Pending Favorable Consideration of Request for Higher Pay from Tyne-Tees Company Officers and Captains Will Not Work

The captains and officers of the staumers running into the Tyne owned by the Tyne-Tees Shipping Company, one of the oldest of its kind on the North East coast, have tendered formal notice of suspension of service pending favorable consideration of memorials as signed by them and presented to the directors on their behalf by the Imperial Merchant Service Guild on the 12th January last.

Since that time the Guild have received a communication to the effect of the pay and in other respects.

In their case also the offers of the case also the offers of the Tyne-Tees Company say they merely

ceived a communication to the errect that no concessions whatever could be made, though the general manager would be prepared to receive a depu-fation to consider any complaints. Af-ter consideration at Newcostle-on-Captain T. V. Walker, and the secre-tary, Mr. T. W. Moore, it was decided that a deputation be formed, and six in number—three captains and three officers—accompanied by Captain Walker and Mr. Moore duly waited upon the general manager. Some con-siderable discussion took place, and arising out of a surgestion of the general manager, the representatives of Trained a modified scale of remunera-tion which the general manager prom-ised to lay before the directors, and from the nature of his remarks it seemed extremely probable the director orable issue would result. The Guild, however, have been surprised to re-ceive a communication, a week after the meeting of the directors had taken place, in which nothing whatever was granted. With feelings of the greatest, regret it, is the unanimous opinion of those concerned that all other concili-

cesent one which has been taken. The captains in their memorial ask-for rates of remuneration which for met time past have been adopted in her companies of similar standing, drunning vessels of the same class, aring the course of the deputation sich wated upon the general manar, the representatives of the Guid runsing vessels of the captains and officiers was much the captains and officers was much the captains personal to their great responsibilities, escially as owing to the captains personal to the captains personal to the captains personal to the captains personal to the captains of the presonal t other companies of similar standing, and running vessels of the same class. During the course of the deputation which waited upon the general manager, the representatives of the Guild furnished conclusive proof that with but one or two exceptions in most other companies of like character the pay of the captains and officers was much higher. The contention is, baving restard to their great responsibilities except the content of the captains and other standing their great responsibilities except to their great responsibilities except.

June 13. Saturnia. June 27
June 20. Athenia. July 4
June 27. Letitia. July 11 Passenger Rates—One class cabir (II.) \$47.59 upwards. Third-class east and westbound, \$31.25.

THE ROBERT REFORD CO.,



Steamers call Plymouth Eastbound. Intes, Cabin (II.), \$46.25, 2rd Class

THE ROBERT REFORD CO.,



VIA LIVERPOOL
TO SEEAT BENTAIN and CONTINENT
Pulstia Element, Excellent Service
"MEGANTIC" - July 14
"CANADA" - July 14
"LAURENTIC" - July 18
AND EVERY SATURDAY FOLLOWING
Rates to Liverpool from 525.504 st Class
" 330.00 2nd "

Only four short days at sea. 118 NOTRE DAME ST. W. or Local Age

out loss of pay.

Comments on Service.

Comments on Service.

At the lest annual meeting of the company, the chairman, Sir William Stephenson, in the course of his speech stated that as compared with previous years they had had to "pay more for labor in all departments," that "wages are high and money plentiful." The terms of the memorials are in hemselves a distinct denial of these tatements as regards the convision of the service tatements as regards the captains and officers who obviously are chiefly-responsible for the efficiency and safe-y of the steamers belonging to the

Sir William Stephenson also commented as follows:—
"We have been remurkably free from terious accidents this year. Indeed, thanks to the excellent officers who manage our fleet, we have had a pronacted immunity from misadventure. And what that means only those who are accustomed to navigate regularly in the crowded rivers which our steamers frequent, can adopte the 00000000000000000 mers frequent, can adequately appre-iate. This freedom from disaster en-ibles us to obtain favorable terms from underwriters, and is a second

# **DEMAND TOO GREAT**

Opening of Kaiser Wilhelm Canal Re-calls Difference Made in Ships in 27 Years.

