

ONE HUNDRED AND ONE LOST ON THE TUSCANIA

SUMMARY OF MACINTYRE REPORT CONTAINS INTERESTING STATISTICS

(Continued from page one.)
that does not appear in Saint John Railway Company's books, was taken over by the New Brunswick Power Company, but it does not yet appear in their ledger, although it does in their monthly sheets.
The number of passengers carried by the railway, as per company returns, from 1st March, 1917, to 30th November, 1917, was 5,347,366, transfers issued, 1,785,799.
Re the old Gas Light Company, this company was bought by the St. John Street Railway Company and stock and bonds issued about a basis of 146, according as the bonds, stock or cash was taken, the premium being included in cost of property.
All vouchers and books, other than previously mentioned were open for inspection.
Respectfully submitted,
R. A. MACINTYRE, C.A.

STATEMENT OF EARNINGS, OPERATING EXPENSES AND PROFITS, ETC.

| | Earnings | Operating Expenses | Profit before Depreciation and Deductions | Depreciation | Special Deductions | Total Depreciation and Deductions | Profit | Loss | Net Profit |
|----------------|--------------|--------------------|---|--------------|--------------------|-----------------------------------|--------------|-------------|--------------|
| 1916 | | | | | | | | | |
| Incandescent | \$240,624.82 | \$ 85,012.32 | \$155,612.50 | \$ 4,769.96 | | \$ 6,402.36 | \$121,210.32 | | |
| Power | 38,451.76 | 7,139.77 | 31,311.99 | 567.80 | | 567.80 | 18,237.35 | | |
| City Contract | 30,484.68 | 19,151.93 | 11,332.75 | 2,107.69 | 2,517.44 | 4,625.13 | 3,379.23 | | |
| Railway | 233,859.63 | 249,286.69 | 44,573.03 | 14,448.48 | 38,889.24 | 45,315.72 | | \$ 742.68 | |
| Gas Department | 62,776.28 | 64,889.43 | 2,113.14 | 1,232.13 | 15,000.00 | 16,232.13 | | 13,345.37 | |
| Miscellaneous | | | | | | | 5,789.59 | | |
| | \$656,197.16 | \$423,469.85 | \$232,727.31 | \$23,116.97 | \$85,872.00 | \$108,988.97 | \$148,616.49 | \$19,087.96 | \$129,528.53 |
| 1915 | | | | | | | | | |
| Incandescent | \$222,691.31 | \$ 86,879.54 | \$135,811.77 | \$ 4,422.30 | \$10,820.00 | \$ 15,242.30 | \$120,569.47 | | |
| Power | 25,198.50 | 7,776.10 | 17,422.40 | 502.62 | 4,800.00 | 5,302.62 | 12,119.78 | | |
| City Contract | 20,553.90 | 17,625.10 | 2,928.80 | 2,107.79 | 5,200.00 | 7,327.79 | 5,601.01 | | |
| Railway | 243,957.41 | 226,763.74 | 17,193.67 | 16,873.67 | 12,110.70 | 29,004.37 | | \$ 9,497.03 | |
| Gas Department | 59,968.91 | 58,439.28 | 1,529.63 | 1,194.71 | 8,900.00 | 10,094.73 | | 8,565.10 | |
| Miscellaneous | | | | | | | 1,205.34 | | |
| | \$582,060.03 | \$397,483.76 | \$184,576.27 | \$20,338.14 | \$48,000.00 | \$ 68,338.14 | \$189,495.60 | \$17,062.23 | \$172,433.47 |
| 1914 | | | | | | | | | |
| Incandescent | \$204,227.48 | \$ 80,040.44 | \$124,187.04 | \$ 4,030.57 | \$ 1,900.00 | \$ 5,930.57 | \$118,256.47 | | |
| Power | 25,373.42 | 8,001.60 | 17,371.82 | 508.34 | 100.00 | 608.34 | 16,795.48 | | |
| City Contract | 28,969.26 | 20,562.34 | 8,406.92 | 2,077.79 | 400.00 | 2,477.79 | 7,327.79 | | |
| Railway | 243,451.82 | 244,731.46 | 1,279.54 | 12,142.97 | 1,000.00 | 13,142.97 | | \$14,422.51 | |
| Gas Department | 64,606.77 | 66,398.76 | 1,791.99 | 1,218.92 | 1,600.00 | 2,818.92 | 5,239.09 | | |
| Miscellaneous | | | | | | | 5,239.09 | | |
| | \$666,538.55 | \$409,734.60 | \$256,803.95 | \$19,978.89 | \$ 5,000.00 | \$ 24,978.89 | \$146,249.87 | \$16,944.53 | \$132,908.34 |
| 1913 | | | | | | | | | |
| Incandescent | \$192,122.95 | \$ 86,588.23 | \$105,534.72 | \$ 3,830.81 | | \$ 3,830.81 | \$101,703.91 | | |
| Power | 26,450.70 | 9,122.46 | 17,328.24 | 528.66 | | 528.66 | 16,795.58 | | |
| City Contract | 27,187.19 | 22,677.14 | 4,510.05 | 2,042.79 | | 2,042.79 | 2,477.26 | | |
| Railway | 243,303.05 | 219,898.37 | 23,404.68 | 11,934.83 | | 11,934.83 | 11,470.05 | | |
| Gas Department | 56,823.94 | 66,638.42 | 10,144.48 | 1,119.67 | | 1,119.67 | | | |
| Manufacturing | 78,418.15 | 72,867.74 | 5,550.41 | 1,638.08 | | 1,638.08 | 2,012.33 | | |
| Miscellaneous | | | | | | | 3,311.20 | | |
| | \$621,805.98 | \$477,482.36 | \$144,323.62 | \$20,994.64 | | \$20,994.64 | \$184,768.13 | \$14,745.44 | \$170,012.69 |

