GERMANY INSTRUCTS PEOPLE AS TO DIFFICULTY OF NAVY'S TASK

There is Now No Talk in That Country of Driving the British Fleet Off the Seas-Naval Operations of the Two Nations.

A Rotterdam despatch to the London Daily Chroni cle says:-

Despite "the blockede" German newspapers are talking much less confidently of the naval position. They no longer write of the British fleet being driv en off the seas. On the contrary they are taking pains to instruct their readers as to the difficulty of their navy's task. This is a quotation from the latest article by Captain Persius, the well-known naval critic, in the "Berliner Tageblatt."

"It would not be right to give way to unfounded optimism. It may be all very well for children, but not for grown-up people, who should remain conscious fleet has a gigantic task to fulfil-a task which is almost impossible. It is harmful to under rate your enemy. We leave the speaking of the cow ardice of the English fleet to the irresponsible. The tactics of the English fleet to remain as much sible in harbors are on the whole quite right, and should we, with our numerically smaller fleet. decisive blow in the first months it would be great mistake-even strategists in civilian clothes now admit this.

"The leaders of our fleet have chosen the practical middle course. They have known how to hold back tacked the enemy's superior force? It would have on Manoe Island, Germany. been threatened, humanly speaking, with complete extinction, while the British fleet, although weakened, yould have commanded the seas, a thing which no only seven were torpedoed by hostile submarines. Englishman, without exaggeration, dares to say.

"Those at home who are waiting with impatience strength to a level that will give us a more equal public.

chance in the final big battle. "What has the English fleet accomplished? It safe conduct to the British transports. It has not line. given way to an exaggerated desire for attack, such lacking in tactics, whilst in the North Sea the British seas trade as a result. were guilty of bad manoeuvring. These facts make it possible for us to believe that it is not impossible to break the power of the British fleet."

GOLD DISCOVERY NEAR ROUTE

Saskatoon. Sask., March 9.—Last year, some congiderable prospecting work was done in the Beaver Lake district, about 200 miles northeast of here. This at least resulted in demonstrating the find as one of

terest. Old timers confidently predict important gold to return the vessels as received.

In the early days, they say, Indians frequently

RAILROADS SHOULD BE ALLOWED TO MAKE ENOUGH TO PAY HONEST DEBTS. cisions are reached.

Chicago, Ill., March 9 .- J. W. Lusk, receiver in charge of earnings and disbursements for the 'Frisco road, has unfolded a plan, for bringing prosperity to Lusk was president of a St. Paul bank for twenty furnace of the Republic Iron and Steel Co. in Youngs

"The Interstate Commerce Commission and the various State commissions should establish the same system used in the control of the national banks. The professional looter should be put in jail," he said.

ds and not strangle them by cutting the comes and driving them to ruin. They should allow them to make just enough to pay their honest debts.

"They should have experts to go over their books at irregular intervals and see that the money is be- 2 below to 24 above. No precipitation. ing spent in the right way. Every single dollar should be traced with the greatest care."

BRAZILIAN IN JANUARY.

The gross earnings of the Brazilian Traction Company (again reported in Brazilian currency so as to show the actual monthly results of operations) in January were 5,996,190 milreis, a decrease of 198,037 milreis from January, 1914, and 14,300 milreis belo

Operating expenses were 2,582,000 milreis, an in crease of 9,470 milreis from January of the previous year, but 111,140 less than in December

Net earnings in January were 3,414,190 milreis, decrease from January, 1914, of 207,507 milreis, but ar increase upon December of 97,000 milreis.