Berlin, June 29.—The formal open

Berlin, June 29.—The formal opening of the enlarged Kaiser Wilhelm Canal on Wednesday in the presence of the Emperor calls attention to the huge growth of commerce and the increase in ships' dimensions since the old canal was begun only twenty-seven years ago.

At that time, and even eight years fater, when the work was finished, the most far-sighted engineers and marine experts were convinced that the canal was big enough to meet damarine experts were convinced that the canal was big enough to meet the demands for many decades. They believed that provision for ships 145 meters long with a beam of 23 meters and arought of 9 meters gave an ample margin for the utmost development that could be expected.

But twelve years later it was found necessary to begin enlarging it, and to-day the new Hamburg-American vessels of the Vatsrland type are more than twice as long as the long. Proceed the control of the provision of the vatsrland type are more than twice as long as the long. Page 12 to 12 to 12 to 13 to 15 to 15

of Knight of the Garter, Cardiff,
Megantic, Liverpool,
Mearbool, Genoa,
Manchester Shipper, M'ster.
Grampian, Clasgow.
Samland, Rofterdam
Turcoman, Avonmouth
Victorian, Liverpool
Lettia, Glasgow.
Bengore Head, Ardrossan
Ionian, London,

iong.

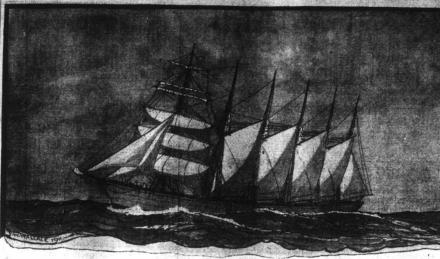
In this connection it is freely predicted by German experts that the Panama Canal will not answer the demands upon it for many years.

WEEK-END SERVICE BETWEEN MONTREAL AND ALBANY. Commencing July ALBANY.

Saturday thereafter until further notice, a Pullman Parior car will be operated on train leaving via Grand Trunk

Railway System at 1.00 p.m., Jacona, from Middlesboro, passed Fame Point, 10.50 a.m. to-day,

## Latest News of the Shipping World \*



LARGEST CANADIAN SAILING SHIP.

(Issued by Authority of the Department of Marine and Fisherles.)

MONDAY, JUNE 29, 1914.

Almanae,
Sun rises, 4.08 a.m.
Sun sets, 7.51 p.m.
First quarter, June 1st.
Full moon, June 8th.
Last quarter, June 15th.
New moon, June 23rd.

TIDE TABLE.

0 00 0 0 0 0 0 0 0 0 0 0 0

Weather Forecast.

Lower Lakes and Georgian Bay —
Moderate to fresh northerly to westerly winds: clearing.

Ottawa Valley and Upper St. Lawrence—Showery to-day, then clearing.

PORT OF MONTREAL.

Salmonpool, from Marseiller last to load grain. T. R. Magent. Arrived June 28th.

Coastwise Arrivals.

CANADA LINE.

THOMSON LINE.

The six-masted barquentine "Evertett G. Griggs," claims the double distinction of being the largest saling vessel on the Canadian Register, and the only vessel of her type affoat. When launched from the yards of Messrs. Harland and Wolff at Belfast, in 1833, the "Griggs" was originally a four-masted barque. In 1906 she was dismasted and re-rigged as a less telegraphy—the operator being B.C. shows of the captain. Registered at Victoria, B.C., the vessel is owned by the Everett G. Griggs Shipping Co., and is generally condition to her unique rig, the barquentine is also fitted with where-less the six-masted barque and topgallantsails on her vessel is owned by the Everett G. Griggs Shipping Co., and is generally conditions. The largest Canadian barque-rigged in the off-shore lumber trade from the Pacific Coast.

The largest Canadian barque-rigged in the off-shore lumber to large the "Lord Templeton," of 2,948 barquentine is also fitted with where-less the same of the captain.

Registered at Victoria, B.C., the vessel is owned by the Everett G. Griggs Shipping Co., and is generally in the off-shore lumber to large the condition of the captain.

