PAGE TWO

THE JOURNAL OF COMMERCE, THURSDAY, MARCH 11, 1915.

MR. E. J. CHAMBERLIN,

President of the Grand Trunk, who presided yes

terday at the first annual meeting of the St. John's

WILL GUT POWER COSTS FROM \$125

Boston, Mass., Mar. 11-It is understood in connec

power as furnished by the ordinary steam locomo-



Per Month

Gross Reg.

12

vessels employe

·· · · · · · · · 12

wners Asked to Agree to Rec

Under 1800 tons d. w.

Over 3000 and under 4000 10

Over 4000 and under 5000 10

more than one month, and a further reduction of 6d

The payment is 6d less after one month's and a fur-

her 6d after two monihs' employment, but vessels of

tons is extra, and vessels under 2,000 tons is it ex

well. The proposed figures for them are

The faster passenger steamers are treated fairly

WILL EXTEND FIRST AID WORK.

At the first annual meeting of the Grand Trunk

progress made during the first twelve month

CHICAGO ELEVATED RAILWAYS.

Chicago, Ill., March 11.-The Chicago Elevated Rail-

The price of the stock can hardly be stated, since

there have been no sales on the local exchange for

several months. However, each day there are official

fered at 70 and no bids and the common is offered

The last sale of Union Elevated first mortgage 5 per cent, bonds was made around 65. These bonds

NORTHERN OHIO TRACTION.

RAILROADS.

These show the preferred of-

centre of the St. John Ambulance Association,

** ** ** ** ** ** ** 13

There is a reduction of 6d for

ver 5000

Said to Have Accepted.

London, March 10 .- With a view to settling the

Arbitration Board-

WELFARE OF THE WORKER IS PROMOTED BY GRAND TRUNK

Company Has Spent More Than Two Million Dollar to Provide Medical Attention, Death Benefits and Pension

That the Grand Trunk Railway has subscribed from its revenue a sum of more than \$2,000,000 to provide medical attention, death benefits and pensions for its workers is the statement contained in a brief history of the beneficial systems of the railway just the German submarine which was rammed and s published in pamphlet form under the title "The by the British torpedo destroyer Ariel, was the U12, Welfare of the Worker." As far back as 1860 it says instead of the U-20 as previously stated. there is record of the existence of work of this character.

In 1874 the company, under a special Federal Act, inaugurated a scheme for the superannuation of its their way to New York aboard the steamship France, It was often found that no pro- which sailed from Havre on Sunday, indoor employes.

vision whatever for the future had been made by retired employes and motives of common humanity, as well as of self-interest, urged the formation of a superannuation fund. The scheme embraced all officers, passenger or freight agents, telegraph operators, and the clerical staff generally, who on the date of its becoming effective, were under thirty-seven years of age, and in receipt of more than \$400 per

annum On January 1, 1908, owing to the formation of a comprehensive pension scheme including all classes of the company's employes, it was found desirable to close the Superannuation Fund and not admit any ed there since February 27 because of the strike of new members. Accordingly members were given the option of retiring from the Fund under the provisions of the rules then in force. Owing to the extremely

nuation, if they desire to take advantage of the privilege, officers and employes now in the Fund highly appreciate the value of membership. To this fund the company has contributed over \$544,000.

way had seven hundred and thirty of its employesexclusive of those who had retired from service under the superannuation plan-in receipt of pensions is intended that all officers and employes shall be compulsorily retired on reaching the age of 65 years.

