STEAMSHIPS

FEWER RECEIVERSHIPS OCCUR IN ELECTRIC RAILWAY CIRCLES

In 1914 Were Only One-half as Large as in Preceding Year and the Smallest For Five Years.

Despite depressed, business conditions and the ships among electric railway companies in 1914 was only one-half as large as in the preceding year and was the smallest for five years, as shown by statistics

received by the Electric Railway Journal.

Because of the fact that two companies, each with receivers in 1914 the total mileage affected was only for Cork, Ireland. slightly less than 1913.

The record of electric railway receiverships since

1910 follows:		
	Com-	Miles.
77	panies.	of Lines.
Year. 1914	9	332.39
1913	19	427.84
1912	26	373.58
1911	19	518.90
1910	11	696.61
		Funded
Year	Stock.	Debt.
1914 \$	34,812,550	\$18,745,460
1913	61,006,900	58,538,200
1912	20,410,700	11,133,800
1911	29,533,450	38,973,293
1910	12,629,400	75,490,735
Electric railways for which	receivers v	were appoint-
ed in 1914 included the follo	wing:	
Companies.		Mileage.
Birm., Ensley & Bessemer I	ly	
Interurban Ry. & Term	o es conscion s	101 . 24
Lincoln Ry. & Light		8
Northern Railway		18
Northern Electric Ry		135 . 5
Washington Interurban		8.45

	Total	d
,	Capitalization	2.
Birm., Ensley & Bessemer	\$6,700,000	t
Int. Ry. & Term	5.150,000	
Lincoln Ry. & Light		
Northern Railway		(
Washington Interurban	37,127,000	t
Washington-Oregon Corp	3,751,000	C
Wauk., Rockford & Elgin	278,010	1
Waycross, Street & Sub		e

Washington-Oregon Corp

Wauk., Rockford & Elgin

the mileage directly affected in 1914 was about 50 p.c. coast of that of 1913 but the inclusion of the American ceding year. Foreclosure sales since 1910 follow:

1914	181.26
1913 18	311.28
1912	267.18
1911 25	660.72
1910	734.36
	Total
Year.	Capital.
1914	\$70,333,941
1913	35,269,700
1912	24.882,550
1911	206,447,550
1910	45,480,678
. Companies which underwent formal f	foreclosure
sales in 1914 follow:	
Companies.	Mileage.
Alton, Jacksonville & Peoria	21.5
Amer. Water Works	
Brantford St. Ry	9.75
Grand Valley Ry	40.83
Ithaca Street Ry	9.56
Joliet & South Trac	47
New York, Auburn & Lansing	7
Northern Illinois Electric Ry	12
Pekin & Petersburg Interurban	7
Richmond & Henrico	9.12
Titusville Electric Traction	17.5
	ft 1

Pekin & Petersburg Interurban	e
Richmond & Henrico 9.12	ţ
Titusville Electric Traction	a
Total	a
Companies. Capital.	8
Alton, Jack. & Peoria \$1,114,700	ė
Amer, Water Works	8
 Brantford St. Ry 325,000	C
Grand Valley 1,788,800	
Ithaca St. Ry 1,113,04!	
Joliet & South Trac	V
N. Y. Aub. & Lans	Ü
Pekin & Petersburg 100,000	p
Richmond & Henrico 2,500,000	11
Titusville Electric 600,000	t
Several electric railways which were in hands of	c
receivers were reorganized without formal foresto-up-	

floods in that state in the spring of 1913.

Railway Equipment in 1914.

maller than in 1913 the total course kinds being 3,010, a decrease of 45 per cent. from 1913. Bay plant of the concern.

