

Grand Trunk Railway.

Extracts From the Recent Speech of the New President.

The Concentration of the Car-shops at London.

Kind Words for the Employees by Sir Rivers-Wilson.

The New General Manager Highly Spoken of by the President and by Vice-President Price.

Hopeful Words as to the Future of the Great System.

From the Railway Times, to hand by mail, we take the following interesting extracts from the speeches of Sir Rivers-Wilson, president of the road, and Vice-President Price. They supplement our cable report, and contain much that will interest many "Advertiser" readers:

THE SITUATION.

Among other things, the president said: "Turning from the accounts, which I have thus briefly described, but which I venture to think are so clearly exhibited as to be easily intelligible to any of you who may desire to study them more in full, I revert to the general situation which the board found when they assumed office on May 7 last. What was, in effect, that situation? They found that they had undertaken the management of a railroad system which, with its controlled and affiliated lines, extended for 4,000 miles of railway, worked by a staff of over 20,000 employees, with gross traffic receipts of \$4,500,000 sterling, extending into two different countries, and governed in each by a separate legislation; that the total capital of the company amounted to no less than \$85,000,000; that of this amount \$44,000,000 received no dividend whatever, and that the net revenue of the company had been insufficient at the conclusion of the year 1894 to pay the interest of the bonded and debenture debt of the sum of \$97,000. Looking to the magnitude of these interests and responsibilities, as well as the just expectations of the shareholders, and after a review of the history of the company, its gradual development, and the causes which have chiefly contributed to its present unsatisfactory financial position, the board had no hesitation in arriving at the conclusion that the general lines of their policy must be (1) a firm determination to resist the temptation of being led into the acquisition of other lines, or the extension of those now in the possession, or under the control of the company, unless in such exceptional cases and under such special conditions as would insure the profitable result of the transaction; (2) a system of the strictest economy in all branches of the administration compatible with the maintenance of the roads in a state of efficiency, and (3) constant supervision over the staff of the company, and special care in the selection of the principal officers, upon whose intelligence, zeal and integrity the prosperity of the company so largely depends."

Sir Charles next referred to the visit made by himself, Vice-President Price and other directors to Canada, and remarked on the feeling of respect and sympathy shown toward them by the citizens of London and other centers.

INCREASED TRAFFIC SECURED.

"While at Chicago we had the satisfaction of coming to an understanding with Mr. Armour for a restoration to the Grand Trunk Company of a portion of the line of the Great Western, which had been diverted from our line in consequence of a disagreement, which we hope, has now been amicably adjusted. We also had at Chicago, and subsequently at New York, some important interviews with Mr. Pullman, with a view of securing, under the terms of the agreement existing between his company and the Grand Trunk Company, a supply and maintenance of a better class of parlor and sleeping cars than has hitherto been provided, many complaints being made by the traveling public as to the inefficiency of the present accommodation."

THE SHOPS AT LONDON.

"Another matter of importance to the efficient and economical working of the system, which has been under consideration for a long time, we were able satisfactorily to conclude—viz., the concentration of the car shops in Western Canada in the most convenient locality. Our main shops, as you know for the construction, both of cars and locomotives, are at Montreal. At Stratford we have other important shops for repairs, and at Brantford car shops. It has been recognized that Brantford is not a convenient center for the car-building and repairing operations of the company, and the question has for a considerable time been debated as to where they should be removed. Three cities offered superior advantages—London, Sarnia and Stratford—and each has pressed its claims on the attentions of the board. Upon a careful review of the circumstances, we decided that it would be of great advantage of the company generally that we should make London the headquarters of the car construction and repairs for Western Ontario, and we have made arrangements accordingly. We are already possessed of a large amount of land and of buildings, the remnant of the shops that were burned down some years ago, and I am happy to say that, owing to this circumstance and to the liberality of the local authorities of the city of London, we shall be able to remove our plant and staff from Brantford and erect excellent new shops without any expense to the company, and with great advantage to the working of the line. The main facilities both of Sarnia and Stratford offered handsome inducements to the company to fix the car headquarters in one of their cities; but, on the whole, the advantages offered by London justified them in giving the preference to that place."

BRIDGE AT NIAGARA.