Registered at Victoria, B.C., the vessel is owned by the Everett G. Griggs Shipping Co., and is generally in the off-shore lumber to large the condition of the captain.

The big "windjammer" is 308 feet in length, 42 feet beam, 25 feet draft, and with a registered tonnage of 2,351.

The largest Canadian barque-rigged in the off-shore lumber to large the condition of the captain.

Montreal, June 29th, 1914. Grosse Isle, 26— Left up, 10.40 degantic. In 9.50 a.m. 80 miles \*\*\*\*\*\*\* New York, June 29.—The demand for tonnage was moderate, but the offerings of same were light at the rates blid by charteres. Grampian. Riv. du Loup, 92—Cloudy, north-

a.m. a steamer, Matane, 200-Cloudy, south cast. In 9.30 a.m. a steamer, Out 8.00 a.m.

duna.

Cape Magdalen. 294—In 8 25 a.m.

Wagama, 8.20 a.m. Nevada. Out 9.35
a.m. Morwenna.

Fame Point, 325—In 8.25 a.m. 80 miles
cast Athenia, 5.30 a.m. 103 miles cast. Ottawa Valley and Upper St. Lawrence—Showery to-day, then clearing.
Lower St. Lawreuce—Fresh winds,
mostly easterly; cool and showery.
Superior—Moderate winds; fair and
moderately warm.
Manitoba and Saskatchewan — A
few scattered showers, but for the
most part fair and warm.
Alberta—Fair and moderately warm.

Alberta—Fair and moderately warm.

P. Mariuereau, 400—Cloudy, south
Elevantica, 120 a.m. Nevada. Out 9.35
cast Athenia, 5.20 a.m. 103 miles

Tyskland, from Demerara in ballast, Furness, Withy Co., agents. Arrived-june 27th. West Point, 383—Cloudy, south, Savcol, from Marseilles, in hal-to grain. T. R. McCarthy,

argo, June 29th. Canada from Gaspe and Gulf ports, une 29th.

Manxman, Dominion Line, for Bris-of with general cargo. Saned June 28. of with general cargo. Sailed June 28, James Thom, agent. Glenesk, bulk cargo of grain for Spedia and Cagliano. Sailed June 28th, Jurness, Withy Co., agents. Budapest, bulk cargo of grain for Jull, Sailed June 28th, T. R. McCarthy, igent. Cape Race, 826—In 6.00 a.m. Man-bester Shipper, 8.00 a.m. 310 miles agent.
Pliar de Larrinaga, bulk cargo of grain for Rotterdam. Sailed June 28th. Rotord Co., agents.
Coastwise Departures.
Morwenna for Gulf Ports and Newfoundland. Sailed June 27th.

Halifax—Arrived in 5.00 a.m. yester-lay Mongolian, 8.09 a.m. Dwinsk, Clark City—Saronic at wharf, Godbout—In 8.00 a.m. Cascapedia, Quebec to Montreal,

Quebec to Montreal.

Longue Poirte, 5—Cloudy, calm. In 10.20 a.m. Canada, Gaspe line, 10.35 a.m. Kamouraska. 11.55 a.m. W. H. Dwyer.

Vercheres, 19—Raining, cast.
Sorel, 39—Raining, north east, Three Rivers, 71—Raining, north cast Batiscan, 88—Raining, strong north cast. In 11.15 a.m. Omaha. 11.50 a.m. Slin-Mac and tow. 12.10 p.m. Florence.

Sast. in 11.15 a.m. Omaha. 11.50 a.m. Sin-Mac and tow. 12.10 p.m. Florence, 12.20 p.m. Stigstad. Grondines, 98—Foggy, raining east. Portneuf, 108—Raining, north east. St. Nicholas, 137—Raining, north east. Bridge, 133—Raining, north east. Bridge, 133—Raining, north east. In 0.10 a.m. Irrington Court. Arrived in 215 xee.

Laurenile, from Montreal at Laver, pool, 1 am. Sunday.