The greatest number of cars ordered in 1914 by any one company was 228 for the Chicago Surface Lines. pares as follows:

	City.	Inter-	- Freight	
Year.	Cars.	urban	Etc.	To
1914	2,147	384	479	3,0
1913	3,820	547	1,147	5,5
1912	4,531	783	687	6,6
1911	2,884	626	505	4,6
1910	3,571	- 990	820	5,5
1909	2,537	1,245	1.175	4,5
1908	2,208	727	176	3,
1907	3,483	1,327	1,406	6.3

There were 78 electric locomotives ordered in 1914 as against 68 in 1913. Largest orders for this class Milwaukee & St. Paul, and the Norfolk & Wes- can be built, will be erected at South Chicago. tern. The total number of cars of all kinds built in

my shops was 97 as compared with 676 in 1913. signal systems in 1914 were just 50 per cent, of the

Railway Mileage.

SHIPPING NOTES

The Manchester Line S.S. Manchester Spinner from Manchester, arrived at Hallfax, N.S., on Monday

The steamers Transylvania, Potsdam and Ancon have arrived at New York and the St. Paul, Francon stringent financial situation, the number of receiver- ia and Zeeland at Liverpool. The Duc d'Aosta has

The Royal Mail Steam Packet company's steame Caraquet has sailed from Halifax for the West Indies. She had a fair number of passengers. The sch over 100 miles of track were placed in the hands of Beril M. Corkum arrived from La Have to load fish

> The British steamer Highland Glen, bound for Buenos Ayres with passengers, ran on a rock in the bay at Vigo, Spain, yesterday, and was badly damaged. She proceeded for port under full speed, but the water gained so rapidly that it was necessary beach the steamer.

Twenty-one men of the crew of 27 of the British steamer Penarth were drowned yesterday off the Nor- ter's 90th birthday folk coast. The Penarth, with a cargo of maize, was sailing for Hull from the River Plate. She stru

Storm-battered with wreckage strewn decks, bulwarks and bridge broken by giant seas, the Norweg-ian steamer Reime, Captain Peter Bull, bound for Boston from Christiania, crept into Halifax with her Comprehensive Volume on "Ocean Traffic and Trade" coal supply exhausted, after a hazardous voyage of twenty-four days, which shook her engines from their foundations and broke all the woodwork on which

To penetrate far into the ice floes of the Arctic, with inland expeditions from Port Clarence, Prince of Wales Island, Diomede Island, St. Lawrence Bay and Kebuchin Bay, on the Siberian coast, a party of forty of the Siberian coast, a party of the Sib

In 1913 there were 18 foreclosure sales of electric ore from Prince William Sound to Tacoma smelter, its consequent dislocation of trade, are some of the Important changes on the Illinois Central included railway properties but in 1914 there were only 11, and and in the winter between Seattle and the Atlantic opportunities which have been thrust upon the Am- the resignation of J. M. Daly as general superinten-

talization affected materially above that of the pre- believed to have been wrecked in the same locality. Panama Canal a serious factor. But part from this, ern lines at New Orleans to the vacancy. The latter's

ould be seen on this coast during the present year.

Within the comparatively short space of one year wonderful progress has been made in the development Orders for new equipment placed by electric rail- such a stage that it is proactically ready to receive ways of the United States and Canada in 1914 were the first of the gigantic re-inforced concrete cribs.

The rates demanded by owners are above the last two of which are under

ROCK ISLAND RECEIVERSHIP.

equipment orders by electric railways since 307 com- Island and Pacific Railway in a suit brought by the Central Trust Co. of New York.

Cotton Belt-Scattered precipitation in the Central 514 and east. Temperature, 28 to 48.

015 ka, Iowa, Kansas, Missouri, and the Ohio Valley. Tem-381 perature 20 to 34

American northwest- Scattered snow, temperature Canadian Northwest-Partly cloudy, no moisture.

