa., trustees, for \$1,185,000, ninety-seven steel cars, the company to pay 10 per cent. down and \$106,000 on June 1 of each year from June 1, 1915, to June 1, 1924, inclusive. The equipment includes twelve passenger cars, three passenger and baggage, forty motor passenger, fifteen motor passenger and baggage, twenty baggage and express, four baggage and mail and three motor passenger, baggage and mail.

NEW SERVICE BY C. N. R.

Calgary, Alta., December 2.—I. L. Boomer, superintendent of the Canadian Northern Railway in Calgary, has announced a new service by the road between this city and Saskatoon. The train will run right through in 17½ hours, and will carry sleepers and diners. The service will be daily except Saturday, and will be welcomed by business men of the city, who have interests in this line, and a direct fast route to Saskatoon will prove a boon.

CONSUMER'S CORDAGE COMPANY.

The Consumer's Cordage Company, whose year ended October 31st, while not enjoying as good business as in the previous twelve months, earned the net profit of 7 per cent. per annum, is consequently announced. Payment will be made about the middle of the month.

NEW YORK CENTRAL LINES.

New York, December 2.—New York Central Lines—Total earnings, all lines, October—Gross, \$24,766,244; decrease, \$2,723,537. Net after tax, \$6,464,016; increase, \$1,270,452. Ten months gross, \$232,224,165; decrease, \$2,652,242. Net after tax, \$46,556,623; decrease, \$1,482,895.

TROLLEY LINE PROPOSED.

Three Rivers, Que., December 2.—Another vote of the ratepayers in the question of establishing a street trolley system in the city will be taken by the ratepayers the middle of January.

RAILROADS

CANADIAN PACIFIC

Sherbrooke
*125 a.m. *14:10 p.m. *1:35 p.m.

Halifax and St. John
*8:35 p.m.
Carries Dinner from Montreal.

Quebec
12:00 a.m. *1:30 p.m. *11:30 p.m.
Dinner on 1:30 p.m. open at 12:45 p.m.
*Daily. (Daily, ex. Sunday.)

TICKET OFFICES:
545-128 St. James Street, Windsor Hotel, Place Vigor and Windsor Street Station, 122 St. James St., cor. Francoeur Tower, Phone Main 6915, Phone Up, 1116, Phone 323

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY

Montreal - Toronto - Chicago

INTERNATIONAL LIMITED.
Canada's Train of Superior Service.

Leaves Montreal 5:00 a.m., arrives Toronto 4:30 p.m., Detroit 3:55 p.m., Chicago 3:00 a.m. daily.

IMPROVED NIGHT SERVICE.
Leaves Montreal 11:00 p.m., arrives Toronto 7:30 a.m., Detroit 1:45 p.m., Chicago 8:40 p.m. Club Compartment Sleeping Car, Montreal to Toronto, daily.

RAILROAD PURCHASES DROP BELOW LEVEL OF YEAR 1900

Buying by Them Began to Decline Before the Panic of 1907 Followed by Reduced General Trade—The Subsequent Ups and Downs.

Philadelphia, Pa., December 2.—Confirmation of the theory that the condition of general business prosperity is clearly reflected in the volume of purchases is clearly reflected in the volume of purchases made by E. P. Leigh, president of the Chicago Railway Equipment Co., in an article and diagram published by the Railway World. As a basis for his comparative diagram, Mr. Leigh has taken the number of freight cars built each year as a unit for the railway purchases, and placed the figures on a general business chart, which is issued by the Brookline Economic Service. The trend of general business and railroad purchases is given in corresponding proportion for a ten-year period from 1904 to 1914 inclusive.

In 1904 the diagram begins by showing business conditions and railroad purchases at the same low level, the former being more than 20 points below normal and the railroads correspondingly at 60, meaning they were purchasing at the rate of 60,000 freight cars in every six months' period. During that year general business went below 40, then improved and started 1905 at about normal. Railroad purchases ran ahead of general business, entering 1905 at 80 above normal and continuing to 90 above, then receding to 40 above by 1906. General business in 1906 was nearly 20 above. Meantime in 1906 railroad purchases had receded but gained again to 80 above.