Canada left Liverpool for Montreal When answering advertisements with 225 cabin and 285 third-class pasplease mention The Journal of Comter and Miller from Montreal arrived at merce, and Manchester, Eng., on June 26th, 1 p.m.

Ierings of same were light at the rates bid by charterers. Quotations to Liverpool, Hull and Bristol, 2d; London, 1¾d; Glasgow, 2d; Rotterdam, 3c; Hamburg and Bremen, 27½ pfennigs; Antwerp, 1¾d; picked ports, large tonnage, 2s to 2s 1¾d; cotton to Liverpool, per 100 lbs., 20c asked.

Charters—British steamer, 150,000 cases petroleum, Port Arthur to the Philippines, private terms. July Brit

London to New York, private terms, prompt; British steamer, 2,618 tons, kainit, Weser to Savannah, 8s, August; Norwegian steamer, 2,036 tons, timber, Port Arthur to the St. Lawrence, private terms, prompt; schooner, 1,867 tons, coal, Hampton Roads to Texas City, private terms; schooner, 582 tons, coal, Baltimore to Georgetown, SC, private terms; schooner, 1,448 tons coal, Philadelphia to Bangor, private terms.

In cleasary to begin enlarging it, and in cleasary to heavy new the new Hamburg-American a consideration of the control of the

SIGNAL SERVICE BULLETIN.

cases petroleum, Port Arthur to the Philippines, private terms, July; British steamer, 2,093 tons, jute, etc., Calights at Galveston, \$4.25, prompt; British steamer 34,000 quarters grain, Montreal to Avonmouth or Rotterdam, condon to New York, private terms, condon to New York, private terms, caniti, Weser to Savannah, Ss, August; Norwegian steamer, 2,036 tons, timber, Vorredgan steamer, 2,036 tons, timber, Vorredgan steamer, 2,036 tons, timber, Vorredgan steamer, 2,036 tons, timber, Vortedgan steamer, 2,036 tons, timbe

Loading.
Br. stmr., Panama Transport, 2,920, 0,000 qrs. Montreal to Avonmouth or

grs., Montreal to Avonmouth or Rot-terdam, 1s, 10½d, option Liverpool or London, 2s, July, Er, stmr. Apollo, 2,443, 28,000 grs., Montreal to Avonmouth or Rotterdam, is 10½d., option Liverpool or London,

18 10-24., option Liverpool of London, 28., July, Br. stmr. Wathfield, 1,944, 22,900 qrs. Balto. to Cont., (Bordeaux-Hamburg range), 2s 10-24, August. Br. stmr. Heighington, 19,000 qrs., Montreal to Avonmouth or Rotterdam,

Lumber Fixtures. It. bg. King Malcolm, 1,233, Resti-souche to Buenos Ayres, \$8, August. It. bg. Loreley, 992, Restigouche to Buenos Ayres, \$8, August. Ge. stmr.. Hornsund. 2,249, Miramichi o Mersey, 35s 9d, June.

6d. prompt.

Ru. bq. fmatra, 594, Bay Verte to E. Ireland or W. Britain, dcals, 40s, option Silgo, 42s 6d, Aug.

No. bq. Fido, 1.346. Yarmouth, N.S., to River, Plate, basis \$8 to Buenos Ayres, June-July.

June 25 a.m. June 26 a.m. June 27 a.m. June 28 b.m. June 29 b.m. June

auguration of the passenger was postponed until the opening of the summer season.

It will be opened for passenger traffic on Monday next, the 29th, and many of the important towns along the shores of Lake Ontario will be brought within quicker reach of Montreal real than they have formerly been.

Passengers can leave Montreal by the local train at 7.25 a.m., or can take the Montreal and Chicago Express at 4.5 a.m., and go from Smith's Falls, via the new line, which runs through the important towns of Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowansville, Oshawa and Whitby. The service on the new line will be daily except Sunday, and the train will be equipped with parlor and cafe cars and first class coches.

This route will ofter a much im-

This route will offer a much improved service from Ottawa to the

AT ALGONQUIN PARK.

RAILWAY EARNINGS

Rio Grande and Southern—Third week, June dec. \$2,146; from July 1st. dec. \$15,401.