*—This amount includes \$15,060.00 damages to cars, etc. during strike riot in 1914.

The report also contains thirty-one pages of schedules, dealing with the company's accounts in detail.
Schedule A shows the cost of the property as per ledger to be \$2,417,876.66.
Schedule B deals with the issue of capital stock and shows that up to 28th February, 1917, the old company had issued stock to the amount of \$1,400,000.
Schedule C, dealing with the bond account, shows a total on Feb. 28th, 1917, of \$1,230,000, less treasury bonds on hand of \$192,400, leaving a total of outstanding bonds of \$1,037,600.
Schedule D, dealing with revenues, expenses, profits, depreciation, etc., is printed in full, with the exception of certain details of depreciation which, to save space, are summarized by years instead of the monthly statements submitted by Mr. Macintyre.
These summarized details are as follows:
1916—Total, \$83,116.37, made up of: railway, \$34,448.48; city contract, \$6,267.79; power, \$42,399.10.
1915—Total, \$86,472.16, as follows: railway, \$21,470.70; gas, \$5,354.73; incandescent, \$59,646.73; city contract, \$6,267.79; power, \$4,682.62.
1914—Total, \$25,131.69; railway, \$13,142.97; gas, \$2,818.92; incandescent, \$5,330.81; city contract, \$2,477.79; power, \$6,663.59.
1913—Total, \$20,994.64; railway, \$11,934.83; gas, \$1,119.67; incandescent, \$3,830.81; city contract, \$2,042.79; power, \$5,086.53; manufacturing, \$1,422.16.
Schedule F, which shows the closing entries of the St. John Railway Company is as follows:
At a special meeting of the shareholders, held on Feb. 15th, 1917, it was voted to accept the offer of the New Brunswick Investment Company, Ltd., dated Feb. 3rd, 1917, to purchase all of the property of this company (including such property as is carried in the name of the Eastern Electric Company, Ltd.) for the amount of \$1,300,000—plus \$10.00 additional for each share of stock surrendered, assigned blank, making a total payment of \$140,000 per share to the shareholders of this company; delivery of the assets to be made to, and assumption of the liabilities to be made by the Investment Company, or its nominee.
The following entries record the transactions in connection with the closing of the accounts of this company, and the sale of its property to the purchaser:
Feb. 28th, 1917—
Operating revenues, electric \$66,834.97
Operating revenues, railway 46,918.42
Operating revenues, gas 11,606.96
Non Operating revenues 275.00
\$125,635.35
Dr.—to operating expenses
Electric 18,018.96
Operating expenses railway 39,063.23
Operating expenses gas 11,114.47
Non-operating expenses 27.50
Bond interest 8,813.34
Sundry interest 192.20
Profit and loss 48,414.93
\$125,635.35
For amount of net income for the two months ending Feb. 28th, 1917, transferred to profit and loss account.
Special Deposit—
Capital stock, liquidation fund \$1,400,000
Dr.—to New Brunswick Investment Co., Ltd. \$1,400,000
For amount of cash received from The New Brunswick Investment Co., Ltd. in payment for the property and capital stock of this company, in accordance with its offer of Feb. 3rd, 1917 deposited with the Royal Bank of Canada.