"At Niagara Falls we met the representatives of the Niagara Bridge Company, with whom we entered into negotiations for the construction of a double-track, arch bridge in place of the present suspension bridge, which, regarded as a triumph of engineering skill, but is no longer adequate for the heavy traffic which presents itself at the two extremities. Under our present contract the Grand Trunk Company pays a yearly rental of \$50,000; under the proposed agreement there will be a moderate augmentation of rent; but, on the other hand, we shall

obtain a new and much stronger bridge with a double track instead of the present single track, thus affording much greater traffic accommodation. THE NEW GENERAL MANAGER. "I must now mention a matter of peculiar interest and extreme importance to the shareholders. Mr. Seargeant will, on Jan. 1 next, conclude his long and honorable career in your service, and will be succeeded in his post of general manager by Mr. Charles M. Hays, at present the vice-president and general manager of the Wabash Railroad Company. Nothing has caused the board greater anxiety than the selection of the officer who is to fill this high, responsible and most arduous position. The qualifications for the post of general manager of the great Transatlantic railroads are extremely varied and most difficult to find united in the same person. We believe that in Mr. Hays we have secured a man of exceptional ability, of thorough integrity, and of complete knowledge, as well of what I may call railway politics, as of the technical handling of a railroad in all its details. We shall ask you to elect Mr. Seargeant, who is returning to England to take the existing vacancy on the board, and in doing so we feel that we are proposing a measure which will be extremely beneficial to the company, and will lend strength to the board, to whom Mr. Seargeant's intimate acquaintance with every portion of the system and every detail of the administration will be of signal advantage. In Canada and America it is probable that a reorganization of the staff may be effected, which, as pointed out in the report, would be attended with economy and increased efficiency; but we have thought it best to defer taking any conclusive steps with this object until after the new manager has taken office, and is able to confer with the board as to the measures to be adopted."

PEACE FOR THE EMPLOYEES.

"Before leaving his subject I desire to place on record our appreciation of the zeal and intelligence of the officers with whom my colleagues of the department and I came into contact while in Canada. We were also excessively struck with the excellence and the high character of the large body of workmen in the shops which we visited. We were happy to find that they appeared well satisfied with the conditions of their employment, were interested in their work, and proud of their connection with the Grand Trunk Company."

WHAT VICE-PRESIDENT PRICE SAID.

"With regard to equipment, that is in good order, but there is one very grave defect in it, and that is the scarcity of 30-ton cars. During the last few years equipment of American railroads has undergone an entire change. Fifteen years ago they used to have nothing but 10-ton cars, and now they have 30 tons, and the Grand Trunk have only 4,000 of these 30-ton cars. The consequence is that when there is a demand at Chicago for cars we are obliged to supply 30-ton cars of none at all, because the western roads will not load less than 30-ton cars. Therefore, the first thing we did was to order 1,000 additional cars of 30 tons each. These cars are being delivered as rapidly as possible, and I think we will all be delivered within the next fortnight or three weeks. The maize crop, of which there is a bountiful supply in the west, does not move until the beginning of November, and I feel sure as soon as that begins to move with these cars you will see the effect of it in our earnings."

BUSINESS OUTLOOK IN CANADA.

"There is no doubt there is quite an improvement in the United States; but that has not reached Canada. The good times in Canada always come some time after they have begun to improve in the United States. You the condition of things in Canada. Mr. White, our district freight superintendent at Toronto, showed me a statement of the quantity of lumber that was stacked along the line of the Midland and Northern railways. There is enough lumber there on the line of the track ready to load 35,000 cars as soon as there is a demand, but building operations are at a standstill, and therefore there is no demand for this lumber; but that cannot last for ever."

WHAT AMALGAMATION DID.

"Referring to the statement in the report showing the increase in the mileage of the railway and in the fixed charges, I do not want to go into full details, and show where the mistakes have been made. I will take only one instance; that is the case of the Great Western, which I was connected with for fifteen years, long before the fusion of the Great Western with the Grand Trunk. At the time of the fusion had 1,450 miles of railway, and its fixed charges came to \$425,000. They took in the Great Western Railway, 808 miles, and added, virtually, to the charges in front of the Grand Trunk, the charges of the Great Western. That was where the mistake was made. There was too much paid for it, and too much for the other lines. One of the effects of the fusion of the Great Western with the Grand Trunk was that, whereas the former, when worked as an independent line, did a very large business from Chicago, via Detroit, to the Eastern States, that business was shortly after the union almost entirely lost. The Michigan Central was controlled by the New York Central, and the whole of our business is now done by means of the Sarnia tunnel, and the suspension bridge of the Grand Trunk Railway. There is no use crying over it back again, and I think we can get a great deal of this lost traffic back again, and in appointing

