

## Safety First Pays

One of the most remarkable safety records in history of American railways was made in year ending June 30, 1915, when the country's 256,000 miles of road operated with only 8,621 fatalities of all kinds, of which 5,084 were trespassers. The number is the smallest in thirteen years, records of the Bureau of Railway News and Statistics show, the last smaller figure have been in 1902. In the total, just published by the Commerce Commission, are included all passengers, employes, trespassers or others, killed in any accident, whether to trains, through own carelessness, trespassing, working about trains, in shops or otherwise.

Not since 1896 have fewer passengers been killed from all causes, the total being only 196; yet there were carried 93 per cent more passengers than in 1896. Not since 1898 have fewer employes been killed, the total being 1,835; yet 106 per cent more were employed than in 1898.

Excepting only 1914, number of passengers killed in train accidents, 83, is the smallest in 16 years. But for one accident in first quarter of the year, 1915 would probably have broken all records.

### HARVARD AND THE RAILROADS.

Harvard has come to recognize the desirability of attaching more importance in its curriculum to railroad problems. As a result, it has just created a professorship of transportation the appointee being Wm. J. Cunningham, who has heretofore been assistant professor of transportation and also assistant to the president of the Boston and Maine. Mr. Cunningham has been granted a leave of absence from the Boston and Maine to go to the Northwest to study the Hill lines.

His duties at Harvard will probably take so much of his time that he may eventually find it possible to remain connected with Boston and Maine in only a consulting capacity. He has been successively associated with Mr. Hustis on the Boston and Albany, the New Haven and the Boston and Maine roads.

### SAME SIZE PEACH BASKETS.

The Niagara Peninsula Fruit Growers' Association want to have a standardized peach basket adopted, and it has been decided that the eleven quart basket will answer the purpose best, but there are many differences of opinion of what the proper shape should be and as a consequence no definite pattern has been decided upon from those used during the past years, which are very much varied in size. The officers for the coming year are as follows: President, John H. Broderick, St. Catharines; First Vice-President, J. R. Hastings, Grimsby; Second Vice-President, S. H. Ritzenhouse, Jordan Harbor; Third Vice-President, D. Allen Grimsby; Fourth Vice-President, F. G. Stewart, St. Catharines; Secretary-Treasurer, C. E. Fisher, St. Catharines (elected for twentieth year.)

### ATLANTIC SUGAR CHANGE.

The Journal of Commerce understands that F. H. Anson has severed his connection with the Atlantic Sugar Refineries, and that hereafter D. Lorne McGibbon, president of the company, will take more active charge of the management of the concern.

### THE EIGHT HOUR DAY.

Between 18,000 and 20,000 employes of Boston and Maine, New Haven, Boston and Albany, Maine Central, Central Vermont, and others are voting on accepting or rejecting proposition calling for an 8-hour day and time and a half pay for all overtime work in freight, yard and hostler service.

## The Chicago and Alton Case

Dr. George Kennan the well known Siberian traveller and author has just issued *The Chicago and Alton Case, A Misunderstood Transaction*, being a defence of the late Mr. Harriman's activities in connection with *The Chicago and Alton Railway* and a reply to Prof. Ripley of Harvard. Dr. Kennan's summing up is as follows:

"Those who have made a serious study of Mr. Harriman's activities know that he never 'physically crippled,' a railroad in his life. On the contrary he never touched a railroad that he did not physically improve. From the Sodus Bay and Southern to the Union Pacific and the Alton, he made every railroad that he controlled serve the public better than it had ever served it before. No railroad corporation, moreover, ever defaulted on its bonds, or failed to earn its fixed charges, under Mr. Harriman's management."

"It is not easy to characterize Professor Ripley's statements fittingly without overstepping the bounds of controversial courtesy; but inasmuch as he, himself, has not hesitated to call Mr. Harriman a 'Conspirator,' and to describe his management of the Chicago and Alton as 'unscrupulous,' 'piratical,' 'fraudulent,' and 'predatory,' it may perhaps be proper to say, in the form, although not quite in the words, of the professor's opening sentence:

"Practically all of the possible methods, described in previous pages, of making a thing seem that which it is not, are found combined in a single instance in recent years — the account of the reorganization of the Chicago and Alton Railroad by William Z. Ripley, Ropes Professor of Economics in Harvard University."