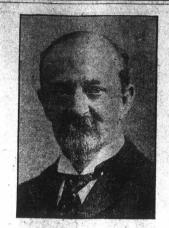
Largest grain elevator in the world, with a capacity of equipment were 12 locomotives each from the Chi- of 3,000,000 bushels, and so designed that additions

necticut heads the list of states in new mileage with p.t., prompt. necticut heads the list of states in new mileage with support of the sta

The greatest mileage built by any electric railway in the country in 1914 was in Michigan, where Michi-Australia, with general cargo, basis 40s, one port, is the largest contributor to the immense sums that Figures received from all the principal electric rail- gan railways completed 49.30 miles of new line con- March. way corporations of the United States and Canada neeting Bradley, Grand Rapids, Kalamazoo, Martin, show that in 1914, 946.38 miles of new electric rail- Moline, Plainwell, Shelbyville and Wayand. The toway lines were built as compared with 1,018.9 miles tal mileage of steam lines electrified in 1914 was 229.

one port, March.

British bark Dolbadarn Compared with 1,018.9 miles on the New Haven and 25 miles on the Centerville, Albania & Southern Railway in Iowa. Electrical Southern Railway in Iowa. For 1914 there was a decrease of 7 per cent. in new tric railways of Canada built only 59.67 miles of new British schooner J. L. Nelson, 249 tons, from Ruamileage constructed as compared with 1913. Con- line in 1914 as compared with 147.86 miles in 1913. tan to New York with cocoanuts, p.t.



MR. I. G. OGDEN Vice-President C. P. R., who had the somewhat unusual experience of banqueting a friend on the lat-

Sheeringham Shoul in a heavy gale and is a total wreck. Six survivors were picked up by a trawler.

Serves to Indicate Some of These.

and Trade" from the pen of Bolney Hough, editor of the American Exporter, has just made its appearance

prominent sportsmen from the East, including a matters relating to all branches of commerces, trans-dozen or more millionaires, plan to sail north this portation, industry and the great basic industries. Its summer, and have chartered the steamer Corwin for work, especially in connection with agriculture and the purpose. The party will leave Nome in June. improved methods of farming have won for it special praise. In order to facilitate the transportation of ore from the old Ivanhoe mill in the Slocan, at which operatios

canal. It is stated, that the company intends to ties are before the American people. The opening of and is treating ore from the Surprise mine, which is the Panama Canal, the awakening of a Pan-American per at least one large freighter, which will be the Panama Canal, the awakening of a Pan-American being shipped to Newark, N.J. Another British steamer, the George Royle, is also tinental railroads are finding the competition of the She left the Type for Saint Nazaire, France. The flare of rocket signals was observed by the coast guards at Cromer, but the steamer disappeared before the lifeboat reached the scene. One of the George Royle's something of the comprehensive nature of the book advanced and when we remember that these very subjects are is not known. The George Royle sailed from Hull De- treated by a man thoroughly conversant with the As the result of a conference, passenger and bag treated by a man thoroughly conversant with the conditions we get a better idea of its value to business men. Some of the heatings follow:—Sea Borne Ixion, Captain Stout, is now three days' steaming from Yokohama for Victoria. The big Holt steamship from Yokohama for Victoria. The big Holt steamship of import and Export Shipping Routes and Service; The Handling of import and Export Shipping Routes and Service; The Handling of baggage privileges on "split" tickets, modification by the port of New York, January 19.—How radically feeted the business of the passenger steaming through passenger traffic at that point in the matter of baggage privileges on "split" tickets, modification by the port of New York by the property of baggage privileges on "split" tickets, modification by the port of New York by the property of baggage privileges on "split" tickets, modification by the port of New York by the property of baggage privileges on "split" tickets, modification by the port of New York by the property of baggage privileges on "split" tickets, modification by the port of New York by the property of baggage privileges on "split" tickets, modification by the port of New York by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the property of baggage privileges on "split" tickets, modification by the is due to arrive on January 22. She was delayed in the Orient loading extra shipments of freight for his coast. The Ixlon Is bringing 1.028 tons for Victoria, and Collections: Merchant Marine: America's Opportunities: Foreign Credits of which have been severely criticised by commercial and Collections: Merchant Marine: America's Opportunities: Foreign Credits of which have been severely criticised by commercial in Ixrayelers. 2,000 tons for Vancouver, 1,600 tons for Scattle, 1,100 tunities in the Markets of the World. The publicatons for Tacoma, 1.100 tons for overland points, and tion should be in the hands of every exporter, ship1.000 bales of raw silk. In her steerage quarters she per, trade commission and every wide-awake manu
ber, (Mashville's policy in refusing to switch cars for competitive lines, when the business switch cars for competitive lines, when the business