1914, the sum of \$1,032,860. Under a scheme known as the Grand Trunk Acci- saved. dent Fund, splendid work was done from 1874, in assisting employes who had met with mishaps. Later.

a more comprehensive scale which included allowances for death and disablement arising from natural sickness as well as accident. In the year 1885, a short time after the amalgamation of the two companies, the Grand Trunk Accident Fund and the Great Western Provident Association were combined under the to advices received here. Twenty salling vessels have existing designation of the Grand Trunk Railway In-already been chartered at high rate sand shippers are looking for additional tonnage. cident being enlarged in scope to conform with the

Great Western. The Grand Trunk has for many years done a most

part of employes, the greater part of the work has been devoted to the education of employes in safe The Government steamers Lady Grey and Montcaim that in using the word "assume" they did not intend

five of these committees composed of about 450 mem- be so many passenger steamers this year as last final negotiations may come bers. Not only has there been a decided decrease in year, as a large number are employed by the allied injuries, both fatal and otherwise, to all classes of governments in various parts of the earth. It was creased materially. In one large terminal during two winter months more than 46,000 cars were handled without a dollar's damage to even a drawbar.

First Aid (Ambulance) Instruction has also been enthusiastically taken up, particularly in mechanical Hudson River 300,000 to 400,000 tons short of normal to Australia have been advanced from 50s to 90s. esenthusiastically taken up, particularly in mechanical departments of the service. This instruction is given to Grand Trunk men in co-operation with the St John Ambulance Association. The company pays the salary and expenses of a general company pays the nable negative constraints and the constraint of the salary and expenses of a general company pays the nable negative constraints and the salary sal salary and expenses of a general organizer to attend to the work and conduct class

SHIPPING NOTES The Peruvian cruiser Grau has gone to Mollendo to escort to Callao the British steamer Oronsa, in the fear that there is a German cruiser along the coas

Twenty-two ships, including the Astor yacht Nor ma, are held up by the slide in Culebra cut, which continues to fill as fast as shovels can remove it.

The British Admiralty announced last night that

The crew of the steamer Dacia, have been ordered home by the French Government, and are now on

Notice has been given from Ottawa that the Lachine Canal will be emptied on April 1st. It will be flooded again as soon as traffic on the river becomes possible Ambulance Association.

The Ancona has arrived at New York: the Cymrid at Liverpool; the Frederick VIII at Copenhagen; Rotterdam at Maaslius: the Finland at Gibraltar, and the Thessalonika at Palernic

The steamship Philadelphia of American line sailed PER HORSE POWER PER ANNUM TO SU from Liverpool on Monday after having been detainthe shore coaling gangs.

man naval circles that eleven submarines have been tric Co. and the Montana Power Co. are now insatisfactory financial position of the Fund, and the man naval circles that eleven submarines have been tric Co. and the Montana Power Co. are now in-early age at which members are eligible for superan-lost since February 18. The loss of four of these stalling for the St. Paul railroad in Montana enginhas been officially admitted, while seven have been eers have estimated that the cost of steam motive missing for nearly three weeks,

tive is not less than \$125 per annum per horse pow-Mr. E. N. Breitung, of New York, owner of the er, operating under the specific conditions At the end of January, 1915, the Grand Trunk Rail- steamer Dacia, has entered a protest against the seiz- obtain over this 500-mile stretch that St. Paul is to ure of his vessel by the French maritime authorities, have electrified. The cost of electric operation will He has engaged Paul Govare, president of the French be slightly less than \$30 per horse power. And this Association of Maritime Law, to defend his interests, is only one of several arguments for mountain elec-

trification. A wireless despatch from Berlin says a report has Good authorities believe that it is only a question The employes make no contribution to this Fund, and been received from Rotterdam that the British collier of a few years before both Great Northern and Norththe company has allocated to the Pension Department Beethoven, bound from Newcastle for Gibraltar, has ern Pacific will be compelled by financial and comfrom the date of its organization to December 31st, been sunk either by a torpedo or a mine. Two of the petitive reasons to eelectrify at least their Montana crew are said to have been drowned. The others were and Wyoming sections,

> One thing which makes the St. Paul electrification particularly attractive is the number of times the weeks, especailly passenger traffic, which through-

The sealing steamers Terra Nova, Viking, Erik and transmission lines of the Montana Power Co. cross out the country, had until recently shown a steater the Great Western Railway Company of Canada, afterwards becoming part of the Grand Trunk Railway System, formed under Federal Act an association on Ten of the Erik's crew left her and got ashore, the los coming from 13 different plants, which is immediatebeing packed close against the land, but the remain- by available for railroad service. Breakdown of any der stayed by the ship.

terfere with St. Paul's normal operations for more The lack of steam tonnage has caused much activ- than a very short time,-probably a matter of minity in the chartering of sail vessels to take lumber utes rather than hours.

