

CONFEDERATES SAID TO HAVE UTILIZED FLOATING MINES

Jackson, Miss., February 23.—While the world is discussing floating mines, which have proved so destructive to commerce in the European war, the claim is made by Confederate veterans that a Mississippiian, Thomas Weldon, invented the first device of this kind, which was used successfully on the Yazoo River, Mississippi, December 5, 1862, in the destruction of the Union Transport Cairo, with a loss of nearly 500 lives.

Grant Lands Army.

Our cannon were placed on the bluff to drive back any gunboat which might come up the Yazoo to cut or destroy the raft. A small force under Gen. S. D. Lee was on the hills overlooking the Yazoo Valley from Snyder's Bluff to Vicksburg. As Snyder's Bluff was some fifteen miles from the then mouth of the Yazoo, and by dirt road twelve miles from Vicksburg, Gen. Grant conceived the idea of landing an army between the raft and Vicksburg, which under the command of Gen. Sherman, was defeated in the battle of Chickasaw Bayou December 26, 1862.

Three Lines of Mines.

"But three lines of these mines were laid before the gunboats began shelling us. We were then told to return to our commands. As Capt. (afterward Col.) W. H. Morgan from our regiment had been detailed to command 100 men and to sharpshoot all boats on the river from the west bank, I was added to these, and began to do duty with Capt. Morgan and show him where we had laid our mines. Our effort was to make the boats keep further to the east bank, where our mines were thickest.

Struggling in the Water.

"Most of the men on board were carried under, never to rise again, but some could be seen struggling in the water. We attempted to reach them to give them succor, but the gunboats turned their guns on us, and we sought the shelter of the woods again. Those who reached the east bank, only a few, were taken by our pickets.

WINNIPEG ELECTRIC RAILWAY

Table with 3 columns: Year, Gross, Exp., Net, Charges, Bal., Divid., Surp., Prev. surp., Total surp., Deficit. Rows for 1914, 1913, 1912.

RAILROAD NOTES

A man supposed to be John Sawyer, G. T. R. engineer, has been drowned while skating from Morris-town to Brockville.

In January 76 employees of the Pennsylvania were placed on the pension list, an unusually large number for a single month.

Eight of the steel electric cars to be used on the electrified system between Paoli and Philadelphia have been delivered to the Pennsylvania.

The resignation of E. F. Gray, traveling passenger agent of the Grand Rapids & Indiana, has been announced. Mr. Gray will enter commercial life.

E. C. Merritt, traffic manager of the Indianapolis Abattoir Company, has been elected president of the Transportation Club of Indianapolis.

D. J. Corkery, real estate and tax agent of the Alton, has resigned to become connected with the tax department of the Burlington, with headquarters at Chicago.

William D. Scott, president and general manager of the Spokane, Portland & Seattle, died recently of heart failure while going from Portland to San Francisco.

It is claimed that the first mail car, a pigmy affair compared with the equipment used for this purpose to-day, was built and operated in 1864 by the Chicago and Northwestern.

With 60 per cent. of the work of electrifying the Pennsylvania between Philadelphia and Paoli completed, it is expected that by April it will be possible to begin operating trains with electric power.

E. T. Reisler, division engineer of the Lehigh Valley, has been transferred from Buffalo to Auburn, his successor being L. P. Rossiter, who has been assistant engineer of the Rock Island at Manly, Ia.

For the purpose of economy the Pere Marquette has substituted electric motor cars between Saginaw and Mt. Pleasant, Mich., for two steam trains that were operated between Saginaw and Bay City.

Passenger rates of all roads in Colorado will be investigated by the State Utilities Commission preparatory to their adjustment and the railroads will be given a hearing on the subject March 1.

J. L. N. Barnes, who was conductor of the first Pullman car ever built and later superintendent of the Santa Fe, has retired from active duty after 56 years service and will make his home at Chanute, Kas.

Hon. Joseph Bernier has introduced in the Legislature of Manitoba a bill to amend the Railway Taxation Act by making railway companies liable for local improvement taxes.

The C. P. R. colonized a total of 7,577 acres in Western Canada during the month of January, namely, forty-three farms of an average of 175 acres each, upon each of which approximately four people settled.

American railroads of the eastern territory are contemplating reducing the pay of employees, from engineers down to trackmen. This will affect the earnings of about 750,000 men and a pay roll approximately \$600,000,000 per annum.

The printing of tariffs filed with the Interstate Commerce Commission for increases in freight rates is said to have cost the railroads \$1,500,000 and this will figure as reducing the amount that the carriers were to derive from increased revenue.