Northern Ohio Traction and Light, May gross inc. \$43,045. Net inc. \$18,-933. Surplus after charges inc. \$13,-4487. Five months gross inc. \$198,-200. Net inc. \$88,194. Surplus after charges inc. \$62,889.

May gross inc. \$20,121. Net

Personals

字 第78年的图明的图明的图明图明图图图图图图图图图图图图图图图图 Mr. N. H. Creed sailed for Europe of Saturday by the S.S. Teutonic.

Mr. F. M. Spaidal is leaving for wo weeks' visit to Brockville. Mr. Meredith Rountree is at pre

Mr. A. S. Vogt, conductor of the famous Mendelssohn Choir, Toronto ar rived in the city this morning.

on The Journal of Com. ter and Miller from Montreal arrived at Cassandra, from Mon Manchester, Eng., on June 26th, 1 p.m. Greenock 7 a.m., Sunday.

CANADIAN PACIFIC
PORTLAND, KENNEBUNK, OLI
ORCHARD.

who have been touring Canada as the guests of the Grand Trunk System spent Friday, Saturday and Sunday in Algoniquin Park staying in "Nominigan" log cabin camp on Smoke Lake, where they enjoyed the experience of being in the wilds of this magnificent region in a rustic camp equipped with all modern conveniences.

Mr. G. T. Bell passenger traffic managements of the stay of the STEAMSHIP SPECIAL.
Lv. Windsor St. 830 p.m.
Wednesday, July 1.
MAIL AND PASSENGER SPECIAL
Leaves Windsor Street, 10 a.m.,
Thursday, July 2.
Connecting with R.M.S. Alsatian.
Train will run direct to ship's side.

all modern conveniences.

Mr. G. T. Bell, passenger traffic manager of the Grand Trunk System, and Mrs. Bell, met the party at the Highland Inn on the way out and spent a pleasant visit with them before they proceeded on their journey.

The party left Algonquin Park this morning (Monday) for Toronto and Niagarn Falls, where short stays will be made before proceeding to Ottawa and Montreal. They will sail for England on the steamship "Megantic" on July 4th. NEW FAST EXPRESS SERVICE.

TORONTO—DETROIT—CHICAGO
The
Canadian. No. 21.
Lv. Montreal 8.45 a.m. 10.00 p.m. E.T.
Ar. Montreal 5.40 p.m. 7.35 a.m. E.T.
Ar. Windsor. 2.10 a.m. 2.00 p.m. E.T.
Ar. Detroit .11.35 p.m. 1.30 p.m. C.T.
Ar. Chicago 7.45 a.m. 9.05 p.m. C.T.
Compartment, Buffet, Library, Observation Cars, Standard and Tourist Sleepers, Dining Cars on "The
Canadian" via Canadian Pacific, Windsor, and Michigan Central. C. P. R. NEW LINE TO TORONTO. Though the new Canadian Pacific ine between Smith's Falls and foronto has been in operation for a considerable time, the in-unguration of the passenger service, was postponed until the opening of the

NEW LAKE SHORE ROUTE TO TORONTO.

via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby, Leave Windsor St. 8-46, a.m. Commencing Monday, June 29th.

UPPER LAKE ROUTE TO THE WEST.
Steamers leave Port McNicoll daily except Friday and Sunday to connect. to connect.
v. Windsor St. 10 p.m., 10.50 p.m.

DOMINION DAY. Going July 1st, return July 1st, Fare and One-third, Going June 30th and July 1st, Return until July 2nd, 1914.