MR. HAYS AS THE GENERAL MANAGER.

of the Grand Trunk we have the very man to do it. He is the general manager of the Wabash Railway, which has not only a connection with the Grand Trunk, but has also in connection with our great competitor, the Canadian Pacific. The Canadian Pacific can only reach Chicago over the Wabash Railway, and, therefore, Mr. Hays comes to us with full knowledge of all the circumstances in connection with this business. He is quite a young man, only 40 years of age, and a man full of energy, a strict disciplinarian, and very much liked by his people. I feel sure in appointing Mr. Hays we have done right."

THE GRAND TRUNK ALL RIGHT.

"I will only further refer now to opinions which have been frequently expressed in the newspapers, that the Grand Trunk was in the slough of despond. Now the Grand Trunk is not in such a way as they want to make out. By the way in which the accounts have hitherto been rendered, carrying over balances from one half year to the other, you have hardly known how you stand. They have shown in the first half of the year a profit, and in the second a loss. I say it ought to be the other way round. In the corresponding half of the year to the one we are in, the depreciation in the Grand Trunk, after meeting its fixed charges and the half year's losses on the controlled lines,

was a little short of £2,900. Now, in this current half year we are certainly £18,000 net better than we were in the corresponding half year, but I hope that we shall be at least £30,000 better by the end of the half year. If you take that £30,000 from the loss of £94,000 shown in the first six months, the amount which the Grand Trunk will be behind in the year 1895 will be only about £64,000. I do not think that is a slough of despond, gentlemen, for a large concern like this, whose gross traffic has fallen £700,000 in no less than three years. Therefore we have plenty of margin for improvement, and I ask you not to accept as a fact the statements of those gentlemen when they say the Grand Trunk Company is in a slough of despond."

A LATE DIRECTOR'S TESTIMONY. Some discussion which followed was instructive. Among others Mr. Heygate (a late director) congratulated the board on the fact that although they had lost £44,000 of gross traffic, the Grand Trunk system had yet been able to effect a saving of £55,000 during the past half year, which had been, generally speaking, so disastrous. That fact reflected credit upon their staff in Canada, and showed that they were in an excellent condition. If it had not been so, the economies effected could not have been maintained without endangering the safety of the public. He was particularly gratified at the prospect which seemed to offer of a binding agreement in regard to the rates being at last effected. The accession of Mr. Seargeant to the board of directors would be to the interest of all the shareholders, for no name stood higher on the other side of the Atlantic than that of Mr. Seargeant for ability as a railway administrator. The report was adopted unanimously and the retiring general manager (Mr. Seargeant) was appointed a director by a unanimous vote."

INSURING CITY EMPLOYEES.

School Board Employees Will Not Be Included in the Scheme.

City Hall Officials, Police and Corporation Laborers in It—Tenders for the Insurance Received—John Law's Suggestion Filled—Tax Remissions by the Finance Committee.

The finance committee of the City Council last night opened seven tenders for the insurance of civic employees, under the employers' Liability Act, and decided to recommend that the school board employees be excluded from the policy, if one is taken out. Tenders were asked for under the following classes of employees:

1. All officers and employees of the council and of all boards or trusts for whose expenditure this council levies rates.

2. The same as above, with employees of the board of education excluded.

3. Same as the first clause with board of education, police and city hall officials excluded.

4. The limit of liability in each individual accident to be the statutory limit of \$1,500.

5. The amount paid in wages to be the limit of insurance under each of the three classes, No. 1, \$150,000; No. 2, \$80,000; No. 3, \$40,000.

Seven tenders were received, ranging from a 20-cent rate per \$100 on the first clause to a 50-cent rate per \$100 on the last. The Ocean Accident Company offered to take the 50-cent risk at 25 cents, and the Employers' Liability Insurance Company, through two agents, offered a 25-cent rate on any clause.

At the suggestion of Ald. Marshall the \$80,000 policy will be recommended, covering all civic employees, except those under the direction of the board of education, which include teachers, janitors and the secretary. The three tenders above mentioned will be submitted to the council.

Mayor Little, who suggested the insurance scheme to the council, said that the costs in recent cases this year amounted to nearly \$800.

Ald. Carrothers expressed opposition to the plan of insurance. This was the first year the city had to pay out money for accidents. The only thing he could see in the scheme was the saving of law costs.