DETROIT UNITED RAILWAYS

WILL ACCEPT CITY'S OFFER Detroit, Mich., March 9 .- Mr. J. C. Hutchins, Pre sident of the Detroit United Railways, announces tha the directors will recommend to the stockholders the acceptance of the city's proposal for the taking over of the street railway lines within the one-fare zone nhiert to the mortgage debt of \$24,000,000

The only conditions are that the proposal shall be effective within a reasonable time, and that a work ble and legal method of transferring the bonds sha

on, Mass., March 9.- The February gro ngs of the Bay State Street Railway, the operationspany for Massachusetts Electric, showed asse of \$3,300 or 1.67 per Cent.

sel for the New Haven Railroad stated tha future the road will issue stock under the control of Rhode Island, Massachusetts and

SHIPPING NOTES

A message to Lloyds from Havre announces the ar

The Manchester Line S.S. Manchester Shipper, sail

rival of La Touraine at that port

ed from Manchester, for St. John, N.B., on March 6. The Duca degli Azzrubi has arrived at New York St. Paul at Liverpool; the Minnehaha at London

and the Frederick VIII. at Christiansand. Two ships have sailed from Seattle, carrying more than \$1,000,000 American cotton purchased by Rus

sia at around ten cents a pound. The Minister of Railways told Mr. Maclean, in the Dominion Parliament, that the total expenditure during 1914 for ocean terminals of the I. C. R. at Halifax

The Minister of Marine and Fisheries has granted permission to change the name of the steamer "Samon." which has been purchased from foreigners, to

The British Admiralty announces that the British collier Bengrove was sunk Sunday, probably by a torpedo, off Ilfracombe, which lies ten miles north west of Barnstaple, County Devon, England.

that of "Jacobsen."

Five hundred bales of cotton from the American Eight Companies in This Line Alone Lost Nearly quenching their ardor. What profit would it have brought us had our High Seas Fleet immediately at.

The British Admiralty announces that out of a total would not have been open to hombardment, our arsen- of 1.513 ships arriving at, and 1,342 leaving Great Brials would have been destroyed, and the Union Jack tain during the period from February 18 to March 3.

A Copenhagen despatch to the London Daily News for a great sea battle must restrain themselves until says German naval commanders in Berlin say the our smaller vessels and submarines have made the strain on submarine crews has been such that some

There is a report in shipping circles that W. R. of nearly \$100,000,000. would be self-deception not to admit that on the Grace & Co. has awarded to William Cramp & Sons, a whole it has fulfilled its task. It has protected on contract for a steamer of 4,000 lons net, to be used in last year; locomotive-orders from 3470 to 990. As if the whole the trade of Britain and that of its allies, the Panama Canal service. The vessel is to be simiand has driven our trade from the seas. It has given lar in construction to the Santa Catelina of the cup of misery were not already full to overflowing.

ome critics of our fleet-in fact. a Steamships of the Robert Dollar Company, plying desire for attack it has shown very seldom. But neither the leadership of squadrons nor the conduct of transferred to Chinese flag on account of the new bill 1914 and only 97 locomotives against 182 for January crews has justified up to now the name which the which provides that 75 per cent, of the sailors aboard and February, 1914. British fleet has had for centuries. The Chili fight ship must speak and understand the language of their want of strategy, the Falkland battle was officers. The Pacific Mail line will discontinue over-

> A marked rise in freight and passenger rates, the total disappearance of the United States flag in the offshore trade of the Pacific, the return to foreign re-OF HUDSON BAY RAILWAY Sistry of vessels recently brought under that flag, and death to all hopes of a real merchant marine, are some

only the other day, however, news has reached here of other two finds adjacent to the route of the new Hudson Bay Railway now under construction, the one being at Herblake and the other at Wintering the one being at Herblake and the other at Wintering the one being at Herblake and the other at Wintering the one being at Herblake and the other at Wintering the one being at Herblake and the other at Wintering the other two finds adjacent to the route of the Britain is using to move and sustain her armies in the field may be gained from a report on shipping conditions from American Consul Lathrop at Cardiff, Wales. Fifteen hundred British vessels, he reports The latter discovery is said to be a placer, and aggregating more than 3.500,000 tons, have been taken eight small nuggets were brought into The Pas on 17th ult. Further information is awaited with in-

Inquiry into the detention of the steamer Vitalia brought in quartz containing free gold in consider-able quantities, and occasionally, small nuggets; but brought out that four other ships flying Norwegian as there was then no railway north of the original flag, and carrying Chicago meats valued at \$8,000,000, main line of the C. P. R., the remoteness or the source have been held, awaiting the decisions in the British of such samples robbed the proposition of its lure. | prize courts, for four or five months. The packers fear the refrigeration of the ships will prove inadequate, and that the cargoes will spoil before the de-

ATLANTIC FURNACE RESUMES.