EXTRA TRAIN SERVICE
om Place Viger June 30th—
5.10 p.m. for Labelle.
11.15 p.m. for St. Agathe.
om Place Viger, July 1st—
10.05 a.m. for St. Jerome.
9.30 a.m. for Lachute.
10.00 a.m. for Joliette.
om Windsor St. June 30th—
3.45 p.m. for Sherbrooke.

eave Windsor St. July 1st-11.30 a.m. for Point Fortune TICKET OFFICES: 148-148-58. Jerna: Street
Phone Main 2125.
William Hotel Flace Flace
A Window Street Station

Double Track all the Way.
THE "INTERNATIONAL LIMITED."
Canada's Train of Superior Service.
Leaves Montreal 9 a.m., arrives Toronto
4.30 p.m., Detroit 9.55 p.m., Chicago

IMPROVED NIGHT SERVICE Leaves Montreal 11.00 p.m., arrives To-ronto 7.30 a.m., Detroit 1.45 p.m., Chi-cago, 8.40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

DOMINION DAY.
Single First Class Fare.
Going July 1st, return same date
First Class Fare and One-Third.

Going June 30 and July 1; returning July 2, 1914. OTTERBURN PARK, JULY 1st. tound Trip from Montreal . . . . . 85c Leave Montreal 8.01 a.m., returning rrives Montreal 6.05 p.m.

THE LAKE AND RAIL ROUTE TO WESTERN CANADA.

From Toronto, 11.15 a.m., Mondays Wednesdays, and Saturdays, via Grand Frunk to Sarnia, Northern Navigation Co. to Fort William, and Grand Trunk Pacific to points in Western Canada. CITY 122 St. James St. cor. St. Francois Xavier—Phone Main 6365
Windsor Hotel "Uptown 1187
Bonaventure Sta'n " Main 8229

C. P. R. LAURENTIAN SERVICE. On June 30th From Place Viger; 5.10 p.m. for Labelle and int. stations 11.15 p.m. for Ste. Agathe and int. ations.
On July 1st from Place Viger:
10.05 a.m. for St. Jerome and int

10.00 a.m. for Joliette and int. sta-.30 a.m. for Lachute and int. stations On July 1st for Place Viger: Lv. St. Jerome 6.45 p.m. Ar. Mont-

real 8.15 p.m. Lv. Ste. Agathe 7.40 p.m. Ar. Mont-real 10.40 p.m. Lv. Labelle 7.10 p.m. Ar. Montreal Professor Stephen Leacock, who has recently been in Paris, has rejoined Mrs. Leacock in London.

Lv. Labelle 7.10 p.m. Ar. Montreal 15.15 p.m. Lv. Lachute 8.15 p.m. Ar. Montreal Lv. Joliette 8.30 p.m. Ar. Montreal 10.45 p.m. Lv. Joliette 8.30 p.m. Ar. Montreal 10.45 p.m. On June 30th from Windsor St. Sta-

tion:
3.45 p.m. for Knowlton, Sherbrooke
and int. stations.
On July 1st, from Windsor St. Sta-II a.m. for Point Fortune and int.

On July 1st for Windsor St. Station: Lv. Sherbrooke 6.30 p.m. Ar. Montreal 10.00 p.m.

Lv. Point Fortune 8.05 p.m. Ar. Mont-real 9.45 p.m.

Parlor Cars.

From Place Viger: 4.50 p.m. June 30 to Ste. Agathe and

Vantel.

4.50 p.m. Friday to Nantel.

1.00 p.m. Saturdays for Ste. Agathe.
For Place Viger:
Lv. Nantel 8.22 p.m. July 1st.
Lv. Nantel 8.30 p.m. Sundays.
Lv. Nantel 8.22 p.m. Sundays.
Lv. Ste. Agathe 6.45 p.m. Sundays for Vindsor Station.

NEW LONDON AND BEACHES. A Pullman Broller-Buffet. Sleeping car has been put in operation on train leaving Bonaventure Station at 7.35 p.m. daily except Sunday for New London via Grand Trunk-Central Vermont route.

Buffet-Parlot car and Dining car on train leaving Montreal at 8.31 a.m., daily except Sunday.

DONALDSON LINE.

THE CHARLES WAS ARRESTED AND ASSESSED AS A SECOND OF THE PARTY OF THE

RAILWAYS

nong the transfers of real entered on Saturday morning sing are the most, important. In Baptitise Bisson soil to Ge to wood avenue, in Mount R. composed of part of lots. 126; and 242 and 28-70-21 and 68-Neiges, measuring 23 des Neiges, measuring 23 x nd 25 x 110 feet, for \$22,000. Edouard Dufresne said to Jos Bruneau lot No. 82-7-3, parish Montreal, with buildings on Hutch, street, Outremont, measuring 5% x, feet, for \$22,500.