Ald. J. W. Jones called attention to the fact that all large employers of labor were taking out policies to include their employees. Why should the city do the same thing? It was very good legislation.

There the matter dropped. Mr. John Law suggested that the city should provide a suitable plot in Mount Pleasant Cemetery for the burial of the city poor. He considered it would be a step in the right direction.

"It is purely a matter of sentiment," said Ald. Armstrong, as a motion to file the communication was declared carried.

Chorazin Lodge, I. O. O. F., will be offered the use of the entire upper portion of the East End Hall for \$200 a year, for five years. The lodge at present only rents a few rooms, for which it pays \$96 yearly.

Catharine Bremner's taxes will be charged against the property. One half of Mrs. Garth's taxes—\$4 75—was remitted.

The members of the committee present were: Ald. J. W. Jones (chairman), John Marshall, H. Dreaney, G. W. Armstrong, R. Carrothers, O. E. Bremner, Mayor Little, Treasurer Pope.

MAKING UNNECESSARY ANY PAINFUL OPERATION.

How South American Kidney Cure Removes Pain and Stems Periods of Distress.

It was chronicled in the local press a few days ago that one of Toronto's few known physicians was leaving for a leading United States hospital, there to undergo an operation for a bad affection of the kidneys. Everyone will hope that the experiment will be successful. But is not prevention better than cure, and are not the first symptoms of kidney disease, such as backache, let that wonderful specific, South American Kidney Cure be taken, and the trouble is speedily banished. What is the disease has taken hold of the system, even in extreme cases relief and cure is quickly secured by the use of this medicine.

Armenian refugees from Constantinople are crowding into Catania and Sicily.

In his VEGETABLE PILLS Dr. Parmelee has given to the world the fruits of long scientific research in the whole realm of medical science, combined with new and valuable discoveries never before known to men. For Delicate and Suffering Constitutions Parmelee's Pills act like a charm. Taken in small doses the pills are both a tonic and a stimulant, mildly exciting the secretions of the body, giving tone and vigor.

Have that old photo you have copied and enlarged. Mr. C. D. Anderson will make you one for \$3, framed and all. Call and see at 240 Richmond street.

TRAMPS HAVE FUN.

Parade the Streets and Take in the Flower Show.

The Tramp Smoker of the London Bicycle Club an Artistic and Financial Success—Some Oddities Present.

The tramp smoker given by the London Bicycle Club last night was a success that beggars description. Any person who happened in in conventional garb was a stranger amidst a motley, unkempt crowd, disguised as tramps, and so well dissembled that their creditors might have known them, but their mother—never! Where all the old rags came from it is impossible to say. With the rags was a choice selection of wigs, false whiskers, real whiskers, lamplblack, rouge, and court plaster. Before the smoker began in the K. of P. Hall, the assembled tramps took a stroll along the asphalt pavement to the Tecumseh House, and to the flower show. Their appearance drew as large a crowd as a good-sized fire would. Many citizens found it actually necessary to hold their dogs by the collars as the tramps went straggling past, and no better compliment could have been paid to their disguises. They were bums among the 'mums at the flower show. They were let in for nothing, but it cost most of them something to get out. They were dude tramps when they again reached the streets, sporting massive 'mums. To attempt a description of the 150 different makeups would be impossible. None were better than those who, on accosting one of their acquaintances, asked a cold and haughty stare, such as London motormen have acquired since they became expert at passing people at the corners. Then they knew their disguise was complete, and they nearly raised the rafters. One young man made the Union Jack do duty for an extremely necessary patch on his trousers. A coat that was not split up the back was considered a great feat. At least half a yard of court plaster was, as a rule, required to give a genuine tramp expression to the face. The tramp costume improved the looks of some. One indiscreet young man brought in a bucksaw and the sight was like a red flag to a bull. For a moment he was in danger of being mobbed or thrown out of the window. The use was complete, and the crowd dodged the tramps there were a gross of short clay pipes, a large box of fine-cut tobacco, a half cheese, four boxes of crackers, and coffee, and the latter was generally served in old tins, of which the tramps brought along a choice assortment.

A programme was rendered as follows: Solo, Ruthven McDonald; solo, I may give you a clue, Wm. Skinner; recitation, George Burill; solo, Tom Ranahan; duet, Messrs. Scott and Black; duet, Messrs. Glover and Scramton; mandolin solo, Ed. Abbott; solo, Lew Leonard; solo, W. Skinner; accompanist, A. L. Lawrance.