result of the forerunners of two others of exactly the same type. South America, as well as for grain, cotton and other in effect are best suited to its needs and the estabhas gone ahead rapidly on the Outer Harbor, and cargo to European ports, and there is also some orthe submarine bed of one of the piers has reached
ders in the market for coal carriers to Mediterranean ders in the market for coal carriers to Mediterranean some economies in transportation cost, would tend
westbound passengers were carried in

number of cases, and are in the market for more ves- cause the Interstate Commerce Commission is so slow in 1913 the aggregate number of arriv The Cleveland Railway company ranked second with 223 cars and the New York Municipal Railway company third with orders for 200 subway cars.

The Cleveland Railway company ranked second with 223 cars and the New York Municipal Railway company third with orders for 200 subway cars.

The Cleveland Railway company ranked second with 223 cars and the New York Municipal Railway company third with orders for 200 subway cars.

The Cleveland Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with 223 cars and the New York Municipal Railway company ranked second with a scars of the law of the long and short haud clause of the law of the long and short haud clause of the law of the long and short haud clause of the law of the long and short haud clause of the law of the long and short haud clause of the law of the long and short haud clause of the law of the long and short haud clause of the law of the law of the long and short haud clause of the law of to to make the description of the Mississippi river the steamship managers. Cabin passet stronger, and in some instances quotably higher.

Charters: Grain—British steamer Strathtay, 30,000 and absorb the charges from Chicago to the river as such, accepted accommodations in a such accepted accommodations in a such accepted accommodations.

> Winter wheat belt-Light snow in parts of Nebras-000 cases from New York to Japan, 35 cents, March. Lumber: Schooner Marion N. Cobb, 360 tons, from pecially Pittsburgh shippers, will be satisfied, Morgan City to New York, with dry cypress, \$5.50

> > Schooner Phineas W. Sprague, 709 tons, from Panama City to New York, \$7

folk to Newport News to Buenos Ayres, 38s 2d, January-February.

a quarter, will, if continued for a year, increase the deficit on the system by between \$7,000 and \$8,000, per cent. on the carnings and as the ary-February.

ublet), Atlantic and Pacific trade, one round trip, passengers carried by nearly 200,000 per annum.

British ship Belford, 1,771 tons, same basis, 41s 3d, British bark Dolbadarn Castle, 1,860 tons, or Gwy-

RAILROAD NOTES

William J. Young, formerly chief import and ex port agent of the Illinois Central and a resident Chicago for 50 years, is dead.

E. N. Aiken, assistant general passenger agent of the Queen & Crescent, has been elected president of the Passenger Traffic Club of Cincinnati.

ithern-Pacific, has been nset-Central lines of the Se promoted to general baggage agent to succeed the late Transylvania (15,000 tons)......Feb. 22, after 1 a. W. S. Napier.

clerk of the Great Northern. He succeeded John Byrne, who goes to a traffic bureau in Chicago.

In a synopsis recently published, figures are given

showing that, in America, of every 4,000,000 people

carried by railways, one is killed; while on British railways one is killed in every 72,000,000 people car-The International & Great Northern has announced he appointment of P. W. Taylor as superintendent

of motive power. He was formerly terminal supertendent of the Illinois Central at Waterloo and suc- Return limit Jan. 23. Stone & Webster Engineering Corporation of Boston, Mass., has completed financial arrangements for

construction at Dallas, Texas, of extensive terminals for its interurban railway system. Improvements will cost \$2,000,000. Bondholders of the abandoned New Jersey & Penn-

