

LOCOMOTIVE COMPANY
ARE COMMON DIVIDEND

21.—Baldwin Locomotive common a new high record. The advance justified when it is considered that common stock after bond interest dividends are deducted. The company clear on the 3,000,000 raffle factured at its plant by another contract Baldwin Company has for the year taken considerable more locomotives alone than it did for the

ing of the directors it is probable in the common which was post-poned will be declared and some semi-annual disbursement which the last meeting.

ROADER DEAD.
The 21.—J. R. Bruce, former Chief of the Canadian Pacific Railway, died this morning at his home in Canada when a young man. He had been in the Government Railway service since 1909, when he was su-

ATION TO STATES.
Official immigration figures for the period from August 1, 1914, to the end of May 1915, show that 1,243,344 for corresponding

REGULAR DIVIDEND.
June 21.—Youngstown Sheet & Tube Co. has declared a regular dividend of 10 cents on preferred and 2 cents on common stock payable July 1 to stock of record

REQUIREMENTS.
The War Office announces that for some time now covered by 10 to 111. This is equivalent to

ROADS.

TRUNK RAILWAY SYSTEM

LE TRACK ROUTE.

and Return \$31.00

5, 6; return July 16.

Until June 28.

IONAL LIMITED.

of superior service.

AL 10.15 A. M. DAILY.

Observation Cars and Parlor

GO LIMITED.

L. 11.00 P. M. DAILY.

Club Compartment Cars and

BLE CHANGES.

June 21.

ents' hands.

James St., Cor. St. Francis

Xavier—Phone Main 6996.

Hotel "Uptown 1187

ure Station "Main 1229

URE PACIFIC

E IN TIME.

WALL.

June 26 only.

7.30 p.m. ex Sunday.

ending June 28.

ex. Sunday.

reul-Pont Fortuna.

Service.

p.m. ex. Sunday.

0 p.m. daily.

p.m.

mediate stops.

NS & MAINE COAST.

Old Orchard.

nk Beach.

th—9.25 a.m. 9.05 p.m.

on day train. Standard

E GREAT LAKES.

Operation.

ill be sent by mail ex de-

OFFICES:

Phone Main 3125.

and Windsor St. Stations

7th

ork

FATAL INDUSTRIAL
ACCIDENTS NUMBER 25,000

approximately 700,000 involve Disability of More Than Four Weeks—Railroad Employments and Agricultural Pursuits Contribute Most Fatal Accidents.

The United States Bureau of Labor Statistics of the Department of Labor has just issued a Bulletin report on Industrial Accident Statistics, by Frederick L. Hoffman. The adoption of the principle of workmen's compensation by more than half the states within the last few years emphasizes the importance of the industrial accident problem and the time when such compensation for industrial accidents will become universal throughout the United States.

As one method of measuring this importance, the bulletin presents an estimate of the number of fatal and non-fatal industrial accidents occurring among American wage-earners in a single year. The investigation reached is that the number of fatal industrial accidents among American wage earners, including both sexes, may be conservatively estimated at 25,000, and the number of injuries involving a disability of more than four weeks, using the ratio of American experience, at approximately 700,000. These numbers, impressive as they are, failed to indicate fully the number of industrial accidents, for such studies as have already been made show that the accidents in involving disabilities of one day and over at least three-fourths terminate during the first four weeks.

The industries which contribute the greatest number of fatal accidents are railroad employments and agricultural pursuits, each group being responsible for approximately 4,200 fatalities each year. Coal mining contributes more than 2,600, and building and construction work nearly 1,900. General manufacturing, while employing large numbers produces only about 1,800 fatal accidents. When the fatality rates are considered, metal mining ranks as most dangerous, with a rate of 4.0 per 1,000, coal mining next with a rate of 3.5 and fisheries and navigation following with a rate of 3.0 per 1,000.