### A GRAIN ORDER AGENT.

A meeting of the Board of Grain Commissioners of Canada was held in Fort William last week to discuss the difficulties in the grain trade that have arisen through the congestion of freight west of the Lakes. A long call to the grain trade was issued as a result of the meeting, embodying a number of suggestions relative to the powers of the Commission. The following proposal was submitted: "The proposed system requires, to begin with, that there be appointed somehow one agent who shall receive all orders for cars from the trade, the orders, of course to be accompanied by the proper surrenders, and that no order be considered that is not filed with this agent. If this scheme were adopted, any shipper who desired to make a shipment from the terminal point must file his orders, accompanied by warehouse receipts and shipping instructions, in the office of this agent, which, of course, must be situated at Fort William or Port Arthur, and the agent would be required to file each order as received, make proper records of it, and hold it to be loaded in its turn according to the date and time filed."

### EFFECT OF THE WAR.

The annual report of landing agent at Ellis Island shows that during 1915 the total westbound movement of ocean travellers was 216,274 as against 735,741 previous year, and 1,332,200 in 1913.

### READY FOR NEXT SLIDE.

Panama canal will be reopened to the largest ships now afloat on February 15. This announcement was made in New York by Col. E. F. Glenn, U. S. A., on his return from visit to canal zone.

# CANADIAN NORTHERN

## QUEBEC

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**SHAWINIGAN FALLS** **GRAND MERE**  
 Via the Short Line  
 9.30 A. M. Daily except Sunday. 4.45 P. M. Daily except Sunday.  
**L'ÉPIPHANIE** **JOLIETTE**  
 Via the Short Line  
 9.30 A. M. Daily. 4.45 P. M. Daily except Sunday.  
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## C.P.R. Ask Employees to Give Four Days' Pay to the Patriotic Fund

The following appeal on behalf of the Canadian Patriotic Fund has been telegraphed as a "23" message so as to reach every employee of the Canadian Pacific Railway from Atlantic to Pacific. The "23" message has precedence over all others:—

To Officers and Employees:

Sixteen months ago the officers and employes of the Company responded in a very generous manner to an appeal from our President for the contribution of one day's pay towards the Canadian Patriotic Fund, which was inaugurated to care for the wives, children and dependents of men who so nobly volunteered to serve their country.

At that time Canada had an army of thirty-three thousand men, while at present there are over two hundred thousand either in the firing line or in training and this huge force will ere long be increased to five hundred thousand. With such a gigantic increase in our army the demands on the Patriotic Fund will be almost overwhelming. It is, therefore, a most sacred as well as a most patriotic duty of all Canadians to replenish the Patriotic Fund in order that the dependents of the Nation and the Empire may have the comforts and necessities of life.

While well aware that great numbers of officers and employes of the company have made and are making regular donations to the Patriotic Fund, the Canadian Pacific does not hesitate to make a further urgent appeal to its officers and employes to once again come to the rescue of the Canadian Patriotic Fund. Knowing the generosity and patriotism of the officers and employes we feel certain they will willingly participate in another specific donation by each contributing one day's pay during the months of February, May, August and November.

It is left, however, to each officer and employe to decide conscientiously whether he or she can bear the heavier burden now called for, but the company feels assured that all that can possibly do so will respond to this appeal.

Forms for subscription will be furnished to employes and when properly signed the amounts will be deducted on the pay-rolls for the months designated.

### AMERICAN LOCOMOTIVES BIG YEAR.

The American Locomotive Co.'s statement for the six months ending December 31, brings out the change in industrial conditions in the United States very strikingly. In the corresponding period of 1914 the company showed a loss of \$490,768 on operation and a deficit of \$1,555,844 after interest and preferred stock dividend. For the six months recently ended the company shows a surplus of \$1,952,740, a betterment of \$3,508,584 over the 1914 period. The surplus represented earnings at the rate of about 16 per cent on the common stock. The Company owns the Montreal Locomotive Co.