SUBMARINE WHICH SANK THE TUSCANIA WAS DESTROYED

Loss of Life on American Transport off Irish Coast Was 101—Captain, Purser and Chief Steward Among Those Saved—At One Point 550 Survivors Are Being Cared For and at Another 1,350—Nearly One Hundred Injured or Ill and in Hospitals—One Man Swam Two Hours.

London, Feb. 7.—The submarine which torpedoed the Tuscania was attacked by a destroyer. An American officer gave an intimation that the submarine was destroyed.
The destroyers took off our men in splendid style, with perfect order. "All this time the Tuscania was slowly sinking. For a minute I did not know whether to go into a lifeboat or to stick by the ship."
All insured.
Washington, Feb. 7.—Every American soldier lost on the Tuscania having dependents was protected by government insurance.
Steward Escapes.
Belfast, Ireland, Feb. 7.—One of the stewards of the Tuscania named Houston, whose home is in New York, was near the engineering when the explosion occurred. He had much difficulty in reaching his boat station, owing to the list to starboard. The steward found the boat crowded, but it was launched successfully. "We were among the lucky ones," he said. "We got away easily."
Terrific Explosion.
London, Feb. 7.—Thomas Smith, of Glasgow, a boatswain's mate, on the Tuscania, said the steamer was proceeding to an English port under convoy.
"At 5.45 o'clock on Tuesday evening" he continued, "I was in number 1 room, talking with a fellow boatswain when I heard a terrific explosion and felt the vessel heaving over."
"We commenced lowering boats on the starboard side. The soldiers were lined up on deck waiting for the boats. Unfortunately many jumped overboard."
"I found the boat at No. 9 station, to which I proceeded, had been blown to pieces. I then helped to get boats No. 8, 9, 10 and 11 away, with full complements, and the second officer got boats 1 and 2 safely away."
"After seeing these launched I proceeded to the other deck, where I collected a raft. I picked up fourteen soldiers and two crew members who had no oars and had to paddle along with our hands. We were picked up at nine o'clock in the evening and landed Wednesday morning."
Vivid Account.
London, Feb. 7.—An American officer, one of those to leave the Tuscania, gave the Associated Press a vivid account of the disaster.
The second torpedo fired by the submarine missed its mark, he said. Thereupon a destroyer, which was near the sinking liner, dashed off to drop the device. The claim is made that the submarine was "done in" by the bombs thus exploded.
The American officer said: "Everything went well with us during the voyage. Many of our men had never been to sea before and I must say they stood it like soldiers."
"We were one of a powerful convoy. I must not tell you our position in the convoy or how the various ships were formed, but you may get through as far as I know. As for ourselves, we the Huns succeeded in getting only a fraction of our fire fellows in addition to our boat, but if they have, they have put the iron into our souls and we will be ready to repay them when the chance offers."
Was Wild Night.
"Monday was a wild night. Had this disaster occurred during a gale I don't like to think what would have happened. But Tuesday evening was calm and clear."
"The first intimation we had of possible danger was an order for all men to go on deck with lifeboats. It was about 4.30 o'clock. At the same time we sharply altered our course. At 5 o'clock just as the darkness was setting well in, we got the blow. Nobody saw the periscope nor could one have been seen well. Some soldiers described having heard a hissing sound immediately before the torpedo struck us in the engine room."
"We were instantly disabled. All the lights went out. An order rang out sending the troops to their boat stations and to get the lifeboats out."
Shook Not Severe.
The shock was not severe. It was more of a crunching-in feeling that went through the ship than that of direct blow. There naturally was a good deal of confusion. You cannot lower a score of lifeboats from a height of an upper deck in the darkness without some confusion, but at no time was there a panic. There was great excitement, however, but it lasted only a few minutes. Then all the men pulled themselves together. Megaphone calls were given all over the ship, saying there was no danger that the vessel would sink before all were taken off. In the meantime S. O. S. signals were sent out.
"Even before some of us had grasped the situation, British destroyers were dashing alongside. Such soldiers as had been lowered in lifeboats were put on board destroyers. A

CORRECT DRESS FOR MEN

Sale of Men's Suits and Ulsters

Many of them one of a kind. Others, qualities we do not propose to handle any more because their turnover is too slow. The great majority of our customers demand higher class goods. We prefer \$10 a piece for these suits rather than keep them longer.
SUITS, three and two button sacks and pinbacks, \$10, \$15, \$17.50, reduced from \$15 to \$28.
OVERCOATS, \$10.50, \$12.50, \$15.50, \$17.50—reduced from \$15 to \$28.
It pays many men to look into our sales—it might pay you.