George T. Slade, vice-president of the Northern Pacific is in favor of a bill before the Minnesota Legislature being so amended that passenger rates cannot be raised unless the Railroad Commission of the state first authorizes the change.

Following the experience of his wife in a railroad accident where the cars were of wood, Senator A. T. Roberts, of the Michigan Legislature, threatens to introduce a bill allowing the operation of only steel sleeping cars in the state unless the railroads show more readiness to comply with the Federal recommendation in regard to the use of such equipment.

In connection with the possible acquisition by New York capitalists of 65,000 acres of coal lands in Webster County, W. Va., the West Virginia Midland is to be made standard gauge and extended to these properties. The Baltimore & Ohio has an interest in the railroad and is said to be backing the contemplated extension.

Great Northern announces that C. E. Leverich, assistant general superintendent at Spokane, Wash., has been transferred to Great Falls, Mont., in a similar capacity. G. S. Stewart, division superintendent at Spokane, succeeds Mr. Leverich. T. B. Degnan, superintendent of terminals at Seattle, Wash., has been appointed division superintendent at Crookston, Minn. Joseph Webber, local freight agent at Seattle, succeeds Mr. Degnan. F. D. Kelsey, division superintendent at Great Falls, Mont., succeeds G. S. Stewart at Spokane.

STEEL BRIDGE CONTRACT.

Harrisburg, Pa., February 24.—It is stated that five departments of the Pennsylvania Steel plant will have plenty of work for the next eighteen months, completing the big contract for the Memphis bridge across the Mississippi.

SOUTHERN PACIFIC EARNINGS.

The gross earnings of the Southern Pacific for January were \$9,263,829, a decrease of \$1,125,494, net \$1,715,674, a decrease of \$198,475.

GRAND TRUNK RAILWAY.

The Grand Trunk Railway System's traffic earnings from February 15th to 21st, 1915, are as follows: 1915 \$823,436; 1914 852,582; Decrease \$29,146.



MR. J. N. GREENSHIELDS, Chairman of Committee appointed to safeguard the interests of the bond holders of the National Bridge Company.

GRAND TRUNK EMPLOYEES GIVE \$55,000 TO PATRIOTIC FUND

It may be of interest to the public to know that the employees of the Grand Trunk are contributing the handsome sum of \$55,000 to the Patriotic Fund. It is understood that the Grand Trunk authorities left the matter entirely to the men's own discretion.

IRON TRADE IS BRISK OWING TO WAR ORDERS.

Cleveland, Ohio, February 24.—Iron Trade Review says: The tremendous demand for war materials is responsible for the placing of many orders for lathes and other machine tools.

ADOLF MENDEL IN BANKRUPTCY.

New York, February 24.—Schedules of Adolf Mendel, a private banker, at 155 Rivington street, have been filed in bankruptcy court. Liabilities aggregate about \$3,250,000 with assets of a nominal value of \$2,500,000. The secured claims amount to \$1,814,723 and unsecured claims amount to \$2,035,927.

POWDER COMPANY DIVIDENDS.

Wilmington, Del., February 24.—E. I. Dupont de Nemour Powder Company declared its regular quarterly dividend of 2 per cent., and an extra dividend of 1 per cent. on the common stock, payable March 1st to stock of record March 5th.

The Charter Market

Charters.—Grain.—British steamer Photinia, 32,000 quarters, from the Atlantic Range to West Coast of Italy, 10s. 4 1/2d., April 15.

SHIPPING NOTES

Captain C. F. Dampier, who until recently has been in command of the super-dreadnought Audacious, has been promoted to the rank of rear-admiral.

As a precautionary measure ships sailing for Italian ports are as far as space will permit, carrying enough coal for the round trip.

A despatch from Hook of Holland says that the steamer Noorderdyke, of the Holland-America Line has gone ashore near Poortershaven. Tugs are endeavoring to release the steamer.

W. R. Grace & Co. contemplate building in the near future three freight steamships of about eight thousand tons, duplicates of ships built during the last two years.

The number of British vessels of all kinds now built or under construction with all-gear or part-gear turbine machinery is 126, with an aggregate of about 1,000,000 horse-power.

The La Touraine and Finland have arrived at New York; the Carthaginian is at Glasgow; the Taorinia at Naples; the Patris at Palermo; the Athenal at Piraeus, and the Manchester Port at St. John, N.B.

No less than fifty steamers are either loading or waiting for cotton cargoes at Savannah, exclusive of coastwise shipments and continued heavy exports are expected from Galveston, providing there are no abnormal developments.

The Allan, Anchor and Donaldson lines have conceded the demands made by the Seafarers' Union for an advance during the war of a shilling a day to sailors and firemen standing by the liners while at Glasgow.