The committee consisted of Fred Beltz, Ernie White, Ed. Croden, Bert Scramton, Willie Westland, Fred Hungerford, Charley Tamin and Oliver Leslie.

There is truly a wonderful difference when the pure, solid, heavy and legal gold coin is compared with the miserable imitation.

The genuine coin is passed with confidence from one person to another; all people believe in it. How is it with the imitation—that spurious coin made and issued by dark and criminal hands? It is made in dark places; it is issued stealthily to deceive and defraud; and all who are connected with the work of deception are ever fearful of the hands of justice.

The genuine gold coin has music and crispness in its ring; the base coin sounds dead and harsh to the ear. As the genuine gold coin and the imitation differ so vastly, so also is the difference between the genuine and the imitation of Paine's Celery Compound and the imitations of Celery that people are frequently deceived by.

Paine's Celery Compound is universally praised for its great efficacy. It is hailed everywhere as a great healer of disease; it is recommended by professional men all over this continent; it is genuine, reliable, and honest, and "makes people well." The imitations, and all the crude preparations, are made to sell without regard to results. Deceived buyers are naturally indignant at loss of money, and the aggravation of their troubles. When such imitations are used, life is positively endangered.

The genuine Paine's Celery Compound—the kind that cures—is easily distinguished by the words "Paine's Celery Compound" and the "stark" of celery found on the bottle and outer carton. Look for these special features, and you always get just what will meet your case.

ODOROMA, a botanical preparation of wonderful efficacy, perfectly harmless. It is the "peer over all other tooth powders."

There is truly a wonderful difference when the pure, solid, heavy and legal gold coin is compared with the miserable imitation.

The genuine coin is passed with confidence from one person to another; all people believe in it. How is it with the imitation—that spurious coin made and issued by dark and criminal hands? It is made in dark places; it is issued stealthily to deceive and defraud; and all who are connected with the work of deception are ever fearful of the hands of justice.

The genuine gold coin has music and crispness in its ring; the base coin sounds dead and harsh to the ear. As the genuine gold coin and the imitation differ so vastly, so also is the difference between the genuine and the imitation of Paine's Celery Compound and the imitations of Celery that people are frequently deceived by.

Paine's Celery Compound is universally praised for its great efficacy. It is hailed everywhere as a great healer of disease; it is recommended by professional men all over this continent; it is genuine, reliable, and honest, and "makes people well." The imitations, and all the crude preparations, are made to sell without regard to results. Deceived buyers are naturally indignant at loss of money, and the aggravation of their troubles. When such imitations are used, life is positively endangered.

The genuine Paine's Celery Compound—the kind that cures—is easily distinguished by the words "Paine's Celery Compound" and the "stark" of celery found on the bottle and outer carton. Look for these special features, and you always get just what will meet your case.

ODOROMA, a botanical preparation of wonderful efficacy, perfectly harmless. It is the "peer over all other tooth powders."

There is truly a wonderful difference when the pure, solid, heavy and legal gold coin is compared with the miserable imitation.

The genuine coin is passed with confidence from one person to another; all people believe in it. How is it with the imitation—that spurious coin made and issued by dark and criminal hands? It is made in dark places; it is issued stealthily to deceive and defraud; and all who are connected with the work of deception are ever fearful of the hands of justice.

The genuine gold coin has music and crispness in its ring; the base coin sounds dead and harsh to the ear. As the genuine gold coin and the imitation differ so vastly, so also is the difference between the genuine and the imitation of Paine's Celery Compound and the imitations of Celery that people are frequently deceived by.

Paine's Celery Compound is universally praised for its great efficacy. It is hailed everywhere as a great healer of disease; it is recommended by professional men all over this continent; it is genuine, reliable, and honest, and "makes people well." The imitations, and all the crude preparations, are made to sell without regard to results. Deceived buyers are naturally indignant at loss of money, and the aggravation of their troubles. When such imitations are used, life is positively endangered.

The genuine Paine's Celery Compound—the kind that cures—is easily distinguished by the words "Paine's Celery Compound" and the "stark" of celery found on the bottle and outer carton. Look for these special features, and you always get just what will meet your case.

ODOROMA, a botanical preparation of wonderful efficacy, perfectly harmless. It is the "peer over all other tooth powders."