Immediately preceding the panic of 1907 the railroad purchases began to decline before general business fell off. From the latter part of 1906 until early in 1908 railroad purchases dropped from 80 points above to 70 below normal, or from ordering 180,000 to 30,000 cars semi-annually. In the same period general business fell from 70 points above to 50 points below. Its low mark being 20 points higher than that of railroad purchases. An upward trend in both then started. General business took the lead, but in the middle of 1909 was passed by railroad purchases at slightly above the normal line. Late in 1909 railroad purchases reached 40 above normal, and early in 1910 general business touched the corresponding index number of 40 and neither has been as high as that at any time since.

The next downward movement from the last mentioned times carried railroad purchases to 60 points below normal in 1911, and in the same year general business touched 30 points below, the same amount of difference prevailing between the two as in the 1909 period. In 1912, with railroad purchases in the initiative, both rose to 20 points above normal. In 1912 began another downward movement that has continued through 1913 and this year. General business has declined to 40 below normal, or almost as low as in 1908.

At the beginning of this year railroad purchases were at 60, equivalent to 40 below for general business, and for the first six months held firm. In July the railroad purchases declined 50 points below normal, less than 10,000 cars semi-annually. The latter point being given as of October 1. The railroad purchase point on that date was 20 lower than the lowest level reached in 1908, and is 50 points below the last noted basis of general business. The later discrepancy between the two is the largest since 1905.

SAFETY FIRST DAY DURING INSURANCE WEEK.

Tuesday, April 20th, will probably be designated "Safety First Day" during the "Insurance Week" celebration at San Francisco next year. The committee in charge of this day is meeting with much encouragement from many unexpected sources. A novel method of advertising this event will be in the use of moving picture films.

A number of the steam and electric railroads have put out excellent moving picture plays with the effort to prevent accidents.

Mr. Marcus A. Dow, General Safety Agent of the New York Central Lines, has produced a scenario entitled "Steve Hill's Awakening." Mr. Dow has kindly consented to loan this film, over 2,000 feet, to the commission in charge of the World's Insurance Congress Events, during the entire Exposition period.

Mr. L. F. Sheed, General Safety Supervisor of the West Coast Lines, has also agreed to loan a reel Accident Prevention Pictures to the World's Insurance Congress.

Mr. H. L. Brownell, Safety Inspector of the Chicago Surface Lines, who devotes practically all his time to delivering "Safety First" illustrated lectures at schools and public gatherings, may be induced to come to San Francisco during "Insurance week." Moving pictures will also be used to advertise Fire Prevention and Health Conservation days.

MANAGER FOR CHATEAU LAURIER.

Ottawa, Ont., December 2.—Angus Gordon, former assistant manager of the King-Edward Hotel, Toronto, and recently with the Hotel Victoria, has been appointed manager of the Chateau Laurier by Mr. E. J. Chamberlain, president of the Grand Trunk Railway.

TWO FIRES IN OUTREMONT.

The Outremont fire department was called to extinguish two small fires last night, neither blazes being of a serious nature. The first occurred at 530 Tremont avenue, a fire originated in the floor of the story from a gas stove. Damage was slight. The second blaze was discovered at 10.20 by a patrolman living over the apartment of J.-A. DeJuliers, of 1000 Avenue de la Paix. The tenant of the upper apartment in going up the stairs saw flames in the front window of the lower floor. The family of Mr. DeJuliers being out, the door was forced and the fire, which was confined to a sofa, was moved out of doors, and the Outremont fire fighters, when they arrived, had only to use a couple of buckets.

COMPANIES WILL FINISH GOOD

New York Life Companies are Worth an Enormous Volume of Business in Small Policies

FIRE CO'S INCOME LESS

Casualty Business Good, But Houses Covered Falling Off in Personal Accident Policies—Insurance Men Take Bright Outlook on Future

(Exclusive Leased Wire to Journal of Commerce)

New York, December 2.—As the insurance companies draw into the last month of the year, they are beginning to take stock of the progress made by the life companies for the most part, and these doing business in New York, are writing enormous volumes of business, especially in small policies, and it is expected that they will show a new business increase of the amount written in the war in Europe, the market being held by the companies, and the securities held by the companies valued according to the market prices of "junk" life insurance assets do not, except indirectly, rise on the upturn market prices so far as their value is concerned.