Pittsburgh, Penna., March 9 .- Atlantic Furnace at the railroads, security holders and railroad employes New Castle has resumed work after a long idleness and for dealing with the railroad looters. Receiver For the first time in a year every mill of bessemer town is in operation to-day.

Weather .- Cotton Belt .- Partly cloudy, light preci-"The commissions should deal fairly with the rail-

Winter Wheat Belt - Partly cloudy above

American Northwest-Generally clear. Temperature Canadian Northwest.-Clear. Temperature 8 to 18.

No precipitation.

EASTERN RAILWAYS GAIN IN NET RESULT WAS DUE TO EGONOMY

Washington, D.C., March 9.-Net revenue of the eastern railroads was greater for January, 1915, than Nazaire, 11s., April 20. for January, 1914, the gain in receipts being due to economy and not to income, according to figures made 20,000 quarters oats from Baltimore to Marseilles, 10s. while by the Interstate Commerce Commission

The statement of the commission shows that in January, 1915, on 45,950 miles of railroad operated in the Eastern district the revenues were \$70,920,676, as against \$75,966,041 in January, 1914, on the same mileages. The operating expenses for January, 1915, on this mileages were \$57,818,532, as against \$63,892, 914 in January, 1914.

The net revenue from railway operations mileage in the Eastern district is given as \$13,102,244 as against \$12,073,127 in January, 1914. Summarized Baltimore to Galveston, p.t. the net revenue per mile is \$285 for January, 1915, as

against \$263 for January, 1914. On these Eastern lines for the last two weeks of January the 5 per cent. increase in freight rates allow ed by the commission was collected. Notwithstand-

ing this the gross revenue was less than a year ago.

The statement of the commission for the United States covering 146 roads operating 192,421 miles of 632, as against \$192,230,300 in January, 1914. Railway 612, as against \$178,978.489 in January, 1914. Net revenue to these roads amounted to \$42,328,382 in January, for these roads amounted to \$42,328,392 in J. 1915, as against \$43,461,841 in January, 1914.



Vice-President of the C. P. R., in charge of steam ships, which will now be under separate management

CUT THEIR EARNINGS IN TWO

\$400,000,000 Because of Attitude of the Railways.

Boston, Mass., March 9 .- A year of veritable faming in orders, 1914 will go down in the history of the equipment business as a year that tried men's souls. Roughly speaking, the gross earnings of eight leading companies were just half those of 1913, and net earnings after charges were only a quarter of those greased chute for reasons that require no reiteration. Suffice it to say that the unbending attitude of the

our smaller vessels and submarines have much the vessels and submarines have much the course free—that is, have destroyed some of the big weeks must elapse before any fresh attempts. The Commerce Commission in the first half and the war units of the enemy-in order to bring the numerical failure of the blockade is now realized by the Berlin in the second half of the year drove the rallmoads into an abstemiousness which affected the gross revenues of eight equipment companies alone to the tune

Car orders fell away from 150,000 in 1913, to 80,000 1915 starts off as much poorer than last year as 1914 was poorer than the preceding year. In the two two months to March 1 only 7.232 cars were ordered, com-

The net earnings after expenses and charges of eight prominent members of the equipment group in 1913 were equal to 9% p.c. on the aggregate \$190,000,000 share capital. The divisible surplus for 1914 shrank to less than 21/2 p.c.