DIFFERENCE OVER D. U. R. POSITION.

New York, March 11 .- Advices from Detroit are to erican ports in the handling of United States foreign what

debt shall be formulated and carried into effect." The street railway commissioners have declared of the New York Central.

methods. This educational campaign has been car- are expected to have a clear channel for navigation to say that the city should accept responsibility for methods. This educational campaign has been car-ried on by means of illustrated lectures delivered at all division headquarters, to which all employes, their families and the public were invited. On each operating division and in all the larger shops Safety Committees have been organized, com-posed of officers and employes. There are twenty-fue of these committees committees committees committees to the sease of grain. There will not be so many passenger steamers this year as last to say that the city should accept responsibility for the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city the debt but that their purpose was to have the city advices that it is on the question of what kind of as-to 100 leading railroads are revised for the first time in the new issue by the Moody organization.

RECORD LUMBER FREIGHT RATES.

at the mercy of San Francisco men who control the military control. There is plenty of food in Mexico, charter market. He contends that the province must

consider providing her own fleet of lumber carrying der arms there out of a population of 15,000,000." New York, March 11 .- With the natural ice crop on vessels. Lumber freight rates from British Columbia

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for all kinds of business.

West Coast Italy, p.t. April-May.

altimore, to Kingston, Ja., pt.

Italian Barque Doris, 1,296 tons, same.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, March 11 .- A moderate amount of char-

grain and coal carriers, and there is also a good de-mand for tonnage for West India, South America and

business was reported in chartering. Rates are firm,

Charters:-Coal: British steamer Bilbster 2790 tons

Sabine Pass, to Philadelphia, \$8.25; Schooner Laura

Haldt, 452 tons, same; Schooner Clara E. Randall, 863

from Baltimore to Savona, pt. prompt; Schooner Re-becca Palmer 2,125 tons from Norfolk to Rio Janeiro, under the

Lumber-Schooner J. Edward Drake, 789 tons from the year.

trans-Atlantic trades, principally for general cargo, sentatives of the company.

Italian ship Andreta, 1,619 tons, from Philadelphia ladies' and gentlemen's bathrooms there was a total

Schooner Charles Noble Simmons, 716 tons, from ing to the requirements of the patients-an average



at North Wayne, Me., aged 61. The average monthly earnings of locomotive

neers on Western roads are \$143.17.

question of the hire of steamers requisitioned for transport work since the beginning of the war, the A charter was granted at Dover, Del., to the Loconotive Pulverized Fuel Co., capital stock \$5,000,000.

Director of Transports of the British Admirarty has communicated with shipowners suscessing that the recom. relations of the sub-committees appointed Announcement was made by the Illinois Central Railroad of an extension of its line from Johnson City, Ill., to Hanaford, on the Eldorado branch, by the arbitration board be accepted. The owners are asked to agree to the following terms for tramp teamers:

thern Pacific passenger trains between Los Angeles and San Francisco are now guarded by armed men owing to a recent hold-up and attempted rob. bery.

Over 1800 and under 2200 11 New passenger mileage rate of 2% cents on New Over 2200 and under 3000 Hampshire railroads went into effect on Tuesday, ooks containing 500 miles cost \$11.25, compared with the former price of \$10.