the old Ivanhoe mill in the Slocan, at which operatios were recently recommenced, the Canadian Pacific Company is considering entering the Atlantic const trade with vessels operating by way of the Panama comes at a time when great commercial opportunity of the structure of the trade with vessels operating by way of the Panama comes at a time when great commercial opportunity of the structure of the concentrator has commenced work of the concentrator has commenced work of the structure of the concentrator has commenced work of the structure of the structure of the concentrator has commenced work of the structure of the structure of the structure of the structure of the concentrator has commenced work of the structure of the concentrator has commenced work of the structure of the

refrean people. The work will undoubtedly fill a long dent of transportation after many years service in felt want in transportation circles. Already transcontant transportation of J. F. Porterfield

Lougo bales of raw silk. In her steerage quarters she has fifty-six passengers for Victoria and eighty for Earth of the La Salle Extension University, Chicago, Ill. Although the book is published by an American and coart steamships, in speaking of the commandering our economic and commercial problems are so aking of the company's new steamships Princess Margaret and Princess Irene, stated that he did not expect they lication is equally valuable to Canadian business men, would be seen on this coast during the present year.

When chartered by the Admiralty, the two new coasters were practically ready to leave the Clyde for Victoria to enter the Canadian Pacific service on the triangular route. The Princess Margaret was completed and the Princess Irene had reached the steam trial stage. Now much of the work that had been finished, has been undone, the fine furnishings having been stripped out of the craft in order that they may be converted into fast scout cruisers.

GRAND RAPIDS RAILWAY.

New York, January 19.—Grand Rapids Railway declared regular quarterly dividend of 1½ per cent. on preferred stock, payable February 1st to stock record January 15.

Commenting upon accidents, resulting in death in the United States and the Victorial traceable to railroad travelling in the United States the general safety agent of the New York Central Lines gave figures, before a Cleveland audience recently, showing that railway travelling was much safer than automobile travelling. In the year ending on June 30, 1912, there were 270 passengers killed on the railroads in the United States, but only 139 or these in train accidents. In 1912 in only 22 American Antwerp. The Cunard Line service is the general safety agent of the New York Central Lines gave figures, before a Cleveland audience recently, showing that railway travelling was much safer than automobile travelling. In the year ending on June 30, 1912, there were 270 passengers killed on the railroads in the United States, but only 139 or the centry of the centry of the centry of the variation of the was also suspended. How westbound steamship traffic during the comparative provided to the tentry of the was falled to railroad travelling in the United States, but only 130 or the railway travelling was much safety agent of the New York Central times, among the largest, find the was lines, among the largest, find the was called to railroad travelling in the United States, but only 130 or the railway travelling was much safety agent of the New York Central times, among the largest, find the was ca

The Interstate Commerce Commission has dismissof Victoria's harbor improvements. From the early period of 1914, the work of development, has gone on Co. which sought to obtain a reduction in freight rates unduly to concentrate the cotton-producing industry, 1913, the number of passenger ste

> Shippers in large trade centres and the Western Shipped have substituted sailing vessels in a Trunk Line Committee are becoming impatient be- 1,967 passenger steamers arrived sels of the kind for forward leading, but there is also in acting upon their request for authority to ignore quarters from Portland, Maine, to Rotterdam, p.t., crossings on freight destined to coast points. Eastern numerous vessels, and this accounts for February; British steamer Strath—, 30,000 quarters, same.
>
> Petroleum—British bark Elginshire, previously, 90,
> Transcontinental freight rates can soon be straighten.
>
> Petroleum—British bark Elginshire, previously, 90,
> Transcontinental freight rates can soon be straighten. ed out, and that when it is, those most co

DEFICIT IN CAR RECEIPTS.