We show in the table below the comparative gross

is self-explanatory:			
Gross earnings:	1914.	1913.	Dec.
Baldwin Locomotive	\$13,616,163	\$37,630,969	\$24,014,8
Can. Car & Fdy	11,100,000	27,000,000	15,900.0
Am. Steel Foundries	11,125,091	17,425,940	6,300,8
Pressed Car	13,375,090	30,967,360	17,592,2
N. Y. Air Brake	2,915,932	3,244,312	328,3
Am. Locomotive†	29,987,438	54,868,175	24,880,7
J. G. Brill Co	4,903,510	9,154,433	4,250,9
Ry. Steel Spring	4.351,465	7,688,185	3,336,7
Total	91,374,689	187.979.374	96,604,68
*Year ending Sept.	30.		

Decrease in gross was equal to 51.3 p.c.			
Net earnings:			
Baldwin	350,229	4,017,800	3,667,57
Can. Car. & Fdy (de	f)65,808	1,721,653	1,787,46
Am. Steel Foundries*.	240,993	1.489,950	1,248,95
Pressed Car	892,351	2,374,816	1,482,46
N. Y. Air Brake	641,046	654,512	13,46
Am. Locomotive 2	,076,127	6,185,305	4,109,17
J. G. Brill Co ,	158,883	909,143	750.26
Ry. Steel Spring	374,454	1,121,660	747,20
Total 4	,668,275	18,474,839	13,860,56

*Before providing for bond redemption and deben ture retirement.

Decrease in net was equal to 74 no

ther promotion had come to him as general freight Aggregate share capital of the eight companies was to Pacific Coast, to take charge of the department.

***************** The Charter Market

(Exclusive Leased Wire to Journal of Commerce.) rendered and payment made not later than March 25.

New York, March 9.-The full steamer market was steady but only a limited amount of business was retion of importance. Temperature 2 below to 30 ported in chartering, all of which was for trans-Atlantic account. Freights of various kinds offer steadily for April-May boats, but the available supply continues light. Rates are firm, but not quot ably changed from the basis of a few days ago. The sailing vessel market was also quiet, due to the scarcity of vessels suitable for offshore business.

Charters,-Grain.-British steamer Northam, 35,-000 quarters oats from Baltimore to a French Atlantic port 8s. 6d., April.

Greek steamer Dorothy T. Short, 38,000 quarters,

British steamer Tynehome, 20,000 quarters heavy from the Atlantic Range to Bordeaux, La Pallice or St.

British steamer Fernley, 10,000 quarters, heavy, and 6d. and 8s. respectively, April-May. British steamer Alton, 25,000 quarters from the At-

lantic Range to Marseilles, 10s. 9d., April. Lumber.-British schooner Kenneth C., 475 tons

from Halifax to West Britain or East Ireland with deals, p.t., March. British schooner Lawson, 274 tons, same, from Port

Coal,-Schooner Helen W. Martin, 2,029 tons, from

Miscellaneous steamer Neches 3,470 tons, from New York to Scandinavian ports, with foodstuffs, p.t., March-April.

Steamer City of Macon, 3,999 tons, from New York to Greece, with horses and flour, p.t., April. British steamer Florrieston, 2,171 tons, from Baltimore to Glasgow with rails, p.t., March.

An Omaha dispatch says that 10,000 men are to be immediately employed by the western roads on con Pacific will require 6,000, Burlington 2,000, and North-Western, Rock Island, Missouri Pacific and other lines will take the remainder.

RAILROAD NOTES

Canadian railways last year killed 719 persons.

Western railroads applied for higher p

Chicago, Burlington and Quincy Railroad has order ed 6,000 tons of steel rails from Illinois Steel Co.

Western Association of Short Line Railroa started campaign for increased payment for carry

ways in wreck and injury claims aggregated \$2,000,

"Railway Advertising" is the topic to be discuss

this evening by Mr. Edward Hungerford, advertising point in the state of the upper entrance channel, opposite the mouth manager of the Wells Fargo & Company Express, of the upper entrance channel, opposite the mouth of the Oswegatchie River and widening the channel. About 2,500 men are affected at the New Haven's

Western roads have notified their eastern agencies count of the heavy traffic expected for the San Fran-

ive shops to a 24-hour a week schedule.