Negotiations in progress for the acquisition of a site for modern terminals and yards is interpreted as meaning that Hannibal, Mo., is to become one of the if they are employed more than two months. Gen chief terminal points of Katy system.

erally speaking tramp owners consider these rates nsufficient remuneration for the period from August Railroads centering at Milwaukee will not engage to December. Slightly better rates are prop a the enterprise of providing that city with a Union Cargo liners, which are classified in regard to their passenger station. One of them has made plans to speed as follows :build an independent station to cost \$600,000 and antion with electrification work which General Elecother is to spend \$400,000 in enlarging its present faci-10 knots and under 11 knots and over 10 knots

12 knots and over 11 knots 13 13 knots and over 12 knots Harry Bowden, a Canadian Pacific Railway freight Over 13 knots ... conductor, whose home is in Webbwood, Ont., was instantly killed by a fall while taking a short cut across the tramway and dam of the Parry Sound 3,000 tons and under 4,000 tons gross register are to Lumber Company to the C. P. R. station have 6d extra, vessels under 3,000 tons and over 2,000

A. B. Clark, who was accounting agent prior to the war at Vienna, for the C. P. R., and who was arrested last August by the Austrians, has been released, owing to his state of health. Three other members of the C P R staff in Austria Massrs Kingscote, Harris and Treadaway, are still interned

Under 12 knots Over 12 and under 13 14 President Truesdale says: "The business of Lacka-Over 13 and under 14 15 wanna shows some improvement in the last few Over 14 and under 15 16 Over 15 and under 17 ... There is a differential of 6d less after two months. The figures are said to have been accepted by certain of the passenger lines.

Stockholders of Pennsylvania Railroad approve one or two or three plants would not, therefore, in- company's fight for repeal of the full crew law, and voted to turn over to directors, for consideration, effort to encourage buying of Pennsylvania stock by employes, through inducement of free transporta-

C. R. Hudson, vice-president of National Rail-Injuries both that and otherwise, to all classes of persons, but the indirect and general benefits have been most satisfactory. For example, damage to equipment on account of rough handling has de-clanada

are also guaranteed by the Northwestern Elevated The Northwestern 5 per cent. first mortgage londs are quoted around 90

New York, March 11 .- Northern Ohio Traction and the United States from \$75 to \$50 and \$60 a month, p.c. on preferred stock payable April 1st to stock of

MANY ARGUMENTS UR FAVOR OF ST OF RATES FOR TRANSPORTS Charged that Under Present Sy Great Loss; and Endures Through Fire Insu ne Passenger Lines

Charging that the public suit ndures much oppression through nsurance as it is now operated mendation for improved legisla s been issued by the Insurance State of Illinois, Mr. R. M. home state they would apply e tricts, and are of such a drastic criticism has been provoked f panies all over the continent.

In advocating state insurance boring classes sustain great loss to secure proper insurance prote uals and through insufficient insurance provided them as emp ons create a special duty upon protect its people from such s necessitate a marked as to through state insurance.

"I am convinced that the only tive and permanent relief to the existing in the fire sive pract and extortionate fire insurance ra equitable distribution of the annu tem of State fire insurance. A je mitter should be appointed, duly powered to investigate and exami fire insurance, and the busines companies and age fire insurane tions thereof doing business in t and anythin: affecting or influence such companies or organizations; the internal management, doi insurance companies.

"Public interest demands imme present oppressive insurance prac ate premium rates, and this should ces be deferred during fl led of time which must necessar m of a system of state fire ore, recommend the creation, as rance Department, of a comm eneral control and s insurance business, and sho thereof, and also to prepare a con of fire risks in the state with re. ction and accumulate full stati formation as to the percentage of risks in the state and in ea counties, or other administrativ

The fire insurance commissio full power and control over premi less practices of the companies. stringent prohibition against fire ing parties to any agree trust or other scheme for the pur trolling or maintaining fire insur ould be a standard form or fo use by all insurers

Insurance for 85 per cent insurance for a greater sum t cent. of the value of the property The issuance of policies sh excepting on written application of a description untersigned by the agent of t vision should be made for the col nation of information on the sub tion, through the publication of giving full details and particula means of fire prevention, for free citizens of this state, and use of t ok in all. schools."