Saskatoon, Sask., January 19.-Judging by the trial so far made, the introduction into the operation of the approximately \$122,226.90 from the S ma city to see 1978. When the control of the profits made and the control of the control of the profits made and the control of the control of the control of the profits made and the control of the control o Miscellaneous-Steamer Peter H. Crowell, 2,423 tons and will at the same time increase the number of mitted to H. Thompson, city tre

the 204.94 miles of the New Haven between Stamford and New Haven. Minnesota was second with 80.85 of the number of signals ordered by New York Municipal Railway company, the number of signals ordered in 1914 was 80 per cent. of the number purchased in the preceding year.

The greatest mileage built by any electric railway is signals ordered in 1914 was 100 per cent. of the New Haven between Stamford and New Haven. Minnesota was second with 80.85 miles saccond with 80.85 miles and Utah was third with 77.55 miles. Iowa with 56.80 miles was fourth.

The greatest mileage built by any electric railway is greatly and the West Coast South America to New Orleans, with initrate, 30s, January-February.

British steamer Noya, 2.633 tons, from Huelva to grave intractional distribution of the New Haven between Stamford and New Haven. Minnesota was second with 80.85 miles of new electric line and Utah was third with 77.55 miles. Iowa with 56.80 miles was fourth.

The greatest mileage built by any electric railway.

The greatest mileage built by any electric railway. British steamer Noya, 2.633 tons, from Huelva to of advertisement. Already sixty publications are in- that it will be about 310, which cluded in its advertising schedule, besides minor lit- amount \$6,200, or a total of \$122,226.90. have been spent within recent years on automobile factory and is considerably more than the city advertising.

INTERNATIONAL TRACTION CO.

New York, January 19 .- International Traction Co. declared regular semi-annual dividend of 2 per cent. Co. declared regular quarterly dividend on preferred stock, payable February 15. Books close cent. on pfd. stock, payable February February 11, re-open February 16.

CANADIAN SERVICE

Sailings from Halifax to Liverpool:-R. L. McKibbin, traveling passenger agent of the TRANSYLVANIA (15,000 tons) . .

.. Jan. 25th. 1 a.m For information apply to

The Spokane Merchants Association has a new traffic manager in C. O. Burgan, heretofore chief rate Agents, 23 St. Sacrament St. 20 Hospital Street

RAILROADS.

CANADIAN PACIFIC WINTER FAIR, OTTAWA \$4.50

From Montreal and return, Going

CHANGE IN TIME

FOLDERS ON APPLICATION.

TICKET OFFICES:

141-143 St. James Street. Windsor Hotel, Place Viger and Windsor St. Station

GRAND TRUNK SYSTEM DOUBLE TRACK ALL THE WAY Montreal - - Toronto - - Chicago

TIME TABLE CHANGES.

FIRST CLASS FARE AND ONE-THIRD bing Jan. 18 to 21; return until Jan. 23.

122 St. James St., cor. Francels Xaving

In 1913 the number of westbound

pares with the movement during the years is strikingly shown in the follow:

230,410 187,788

in 1914 was greater than those which

winnipeg electric will PAY \$122,226 TO THE CITY.

of \$2,320,538.13, the city's share will be \$

In addition to this the company pays t

This will be a shrinkage of a little over \$ of the earnings in 1912.

AMERICAN RAILWAYS CO. Philadelphia, Pa., January 19.-Ame

record January 30.

VOL. XXIX No. 214

THREE FLATS WERE BUTTED

ion, N.J., Suffered Million Dollar Fire and Corn

wall, Ont., Also Had Blaze. led at over \$5,000 was done l pamase the state of the the state of the the ask of the tenement house comprising numbers 13 and 1336 Lajoie avenue, Outremont, the proper of Mr. Joseph Ainey. Only one of the three ter was occupied, that being the second flat,

Robert Smith. man Joseph Martel, of the Outremont fire b was severely injured when he was carried from second floor to the basement by falling floors blaze broke out at 7.30 last evening, suppose the furnace in the rear, the family of M nith being absent at the time. When the firem the flames had already gained a dangero adway and were shooting out of second storey wi ows in the rear of the building. The Outremont be ade, under Sergeant Willis, worked until 10.30 befo e outbreak was quelled.