Clarence E. Moore, of Moline, Illinois, has filed complaint with the American Embassy against the Blue Funnel Line, alleging that it kept him unnecessarily on board the steamer Aeneas for one week and compelled him to make a trip through the mine field into the River Thames.

It is believed that the Swedish steamer Stecia has struck a mine in the North Sea and foundered. The vessel left Liverpool on January 31, and there has been no news of her since February 2. She carried a cargo of 2,000 tons of maize and a crew of 18 men from Aarhus.

The German Admiralty has communicated a memorandum to Commander Walter R. Gherardi, the American naval attaché, pointing out that the destruction of the American steamers Evelyn and Carib was due to their not following the course prescribed by the German Admiralty to a point northwest of Heligoland.

A Copenhagen despatch to the Exchange Telegraph Company says that the Scandinavian conference has decided to recommend the trial of naval convoys for neutral merchant ships. Negotiations will be opened with London and Berlin, with a view to obtaining a permit for warships of any of the three Scandinavian countries to convoy merchant men belonging to those countries.

The price of railroad cars at present is said to be \$200 below the normal figure, and it is urged that now would be a good time for railway companies to lay up a stock of these, and moreover a liberal buying programme on the part of the railways would, it is claimed, start up all kinds of industries and bring rapid revival of railway business.

The C. P. R. has issued a circular to their employees which is signed by Mr. Geo. Bury, vice-president, asking them to write confidentially to the company giving their experiences, and if possible furnishing suggestions as to betterment generally and more especially hints as to the increased cordiality of the relationship existing between the C. P. R. and the public.

Eighteen members of the crew of the Cardiff steamer Brankome China, a Government collier, landed at New Haven, England, yesterday evening. Their vessel either struck a mine or was torpedoed in the English Channel twenty miles southeast of Beachy Head. The men say the captain and mate of the steamer are standing by the vessel, which is badly damaged and awash. An attempt will be made to pull her to the coast and beach her.

WOLVERINE COPPER MINING COMPANY INCREASES DIVIDEND.

New York, February 24.—The Wolverine Copper Mining Company declared a dividend of \$1 a share, payable April 1 to stockholders of record March 6th. Previous dividend was \$2 a share, declared last October.

MERCHANTS MEET TO DISCUSS PROPOSED HIGHER FREIGHT RATES

Meetings to discuss the proposed freight rates were held yesterday by the Wholesale Liquor Association, the Wholesale Grocers' Guild, and the Montreal Wholesale Dry Goods Association. The Montreal Produce Association meets to-day to discuss the increase, and a similar meeting will be held to-morrow by the Metal and Hardware Association.

JAMES J. HILL REALIZES ONE OF THE DREAMS OF HIS CAREER

New York, February 24.—With the completion of the line from Casper to Orin Junction, Wyo., the Hill system has closed the gap in its Gulf-of-Mexico-to-Puget Sound line, conceived long ago by James J. Hill and to him to-day the realization of "what their dream seemed like a dream."

Now that the Panama Canal is open to traffic it has been asserted that this north and south line will play the important part in the movement of traffic both ways which was anticipated when Mr. Hill first planned the undertaking.

It comes into the field a big factor in the competition for the business in question. It has taken 14 years to carry out the Hill project, one of its features being an 800 foot tunnel in the Big Horn-North Platte divide, which is lined with concrete put on with air pressure.

No grade on the line exceeds 45 feet to the mile. It is asserted that a train can be started at the crest of the divide and run to the Missouri river with little more motive power than its own weight. The divide is 6,028 feet above sea level and at present trains are operated over the hill via a "shoo-fly" line, pending the completion of the tunnel before mentioned.

There is one cut from which 600,000 cubic yards of material had to be removed. Trains will be operated around this temporarily.

Oil will be used for fuel in Wyoming, the road passing through the great oil district in the vicinity of Casper.

Then in Thermopolis are great hot springs on the government reservation a mile square and for which healing benefits are claimed by reason of Indian tradition, the chief from whom the lands were bought stipulating that these springs should be reserved for free use of people forever.

GOVERNMENT CHARTERS MORE LINERS.

London, February 24.—The Atlantic Transport Company's liners Minnewaska and Minnetonka, has been taken over by the Government, and added to the fleet of transports carrying British troops to France.

TO STOP SHIPPING DISASTERS.

Washington, February 20.—The administration, realizing that prompt measures must be taken to prevent further disasters to American shipping, has taken up two lines of action looking to this end, which are said to be to issue a warning to all shipping interests of the dangers of disregarding the German Admiralty's war zone instructions, and to make at least tentative efforts to modify the English embargo on foodstuffs consigned to Germany and the German war zone order.