The recommendation concludes ocial insurance, urging that pove ts relief, is an insurance proble tion; relief to the unemployed and conditions demanding state fare and burial insurance is imp Maternity insurance, co but unknown in this country, is the state is vitally concerned, and make provision. Firemen who s to save the lives of others and p f property, and policemen in pub titled to the consideration of the s indents should be provided for by asurance. Pensions for school te mestion ready for decision, and s division of insurance.

SYNDICATE WILL BUILD HOUSES about \$800,000 in value are being

licate of British and Belgian capits

in the neighborhood of Park Aver

en storeys, which will include a

mitable for concert and other pur

this it is planned to build one or two

which will be constructed in the

The plans comprise a

Business and apartment house

Boule vard.

which Mr. E. J. Chamberlin, president of the rail way, presided, plans were made to still further extion tend the system of first aid instruction. Mr. Chamberlin has taken a keen interest in the organization The classes which the C. P. R. has established for of first aid classes in the railway shops, and the effect that there appears to be quite a difference the instruction of apprentices are becoming increasals, and he expressed himself as being gratified at of opinion between street railway commissioners of ingly popular. Over 250 employes usually take ad-New York City still is far ahead of all other Am-rican ports in the handling of United States foreign what the word "assume" means in proposition of other things, locomotive shop practice, electrical enthe of active work. Messrs. Howard G. Kelley, R. S. practical kind of welfare work for engine and train-men through the Rallway Y. M. C. A. Buildings have been erected at fourteen division points, which provide meals heds baths, recreation books, maga-all closers of merchandias manufactures and material values of merchandias manufactures and material values and material values of \$24,900,000. Logan and Frank Scott, vice-presidents, also at

have been erected at fourteen division points, which provide meals, bads, baths, recreation, books, maga-zines, etc. The "Safety First" Movement was inaugurated on the Grand Trunk Railway in August, 1913. Recog-nizing that by far the greater percentage of preven-table injuries are caused by unsafe tractices on the 00.000 the tractices on the 00.000 the tractices on the 00.000 the tractices on the 00.000 to the while the country's total was \$3.903.-

intside of Mexico City. There are 125,000 men un-

Vice-President George H. Sines, of the Brotherhood reduced the average wage of the railroad worker in Light Co. declared regular quarterly dividend of 12

and has created an extra list among the trainmen of record March 10th. Work of the pailroad workers is 15.000.

tended the meeting. The officers elected were: Patron, Mr. W. Molson McPherson; president, Mr. E. J. Chamberlin; vicepresident, Mr. H. G. Keley; hon. treasurer, Mr. Frank Scott; hon. secretary, Mr. F. A. Bourne; repr tative to Provincial Council, Dr. Alex. J. Hutchison

and Dr. Carmichael.

sation with Chauncey M. Depew, former President

ways has again passed the dividend on the preferred stock, due about March 1. No announcement is made as to the reason for again passing the distribution but it is, assumed that lack of earnings is the cause.

of Railroad Trainmen, says the European war has

There are Co now twenty-six of these classes at various points on with affairs of the American Ice Co. predict that .a

was inaugurated at several points of the Motive Power Department of the Grand Trunk Railway System, at which the apprentices in the shops were given a thorough theoretical grounding in their chosen trade.

NO LARGE RAILROAD ORDERS.

New York, March 10 .- No orders for cars or locomo- No precipitation. tives have been reported since first of the year. Last week saw about 65,000 tons rails and 45,000 tons of No precipitation. structural material bought which in both cases was considerably higher than the last week in February

While there is talk of some equipment orders pending actual inquiries are hard to find. Equipmen makers say that situation has improved little in the handles on an average 20,000 people daily, and durlast 30 days.

CLEANSING LACHINE CANAL.

The Lachine Canal will be emptied on April 1st instructions to that effect having been received from Ottawa.

It is hoped that the process of cleaning and reno vation will be completed before the opening of navigation

Every effort will be put forth toward this desired

BIG GOLD SHIPMENT.

Fr.