nn, N.J., January 19.-Fire last night total oved the insulated wire department of the John toeblings Sons Company, Ferdinand W. Roebling and treasurer of the company, es 11 \$1,000,000. The insurance on t s about \$750,000. Some 1,200 persons we ployed in the departments destroyed, 500 of the ing double time on contracts with Pittsbu

wall. Ont., January 19.-Fire broke out in Be tein's clothing store yesterday evening, and be the firemen got the flames under control, an hor age to the extent of several thousand do lone. Goldstein carried a stock which is about \$7,000, with \$2,500 insurance in the Other tenants in the Mack ar uffered damage by smoke and wat be Fresholder printing office, Charles Arn ery store Medical Hall Drug Stor Kyte's stationery store, Alex. Horton, Arthu and Wm. Carpenter's apartments. Th e of the fire has not been explained.

FIRE IN CLOTHING STORE.

wall. Ont., January 19.-Fire occasioned \$7,00 in B. Goldstein's clothing store. There is ir has to \$2 500 in the Norwich Union

OTTAWA LIFE UNDERWRITERS.

officers for the ensuing year resulted a Hon. president, A. D. Kennedy; president, C ortly; vice-president, A. S. Wickware; secre or Bort H. Cole: auditor O. B. Haycock ttee, W. J. Phillips, Dr. Lessard, J. 7 taker, Geo. Doyon, J. H. Halpenny.

REPARING COMPENSATION BILL FOR PENNSYLVANIA

emplates Exclusive State Fund and May Creat Monopoly-Plan is to Place Whole Burden on Employers

iladelphia. January 19.—The question of work ation in Pensylvania will be discussed ict party lines if present plans are carried workmen's compensation bill is now being ed and will be introduced in the legislature a with the scal of party approval. It was dean in control of the senate at the las

which defeated a bill backed by organized stated that some of the features of the prooill will be a blow to the liability insurances is introduced. It is now proposed he cost of insurance be collected by assessment ers and paid out by the State thus fund backed by the government the sold of selling insurance to the employers.

on of the legislature there was a of opposition to the measure then up for cluded farmers in its scope. osed to exempt the farmers and stic servant from the operation of the act, the was raised that this exemption would make the slation, and therefore unconstituorder to get around this unconstitutional e it is proposed to include farmers in the scope but to do it by classifying industries. e plan to place the whole burden of creating the sation fund upon the employers of the state received the unanimous approval of There is an alternative suggestion that

ain percentage be assessed upon the employes. DID "SECRET TRUST"

EXIST Haven, January 19 .- The New Haven Railhas won its first victory in its suit against John formerly a New Haven director, and othr recovery of \$3.800,000, which, it is claimed, nlawfully diverted from the New Haven through rn which was organized and known as the Company, created to take care of the Boston Maine stock obtained by the New Haven. Case, in the Superior Court, overruled the defiled by various co-defendants, which asked the dismissal of the New England Navigation my as a party plaintiff and separation of the

mplaint to which it is charged that a

trust" existed. RECEIVERS FOR POSIAH THOMPSON.

own, Pa., January 19.-Receivers have been ted for Josiah V. Thompson, president of the lonal Bank of this city, which failed to open day. Mr. Thompson is the owner of vast coal nnsylvania and West Virginia.

INSURANCE MEN AT WAR.

is made from the head offices in 100l of the Royal, the Liverpool and London Globe, the London and Lancashire Fire and the that no fewer than 341 men have joined His rces, or a percentage of 31.23 of their erpool staffs

EQUITABLE LIFE REPORT.

Equitable Life Assurance Society (the "Old ble") issued 356 policies during 1914, 405,053, and deferred annuities of £1,976 per an assuring at single and annual premiums of £7,534 and spectively, after deducting re-assurances ciety also granted thirty-one immediate an s, securing £1,824 per annum, for which the deration received was £23,055. The claims £235,000) were well within the expected amount.