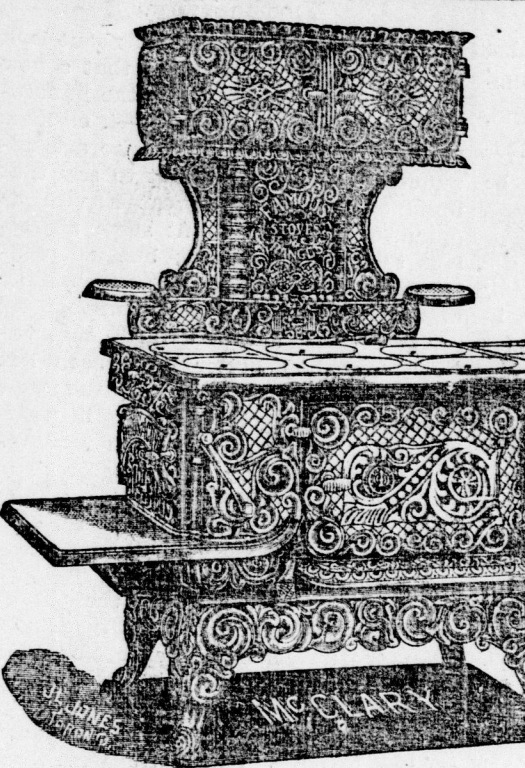
There is truly a wonderful difference when the pure, solid, heavy and legal gold coin is compared with the miserable imitation.



SURPRISE SOAP

Lasts Longest Goes Farthest.

READ the directions on the wrapper.



STEVELY'S

362 RICHMOND STREET, 'PHONE 452.

Hobbs Hardware Co.

LONDON, ONTARIO.

Smokeless Powder, Quick Shot Powder, Chilled Shot and Shells Of Every Description, Loaded Cartridges, etc.

GOOD IS GOOD, but something better beats it. The

F.C.B.C.

FOREST CITY BUSINESS AND SHORTHAND COLLEGE, LONDON, ONT. Has something better than most schools. We have a system which is practical. You perform all work, and don't imagine it done. You cannot afford to take the old style course, pupils are receiving good education. J. W. WESTERVELT, Principal.

THIS WEEK WE ARE OFFERING OUR NO. 44 AND NO. 50

SIDEBOARDS

AT COST TO CLEAR THEM OUT. \$25.00

Solid Quarter Cut Oak, Finely Carved, Highly Polished, Roman Gold Trimmings, 40x18, French Bevel Glass, Size of Top 48x22, Mounted on Casters.

ONLY A LIMITED NUMBER LEFT

You'll see 'em if you're prudent, You'll buy 'em if you're smart, AT

John Ferguson & Sons

174 to 180 King Street - - - London, Ont.

A LITTLE REBELLION.

Farmers Around Lowe Village, Que., Decline to Pay Taxes.

Hull, Que., Nov. 16.—The 30 Provincial constables and bailiffs who went to Lowe to attempt to collect taxes from delinquent Irish inhabitants met with no success, as all night they returned in a disgusted mood to the village, and while they slept some parties stole the nuts off the wagons used to transport them. Now they will have to walk to Brennan's Hill through the muddy country roads if they wish to accomplish anything. Meanwhile the farmers are gathering their forces together and serious trouble is expected. Both sides have firearms. The settlers all came from Ireland to escape taxation, and declare they will not pay them in Canada.

The great lung healer is found in the excellent medicine sold as Bickie's Anti-Consumptive Syrup. It soothes and diminishes the sensibility of the membrane of the throat and air passages and is a sovereign remedy for all coughs, colds, hoarseness, pain or soreness in the chest, bronchitis, etc. It has cured many when supposed to be far advanced in consumption.

A committee has been formed for the erection in Metz of a monument to the late Prince Frederick Charles, the "Red Prince," father of the Duchess of Connaught.

Nervous on Edge. I was nervous, tired, irritable and cross. Kid's Clover Root Tea has made me well and happy. Mrs. E. B. WOODEN.

Connoisseurs of driving patronize Overmyer's livery, Richmond street north, as they only the latest style of rigs. 'Phone 42.

There is truly a wonderful difference when the pure, solid, heavy and legal gold coin is compared with the miserable imitation.

The genuine coin is passed with confidence from one person to another; all people believe in it. How is it with the imitation—that spurious coin made and issued by dark and criminal hands? It is made in dark places; it is issued stealthily to deceive and defraud; and all who are connected with the work of deception are ever fearful of the hands of justice.