New York, March 11.-International Banking Cor poration has engaged in Yokohama for shipment to ncisco \$500,000 gold. This shipment starts March 12th, and will make \$1,550,000 gold afloat. Total engagements of gold in Yokohama for skip-ment to San Francisco since August 1st, 1914, now range between \$13,000,000 and \$14,000,000.

CANADIAN PACIFIC EARNINGS.

Aproximately 75 per cent, of sales of American Ice Co. to-day are artificial ice. Those in close touch About ten years ago a system of evening classes Wesley M. Oler asumed presidency of the company. normally hot summer will mean largest earnings since

WEATHER MAP.

STRONG POSITION OF AMERICAN ICE.

Cotton Belt-Partly cloudy temp. 32 to 50. Winter Wheat Belt-Partly cloudy, no precipitation of importance. Temp. 22 to 32.

American Northwest-Clear, temperature 0 to 20.

Canadian Northwest-Clear, temperature 10 to 30.

GOOD ELEVATOR WORK.

Toronto, Ont., March 11.—The elevator staff in he Robert Simmson Company descention and April boats, owing to their scarcity. Sailing vesthe Robert Simpson Company departmental store handles on an average 20,000 neople daily and days also in steady request and a fairly active resched at a conference arranged for March 22, when and a fairly active are effort will be made to have the sale of a site for ing the past twelve months there has been no case business was reported in chartering. Rates are firm, business was reported in chartering.

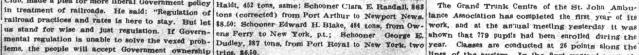
CANADIAN NORTHERN EARNINGS.

Canadian Northern earnings for the first week in March were \$233,700, a decrease of \$35,700, or over \$6,50 discharged and port charges, March April. Schooner Dorothy Palmer, 2,815 tons, same; 11 per cent.

FINE WEATHER PREVAILS.

An area of high pressure covers the central portion of the continent, and fine weather has prevai throughout the Dominior

Oscar W. Underwood, speaking at the Sphinx Club, made a plea for more liberal Government policy



Dudley, 387 tons, from Port Royal to New York, two year. Classes are conducted at 26 points along the rips, \$6.50. of railroads as the next step ahead. We must give Miscellaneous-Norwegian steamer Christian Mi- tion for all railway ambulance teams in Canada, one

the canadian Pacific Railway drat week of March were \$1,657,006, as com-cith 37902,006 for the corresponding week last decrease of \$225,000, or in excess of 12 per lassistance for those who manage the railroads.

and amount performed depends on volume of business.

who are not too sick to enjoy life. Last year in the

of 7.401 individual treatments, made up of 2,644 mas

ages, and 4,758 baths and other treatments, accord-

about 600 per month, or 20 per diem throughout

The Grand Trunk Centre of the St. John Ambu-

lines of the system. In the first general competi-

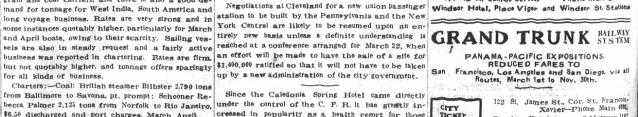
The Southern New England Railway, a Grand CANADIAN PACIFIC Frunk subsidiary, has been granted until August 3, tering was reported in the steamer market, including [1916, to complete its railroad from Palmer to the two large boats for trans-Atlantic business on time Rhode Island line. Construction of the road, which PANAMA-PACIFIC EXPOSITIONS basis, one for twelve months at 13s the other for nine months at 12s 4d, both for delivery at United King-dom ports. Freights continue to offer steadily in the trans-Atlantic trades principally for Forty-two Different Routes.

bid and asked prices.

at 25 with no bids.

t Reduced Rates. Full Particulars on Application

141-143 St. James Street. Phone Main 8125. Windsor Hotel, Place Viger and Windsor St. Stations







with buildings surrounding a cour Mr. Clarence I. de Sola is the Mont of the syndicate, and will have ch TICKET OFFICES which will probably start during mer, conditions now being favorable ations. WEST INDIA ELECT The West India Electric has de quarterly dividend of 1% per cellst to shareholders of record Marc