Manufacturing industries as a whole rank lowest, with a rate of 0.25 per 1,000, but the fact should not be overlooked that this low average rate covers manufacturing groups varying widely in hazard, including in the one hand, boiler making and the various departments of the iron and steel industry, in which the fatality rates are as high as those in coal and coal mining have prevailed, and, on the other hand, the textile and clothing industries, in some of which the risk of fatal accident is practically negligible.

These estimates are derived from the best sources available. At the present time there are no entirely complete and trustworthy industrial accident statistics for even a single important industry in the United States. This lack of trustworthy industrial accident statistics is due to the absence of any uniform requirements in the various states as to the reports of industrial accidents. Prior to the establishment of workmen's compensation systems no state received reports of all the accidents, or even of the fatal accidents in its industries.

With the coming into force of workmen's compensation laws, with a strong motive for careful reporting, the methods of reporting are gradually improved, but this applies to only a few of those States where such systems have been introduced, and even in such States there is a regrettable lack of uniformity which stands in the way of comparison and combination of the statistics. Furthermore, very few of the compensation states are yet securing information at all accurate in regard to the number of employees and the period during which they are at work, information which is absolutely essential in the computation of accurate accident frequency rates. Workmen's compensation legislation necessarily leads to an increase in the reported number of accidents, particularly those of a less serious nature, involving a comparatively short incapacity for work, but compensation legislation may also be expected to bring about notable reductions in the actual numbers of accidents.

Regarding the recent amendments to its bye-laws whereby it disclaimed responsibility for losses in any foreign country which is at war, the Illinois Commercial Men's Association has explained in a letter to a Montreal policyholder that in its opinion Canada is not at war. The association has a large number of policyholders in Canada who would be affected by any such change.

The circular issued by the management says that provisions have been changed by the following resolutions to section VII, of clause 8 of the policy: "We shall this Association be liable to any person for benefits or indemnities for injuries or death sustained while in any foreign country, foreign state or territory, which is engaged in war or which is a state of insurrection, or while, travelling by land or by sea, in any foreign country, foreign state or territory which is engaged in war or is in a state of insurrection."

The letter by a local policyholder is as follows: "In reply to yours of the 17th inst., would say that amendment to our bye-laws does not apply to Canada. We do not consider that Canada is in a state of war. Our policy protects you as fully in Canada as it does in any part of the United States. It also applies to the Health Association."

CANADIAN PHOENIX GIVES NOTICE OF LIQUIDATION.

Winnipeg, June 21.—The Canadian Phoenix Insurance Company of Brandon gives notice in this city's Manitoba Gazette that it proposes to go into voluntary liquidation on July 8th.

Province of Quebec.

District of Montreal.

IN THE SUPERIOR COURT

DONAT BRODEUR, lawyer, of the City and District of Montreal, and JOSEPH E. BERARD, lawyer, of the City of Outremont, in the District of Montreal, jointly and severally, do hereby certify that the above-named firm and name of style of "BRODEUR & BERARD," Plaintiffs,

VERSUS

DAME ALEXANDRE LATOUR, widow of

BERNARD SIGOUIN, in his lifetime architect, of the City of Montreal, of the City and District of Montreal, Defendant.

The Defendant is ordered to appear within one month.

Montreal, 12th June, 1915.

T. DEPAULIE,

Dep. Prothonotary.

PERSONALS

Dr. J. E. Fortier, of Quebec, is at the Place Viger.

Hon. Robert Rogers is back in Ottawa after a visit to Winnipeg.

Hon. Robert Rogers has returned to Ottawa from Winnipeg.

Mr. Charles Tupper, who was in England for a few months, has returned to Ottawa.

Capt. D. J. MacDonald, of Alexandria, is at the Queen's.

Hon. C. J. Doherty, Minister of Justice, was at the Ritz-Carlton yesterday.

The visiting governors to the Western Hospital for the ensuing week include Messrs. Alex. Bremner, Jas. E. Brierley, Hugh Brodie, Fitz-James E. Browne.