Many mechanical men and engineers have been in moval of Craven Shoals ltoona inspecting the locomotive testing plant just important and valuable service

Southern Pacific will put on 104 special trains to handle rush to Panama-Pacific Exposition. From now until August all eastern limited and express trains width of 400 feet in the inner harbor entrance chanwill be run in from one to three extra sections

Connecticut Senate has passed amendment to New Haven railroad charter, permitting it to sell or pledge capital stock of Boston & Providence and Old Colony railroad companies, which has been held in treasury.

The transportation bills of the Grand Trunk, Cana dian Northern and Canadian Pacific for the first contingent amounted to \$1,364,000. Of this amount the land and Kill Van Kull to upper New York Bay. C. P. R. got \$915,000, the Grand Trunk \$141,000, and th Canadian Northern \$308,000.

By operating its through westbound package freight ar and other traffic via the Louisville. Henderson & St. Louis, the Blue Ridge Dispatch fast freight line has shortened, its schedule to Egansville, Ind., 12

Stockholders of Boston & Lowell Railroad have re tained Allen Hollis, a brother of Senator Henry F. Hollis, as counsel to represent them in New Hampshire during pending legislation on Boston & Maine will be carried to this point by October. Supply matters.

The Alton is to test a new automatic mail exchange one time from a train moving at 60 miles an hour and and teamsters. picks up such as may be ready for loading.

Montreal in case of a receivership for Boston &

gislative Committee on Railroads and with Public Service Commission, brief favoring receivedship for tracks, such as bridges and Boston & Maine, and opposing plans of the trustees While en route from Seattle to Milwaukee to take duties of general agent of the Northern Paci-

fic, H. N. Kennedy received notice by wire that a fur-

agent of the Northern Steamship Co., and he returned Holders of warrants authorizing them to subser at \$10.42 a share for undistributed stock of the Chicago, Rock Island & Pacific Railway Company, are entitled to receive \$17.25 of stock for each \$1,000 collateral trust 4 per cent. bond, in respect of which

Last year 22 roads were added to the list curities piled up on the \$1,000,000,000 of the other in-tral Freight Association.

the warrants were issued. Warrants must be sur

NOVA SCOTIA STEEL CHARTERS TWENTY-SIX LAKE FREIGHTERS

The Nova Scotia Steel and Coal Company has chartered twenty-six Canadian Upper Lake freight teamers for service between Canada and the West ndies and South America. Under the terms of the agreement it is understood

that all the steamers will be returned to their re spective companies in sufficient time to engage in the grain movement from Upper Lake ports next fall The following steamers have been chartered:-

Transportation Company-Fairmount Montreal Henmount, Rosemount, Kinmount, Stormount and Westmount. Canada Steamship Lines-Turret Court, Turret Chief, Turret Cape, Donnacona, Dundee, Dunelm.

Glenellan, Winona, Neepawah, Strathcona, Wahcond Midland Prince, Mount Stephen and Empress of Mid-The F. E. Hall & Company, Montreal-Carlton and

The Forwarders, Ltd., Kingston-Steamers Dwyer,

Port Colborne and Port Dalhousie. The Farrar Transportation Company, Collingwood Steamer Meaford.

All the steamers chartered are at present distri buted at various points on the lakes.

The New York World says that the Eastern Ameri can railroad managers are working for a cut in rail-road employes' wages, believing that public sentiment will back them up in the move.

CONGRESS PROVIDES ST25.010.100 FOR RIVERS AND HARBORS

D.C., March 9.—Although Congress failed to pass a regular river and harbor appropria-tion bill, the lump sum appropriation of \$25,000,000 provided for it was considerably better than the provisions made the previous year.