LESS CONTROL OVER RATES.

Ottawa, February 24.—The Bill to admit of the C. P. R. steamships being operated separately has been considered by the Railway Committee of the House of Commons.

On the suggestion of Hon. Frank Cochrane further consideration of the matter was allowed to stand over for the present.

Mr. Cochrane indicated that one of the principal objections to the Bill was found in the fact that if it was allowed to pass there would be less control than now over rates.

STEAMSHIPS.

CUNARD LINE CANADIAN SERVICE. Sailings from Halifax to Liverpool:— After ORDUNA (15,500 tons) March 15th, 1 a.m. TRANSVANIA (15,000 tons) April 5. ORDUNA (15,500 tons) April 19.

ALLAN ROYAL LINES MAIL LINES

SAILINGS: DURING THE WINTER SEASON OF NAVIGATION STEAMERS SAIL FROM St. John N.B., and Halifax, N.S., to Liverpool; St. John to Havre and London; and Portland and Boston to Glasgow.

RAILROADS.

CANADIAN PACIFIC

NEWPORT-BOSTON. *9.30 a.m. OTTAWA. *9.05 a.m. *14.00 a.m. *7.35 p.m. *9.00 p.m. *Daily. *Daily ex. Sun. *Sun only. *9 p.m. carries local sleeper.

GRAND TRUNK RAILWAY SYSTEM

MONTREAL-NEW YORK (Via D. & H.) *9.01 a.m. *8.10 p.m. MONTREAL-BOSTON-NEW YORK (Via C.V.) *8.31 a.m. *8.30 p.m.

THIS MILLION DOLLARS TO PATCH N.Y. FIRE ALARM

Reduction of \$250,000 a Year or One of Insurance Rates Promised Where Repairs Are Complete.

New York, February 24.—Robert Adam, Commissioner, has made another appeal for the construction of the New York fire-alarm system, the fact that the underwriters have promised to reduce insurance rates as soon as the system is completed. The Commissioner has asked the estimate to appropriate \$1,000,000 for the new system.

December Mr. Adamson appealed to the Insurance Exchange to aid him in his effort to appropriate by guaranteeing a reduction of 1 per cent. in the rates existing at the time the system is completed, provided it is in operation. The total reduction will amount to \$250,000 a year for the entire city, and about \$100,000 a year for the Manhattan Borough alone. The reduction in insurance rates, the Commissioner estimates, will amount to \$1,000,000 a year.

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THE FIRST FOREIGN DELEGATE.

Mr. A. M. Eddy, a director and general secretary of the Mutual Life and Citizens' Assurance Co., Ltd., and Justice on the peace for the States of South Wales and Queensland, and a member of directors of the New South Wales Relief Fund, established by the Government of South Wales, has arrived in San Francisco on the steamer Sonoma, from Sydney, Australia. He is the official representative of the Life Office of Australia to the World's Fair, which is to be held in San Francisco, October 1915. He is the first foreign delegate to attend the Panama-Pacific International Exposition, and the first of the United States.

AUSTRIA TAKES OVER GRAIN STOCKS.

Vienna, (via Berlin and Amsterdam), Feb. 24.—The Government has taken over all stocks of grain and flour products. It will proceed through district organizations.

WAREHOUSE DESTROYED WITH \$75,000

Dangerous Outbreak of Fire on Colborne Street, Many Hours to Subside—Was Confined to One Building.

The warehouse of the Ives Modern Bedstead Co., Colborne street, was practically destroyed when it broke out at ten o'clock last night, the fire doing damage aggregating fully \$75,000. The origin of the fire is not ascertained, but it started in the ground floor, and before the fire department arrived the flames had reached the second story, and before the fire department arrived the flames had reached the second story, and before the fire department arrived the flames had reached the second story.

NEW YORK'S PREMIUMS.

New York, February 24.—The fire insurance companies collected in the city of New York during the month of January, 1915, \$2,316,205.86, as compared with \$2,356,907 in 1914 and \$2,488,653 collected during the same period in 1913. These figures comprise the premiums on risks in the city of New York, and the fire department during 1914 occurred during the first half of the year.

INVESTIGATING OFFICE SYSTEMS.

Atlanta, Ga., February 24.—As a result of the failure of the fire-fighting apparatus in the building Sunday night, Fire Chief W. B. Egan is making a thorough investigation of the office buildings.

WESTERN ASSURANCE COMPANY

INSURE AND MARINE Incorporated. Losses paid since organization over \$57,000. W. B. BROCK, President and General Manager. MONTEAL BRANCH 61 ST. PETER STREET. ROBERT BICKERDIKE, Manager.