It is their earning capacity and the soundness of the values back of them, which determines the action of the financiers at the heads of the companies, their action under the law, regarding investment, and the fire losses so far this year have not been normal, judging by past records.

The incomes of the companies from fire insurance have been growing less during the past year, because of the enactment of numerous laws affecting them, but there is also growing confidence on the part of the general public that the fire companies are not so much of interest to the fire insurance companies, and in consequence fire insurance is the larger states like New York, in Massachusetts and Michigan, have been enormous this form of insurance replaces the old employee ability runs as long as an injured person can suit under the status of limitations, and the amount of the final payment is never known until the final settlement.

Under the workmen's compensation form the writer has found that they can quickly adjust their losses, determine the proper rates to be charged on the different classes of industry and less large amounts of money, which under old conditions must necessarily be carried as reserves.

"One of the brightest stars in the sky," says a lawyer over the prospect of legislation beginning early next year, when law makers will "conveniently" "take" the silver lining in the war clouds, "said an insurance man yesterday. 'So far as this country is concerned it is the conditions which have arisen since the war have been given unmistakable signs that a sobering effect upon the radicals or at least radicals have been given unmistakable signs that a sobering effect upon the radicals or at least radicals has not to be as popular for some time as it has been in the past.'

"Consequently, it is to be presumed that unfair measures, hostile and restrictive laws, measures designed to transfer trade making machinery private enterprise to the state, will receive scant attention at the coming session."

"Further, it is to be hoped that the efforts of companies to effect the repeal of measures which make insurance costly to the policyholder, and will tend to make the supervision of the business of insurance fair and uniform will receive more respect and attention than they have heretofore received."

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Tuesday, April 20th, will probably be designated "Safety First Day" during the "Insurance Week" celebration at San Francisco next year. The committee in charge of this day is meeting with much encouragement from many unexpected sources. A novel method of advertising this event will be in the use of moving picture films.

A number of the steam and electric railroads have put out excellent moving picture plays with the effort to prevent accidents.

Mr. Marcus A. Dow, General Safety Agent of the New York Central Lines, has produced a scenario entitled "Steve Hill's Awakening." Mr. Dow has kindly consented to loan this film, over 2,000 feet, to the commission in charge of the World's Insurance Congress Events, during the entire Exposition period.

Mr. L. F. Sheed, General Safety Supervisor of the West Coast Lines, has also agreed to loan a reel Accident Prevention Pictures to the World's Insurance Congress.

Mr. H. L. Brownell, Safety Inspector of the Chicago Surface Lines, who devotes practically all his time to delivering "Safety First" illustrated lectures at schools and public gatherings, may be induced to come to San Francisco during "Insurance week." Moving pictures will also be used to advertise Fire Prevention and Health Conservation days.

MANAGER FOR CHATEAU LAURIER.

Ottawa, Ont., December 2.—Angus Gordon, former assistant manager of the King-Edward Hotel, Toronto, and recently with the Hotel Victoria, has been appointed manager of the Chateau Laurier by Mr. E. J. Chamberlain, president of the Grand Trunk Railway.

TWO FIRES IN OUTREMONT.

The Outremont fire department was called to extinguish two small fires last night, neither blazes being of a serious nature. The first occurred at 530 Tremont avenue, a fire originated in the floor of the story from a gas stove. Damage was slight. The second blaze was discovered at 10.20 by a patrolman living over the apartment of J.-A. DeJuliers, of 1000 Avenue de la Paix. The tenant of the upper apartment in going up the stairs saw flames in the front window of the lower floor. The family of Mr. DeJuliers being out, the door was forced and the fire, which was confined to a sofa, was moved out of doors, and the Outremont fire fighters, when they arrived, had only to use a couple of buckets.