In addition the bill authorizes the Secretary of War

The amount paid out last year by Canadian rail-ays in wreck and injury claims aggregated \$2,000,-

Among the preliminary examinations authorized ere the following in New York:

North Shore of Long Island, between Huntington The three railways-the C. P. R., G. T. R. and C. N. Harbor and Plum Gut, with a view to the constr ion of harbor of refuge; Hempstead Harbor of New York; Mamaroneck Harbor, New York; Ogdensburg Harbor, New York, with a view to removing the this evening by Mr. Edward Hungerford, advertising point in the bend of the channel at the inner end

Hudson River, N.Y., from its mouth to Hudson with a view to securing a depth of 30 feet, and a Readville shops by the shutting down of the passenger car shops till April 1, and the reduction in the locomo-Hudson River, N.Y., from Hudson to the dam at

Troy, with a view to securing a depth of 27 feet, with suitable width. Hudson River, at Troy, N.Y., with a view to the

removal of Adams Island. New York Harbor, N.Y., between Staten Island and Hoffmans Island

New York Harbor, N.Y., with a view to the re-

New York Harbor, N.Y., with a view to removing completed by the Pennsylvania which promises to the shoal in Gowanus bay a dept huniform with Ray Ridge channel

Pugsley Creek, N.Y. Rouse Point Harbor, Lake Champlain, N.Y. Buffalo Harbor, N.Y., with a view to securing a

nel, including consideration of any proposition for co-operation on the part of local interests. Oswego Harbor, N.Y. Harbor of New Rochelle, and Echo Bay, N.Y. New York and New Jersey channels, with a view to ecuring a ship channel of increased width and depth necessary for the purposes of commerce from lower New York Bay through Raritan Bay, Arthur Kill,

Staten Island Sound, channel north of Shooters la-

MANY MEN REQUIRED FOR WORK

ON HUDSON BAY RAILWAY LINE. The Pas. Man., March 9.-For construction work on the Hudson Bay Railway three thousand men will be

required next month. From the early date at which the spring thaw has set in the expectation is that the current year will

be a banner one for construction. The right-of-way has been cleared of trees to within forty miles of Port Nelson, and the grading work caches are established from Split Lake to the Bay

with food for five thousand men. The Government's end of the work requires an ad-The Alton is to test a new automate that system which provides for the use of a device that ditional force of a thousand men, made up of engineers, rodmen, surveyors, bridge-erectors, skilled lalor

R. R. STATEMENTS WANTED.

The Boston Transcript says Pres. Kimball of Con-Washington, D.C., March 9.- Railroads have been cord & Montreal Railroad has returned from Montreal, where he is reported to have sounded the Grand directed by the Interstate Commerce Commission to submit information desired in connection with the valuation of the roads. The statements wanted in clude maps and reports showing industrial tracks operated or owned wholly or in part by the railroads. and full information relative to agreements with spe er of Boston & Maine, filed with Massachusetts Leinterlockers, telephone and telegraph lines, electrical apparatus and all fixed property except lands and equipment not heretofore filed with the commission are also wanted.

STEAMSHIPS.

CANADIAN SERVICE

Sailings from Halifax to Liverpool:-

For information apply to Street West.

RAILROADS.

CANADIAN PACIFIC

HOMESEEKERS' EXCURSIONS.

Every Tuesday.

Winnipeg Edmonton and Int. Stations particulars on application.

WANDERERS VS. OTTAWA HOCKEY OTTAWA AND RETURN. \$4.50.

\$4.50.

Going all trains, March 10. Return limit March 11.

SPECIAL TRAIN.