VOL. XXIX: No.

Real Estate

Mrs. Guillaume Henri Gadbois, s Bernard Ram lot No. 903-212 a 13. St Louis ward, with buildi os. 639 to 645 Sanguinet street, m

on Zudick sold to Jean Baptis Gerson Zudick sold to Jean Baptil Bisson two lots in Ste. Cuneson Ward, known as Nos. 649 and 652, ps jab of Montreal, with buildings 415 423 Workman street, measuring 60 90 feet, for \$15,000.

Georges Normandin sold to Sha idler, lot No. 603, St. Louis war with buildings on Cadieux St. measu-ag 43 x 108 feet, for \$10,000. J. Baptiste Caron sold to Louis Can the lots Nos. 1674-15A and 16A, paris of Montreal, with buildings on Cazelal street, St. Henry ward, measuring 2, v 105 feet, for \$11,500.

John Hoolihan, builder, sold to Thos E Yonson, a property in Notre Dam de Grace ward, known as lot 179-234, parish of Montreal, with building of pdlateau Ave., now Girouard St., mea-spring 25 x 90 feet, for \$9,800.

0000000000000000 CITY DID WELL.

Mr. Leonard Howgate, secre-tary of the Canadian Fire Un-derwriters' Association, stated that the work of installing an electric motor to the damaged pump had been done very weil, and that by to-night every-thing would be in working or-der. The capacity of the pump would only be 7,000,000 gallons against its ordinary capacity of 12,000,00. With this pump out of commission entirely the

000000000000000

DRAW UP RULES TO PREVENT FIRES National Fire Protection

Measures to Reduce Fires **BUILDING INSPECTION** 

Association Draws up Ten

Fire Marshals Necessary All Buildings Should be Inspected and Law Enforced. measures for to fight the Na-

Ten measures for to fight the National Fire Protection Association is waking against the waste of life and property by fire were enumerated at the recent annual meeting of the association in New York. They were offered as resolutions, prefaced by comments on the rate of burning for the first quarter of 1914.

The war measures the N. F. P. A. Proposed, which, if made effective, would cut a wide swath in the frequency and extent of fires, were:

(1) The encouragement of fire resistive building construction through the adoption of improved building codes by all states, cities and towns. The inclusion in such codes of adequate rales for exit facilities based on the secupancy for all buildings.

(2) The adoption of laws or ordinances requiring the installation of automatic sprinkler systems as fire extinguishing agents in all factories, commercial existing agents in all factories.

mercial establisments and city blocks. The adoption of ordinances requiring the construction of fire division walls me only as a property-protecting device but as providing the best life-wing exit facility.

(3) The establishment by law of a Fire Marshal in every state, who shall be a trained man with trained assistants competent to direct the work as statistician, educator and prosecutor.

(4) The investigation of the cause of and competent to direct the work as satistician, educator and prosecutor.

(4) The investigation of the cause of all tires by public officials.

(5) The consolidation of all legal diverses of the consolidation of the consolidation of all legal diverses of the consolidation of the transportation, storage of the consolidation of the transportation, storage of all inflammable liquids and explosion of the transportation, storage and use of all inflammable liquids.

(8) A careful study of municipal water supplies, their adequacy and reliability with special reference to their adequacy in case of conflagrations.

(3) The universal adoption and lise of the universal adoption and lise of the safety match.

(4) The education of children and the public generally in careful habits regarding the use of fire.

The inadequacy of water supplies in many cities, due to rapid growth in area and population; the more common use of explores and inflammable offs; the growing use, for manufacturing, of buildings never designed for that purpose or inadequately provided with a many other complex features of modern life, it was said, create new free hazards.

FRED W. G. JOHNSON

INSURANCE AND REAL ESTAT Up

Your patronage solicited

nd explosives.
(8) A careful study of municipal