Major Lorne Ross, of the 16th Victoria's which regiment was badly cut up last month, was at the Windsor yesterday on his way back to British Columbia.

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SIR CHARLES DAVIDSON,
Formerly Chief Justice of the Superior Court of the Province of Quebec, who has opened the inquiry into the war contracts at Ottawa.

MINING OF PORT
AFFECTS WAR RATES

Schedule may Soon be Advanced as Result of German Activities at Archangel

GENERAL TENDENCY UPWARD

Heavy Movement of Russian Supplies to White Sea Port May be Seriously Affected—Transatlantic Rates Unchanged.

New York, June 21.—War risk underwriters are greatly interested in cable despatches from Stockholm announcing that the Swedish consulate at Archangel, Russia, has been advised by its Government that the Germans have mined the entrance to that port, through which the Russians have recently been getting most of their supplies. While the war risk rate of 2 per cent on shipments in British, Russian or French bottoms from this port to Archangel which was quoted in the early part of last week has not yet been changed, there is every prospect that material advances will be made as soon as the cable advices are confirmed.

Indicative of the volume of material that is moving toward Archangel are the statements made by several steamship companies operating vessels to the White Sea port, that they could fill twice as many steamers as are available, but owing to the fact that the discharging facilities at Archangel are extremely limited shippers of war material to Russia are being forced to use the Vladivostok route.

The captains of several steamers which have already touched at Archangel and have returned here for additional cargoes have stated that there is still a large amount of freight at that port which left this country last fall, and that prospects for handling the vast amounts of war material that are being despatched to the White Sea are very slight, although they state the Russian Government has during the past winter prosecuted the reconstruction of a single-track railroad line running south from Archangel as well as erecting new docking facilities. When asked as to the possibilities of German submarine operations to blockade the port of Archangel they asserted that this would be difficult owing to the narrow channel that must be traversed for many miles outside of the port itself.

Underwriters since the movement to Archangel began have been laying special stress on the marine insurance rather than war risk insurance, holding to the belief that floating ice represented a greater hazard than the remote possibility of submarine or mine hazard in the Arctic zone. The report that a British steamer had been destroyed by a mine near Archangel early this week therefore caused considerable surprise in insurance circles, and while for the present the rate to Archangel has not been advanced, it is evident that the underwriters are closely observing developments in that district.

More than fifteen steamers are now enroute to Archangel from this port and should losses by mines or submarines become frequent local underwriters face the probability of being forced to bear quite heavy losses. The steamers leaving here for the Russian White Sea port have been carrying record quantities of badly-needed war material for the Russian army and it is believed that the planting of mines at that port by the Germans is one step towards holding up for some time at least the receipt of ammunition and shrapnel shells by Russia. One example of the shipments of war material being taken to Archangel from here is given in the manifest of the steamer Dvinsk which cleared from this port on last Saturday. The vessel carried twenty-nine cases of flour, five cases of gas engines; 2,854 cases of cases of aeroplanes and parts; 671 barrels of lubricants; 641 crates of agricultural machinery; fourteen cases of nautical goods, and five searchlight mirrors.

The war risk to United Kingdom ports remains unchanged. The underwriters state that while German submarine activity tends to increase in scope the losses have in the main fallen on British underwriters. Nevertheless, the advance of one-quarter of one per cent on the United Kingdom rates early this week is being insisted upon.

The following table gives the respective range of war risk insurance rates prevailing in the local markets on Saturday on shipments in vessels of various nationalities to all ports. The low range will show the rates at which many of the underwriters are taking business and the high ranges represent the figures at which some who are operating on a basis of pronounced conservatism will issue policies. While all are enforcing their protective clauses on shipments to European ports and some are willing under special conditions to grant concessions, the general tendency of rates for the immediate future is distinctly upward. The rates presented herewith cover only general cargoes and exclude full cargoes of flour, grain, coal, cotton, linters, sugar, rubber, copper and naval stores, white shipments to Holland, Greece, and Italy are all subject to the neutrality clauses:

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