Gilmour's, 68 King St.

MINIATURE ALMANAC.

February—Phases of the Moon.
Last quarter 4d 3h 52m a.m.
New moon 1d 6h 5m a.m.
First quarter 17d 8h 5m p.m.
Full moon 25d 5h 35m p.m.

| Date | Do. of W. | Sun Rises | Sun Sets | Water a.m. | Water p.m. | Water a.m. | Water p.m. |
|-------|-----------|-----------|----------|------------|------------|------------|------------|
| Feb 7 | 4 | 7:40 | 5:36 | 8:56 | 2:20 | 2:32 | 15:09 |
| 9 | Sat | 7:38 | 5:38 | 8:47 | 2:20 | 3:28 | 16:01 |
| 10 | Sun | 7:37 | 5:40 | 8:35 | 2:25 | 4:21 | 16:52 |
| 11 | Mon | 7:36 | 5:41 | 8:22 | 2:31 | 5:11 | 17:42 |
| 12 | Tue | 7:35 | 5:42 | 8:09 | 2:37 | 6:00 | 18:31 |

DIED.

CAMPBELL—At Hampton Wednesday morning, Jane, wife of Abner Campbell, leaving her husband and one son, Howard, to mourn.
Funeral at Titusville, Saturday. Teams will leave her residence at Hampton at 10 o'clock.
BROWN—In this city on the fifth instant, Jessie May, wife of James Brown, leaving besides her husband, father, brother, and daughter to mourn. Notice of funeral later. Boston and New York papers please copy.
MESSENGER—In this city on February 7, Frank C. Messenger, aged 69 years, leaving a wife to mourn. Funeral Saturday afternoon from the residence of Albert Winchester, 218 Waterloo street. Service at 2.30.

CARD OF THANKS.

G. W. Slocum and family wish to thank their many friends for kindness in their recent sad bereavement.

THE WEATHER

Maritime—Moderate to fresh winds, some light local snow but mostly fairly and cold.

PERSONALS

Mr. Lambert A. Chandler, returned soldier, and wife have returned from a visit to the United States, where they have been for the past month. They are at present residing with Mr. Chandler's parents, Mr. and Mrs. H. Chandler, East St. John.

BIG EATERS GET KIDNEY TROUBLE

Take Salts at first sign of Bladder irritation or Backache.

The American men and women must guard constantly against kidney trouble, because we eat too much and all our food is rich. Our blood is filled with uric acid which the kidneys strive to filter out, they weaken from overwork, become sluggish; the eliminative tissues clog and the result is kidney trouble, bladder weakness and a general decline in health.
When your kidneys feel like lumps of lead; your back hurts or the urine is cloudy; full of sediment or you are obliged to seek relief two or three times during the night; if you suffer with sick headache or dizzy, nervous spells, acid stomach, or you have rheumatism when the weather is bad, get from your pharmacist about four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salt is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to flush and stimulate clogged kidneys; to neutralize the acids in the urine so it no longer is a source of irritation, thus ending bladder disorders.
Jad Salts is inexpensive; cannot injure, makes a delightful effervescent lithia-water beverage and belongs in every home, because nobody can make a mistake by having a good kidney flushing any time.

The St. John Standard "Heart Songs" Story No. 3

"HEART SONGS" is not a mere collection of music and words! It is a book compiled directly by more than 20,000 people, who, in sending their favorite songs, told why they sent them.
From the lone cabin on the trackless prairie—from the snowy wastes of Alaska—from the mining camp amidst the pines of the lofty Sierras—from the coral strand of an island in the far Pacific, so remote that the ships come only once a year (if they do not forget)—from the garrets of London and Paris, with only the stars above—from the sandy deserts of the Orient—came these outpourings of the human heart—from men and women who loved them—and the singing of which oftentimes saved their sanity, and faith in Heaven!
Every song in this wonderful book has had some sacred memory—some touching experience—some sweet and hallowed association—connected with it in the hearts of thousands. It is their song of joy—of sorrow—of thanksgiving—of love—of bereavement—of home-coming—of reunion—of all the tender sentiments that lift the human heart in worship to its Maker. It is for this—by inspiration—that this unique volume is entitled "HEART SONGS."
Every Reader Entitled to a Copy of "HEART SONGS"
Clip Coupon Elsewhere in this paper and present at this office.

Dear Mr. Editor:
I have just received your issue of the 7th inst. and am glad to hear that you are publishing the "Heart Songs" story. I have just received your issue of the 7th inst. and am glad to hear that you are publishing the "Heart Songs" story.