With Club on board will leave Windsor St. 3.30 ph.
eave Ottawa, 11.30 p.m., March 10th, 1915. TICKET OFFICES:

141-143 St. James Street. Phone Main 8125. Windsor Hotel, Place Viger and Windsor St. Statish GRAND TRUNK SYSTEM

HOMESEEKERS' EXCURSIONS. Round Trip Tickets to Western Canada, via ago, on sale every Tuesday, until Oct. 26, at very | fares. Tickets are good for two months

Going March 10th; Return March 11th. 122 St. James St., Cor. St. France Xavier—Phone Main

HOCKEY CHAMPIONSHIP (Wanderers at Ottant)



Windsor Hotel " Uptow Bonaventure Station "

SIYS COURT PROCEED

VOL. XXIX No. 2

7 Per Cent. of Claims Ar

administration of works laws by the courts is the most ten that could be devised from the conclusion reached by ation for Labor Legislation, v pleted an investigation into the ation law in this country. N it is stated, is the subject of so n irity in the United States and s em is in force in some of the

the course of the investigat officials, employers, and w but 655 cases from court records any were followed up to the home was found," the report say: the was round, the report say cedings scriously handicapped number of different ways. While well informed as to the law and c is at the same time, owing to the unable to engage such expert lawy are available for the employer. U sey law the court determines the in fees by the claimant to his cour fee is customarily determined by award, and not by the work done, at ly only be induced to take up case claims on a speculative basis. Th

claims are brought to court. "A scrutiny of the settlements r Department of Labor showed that t settlements were irregular, only claims appeared in the courts. machinery for administration of the less scrupulous employers to repue with impunity. So frequently do the Association endorses the estima Civic Federation and the American ber that 40 per cent. of the amount tion to the workers of New Jersey i "A most serious deficiency follow

method is the amount of time cor ttiements. In the settlement of c weeks, while in 150 non-fatal cases verage of 23 weeks from the date Association estimates that the ann tion over compensation claims in I tween \$60,0000 and \$60,000." CURTAIN STARTED B

A curtain hanging on a room

re caught fire from a Quebec heat

ing to Fireman Noel Leonard, was

half from the partition and door, w

given at yesterday afternoon's in

to the house which is occupied by

and that of Alex. Massey, who is the

Fire Commissioner Ritchie, for the hat occurred at the home of San Dominique street, on the evening of about a thousand dollars'

Milnis. Mrs. Massey said that her covered by insurance. Mrs. Miln exceed three hundred dollars. STOVE WAS OVERHEA originating from an overhead siderable damage last evening in th

Perron, at 2130 East Ontario stree division of the brigade, under Deput and District - Chief Gauthier, used to CITY DISCOURAGES CANDL

LIGHTED GAS amps in the search for hie een a opted by the City Council. the reforms long advocated by Chie ire protective measure. A sugges bertance, that plumbers be preve andles when working near partitie been disregarded. Those worken light or fill their lamps in a hous

The by -law, which was introduced provides that: No person shall use any lamps o lamps when looking for gas leaks in plumbing fixtures, under pain of

No person engaged in any plumb building in the city shall ligh any alcohol, gasoline or other ers, nor shall put any alcohol or oit This latter operation shall be done building."

The penalty is a fine not exceeding n default, imprisonment not exceeding NEW ST. JOHN, NEWFOUNDL.

St. John, Nfild., March 9.— Anothe about to appear in St. John, N. F., to the morning. Dr. Mosdell and R. De head of the project, and S. Thistle is them. Dr. Mosdell has just been j purchase presses, typesetting machin Mr. Mosdell recently resigned the St. John Mail and Advocate, Mr. I Thistle leave the same paper. In the zation A. English becomes business Carmichael and P. J. Kinsilla succe while the position held by Mr. Thist by W. Hardman. John St. John, is

position of chief accountant, succeeed FOR RESIDENCES ON Cote des Neiges Road, between S ard and Courtrai street, is to be main dential section. On the motion of City Council yesterday afternoon ad providing that, between the limits me house must be at least 26 feet from

line and at least two storeys in heis

semi-detached. The erection of flat having more than one lodging is pr

section is to be reserved exclusively

ustrial or commercial establishme being forbidden. WITH THE WINNIEG TEL Winnipeg, Man., March 9.- J. V

rmerly on the advertising staff of Times and the Minneapolls Journal, pointed advertising manager of the