CONFEDERATES SAID TO HAVE UTILIZED FLOATING MINES

discussing floating mines, which have pro-structive to commerce in the European which have proved so declaim is made by Confederate veterans that a Mispian, Thomas Weldon, invented the first device of this kind, which was used successfully on the Ya zoo River, Mississippi, December 5, 1862, in the de-struction of the Union Transport Cairo, with a loss of nearly 500 lives. Weldon, a civil engineer, placed giant powder in his crude contrivance, the explosion of which would have scarcely made a dent in mod ern armerplate.

Clay Sharkey, now receiver of public moneys at Jackson, Miss., former member of the Third Mississippi Regiment, one of the twenty-five men who were picked to assist Weldon in laying the mine, tells of the incident, mention of which is made in neither ssippi written history nor the naval history of the United States.

"Late in November, 1862," says Capt. Sharkey When the Federal gunboats were preparing to pass our batteries at Vicksburg and 'Whistling Dick' (a celebrated piece of artillery on the Vicksburg fortifications) kept them from passing the hills, Gen Grant began a movement to go up the Yazoo, land a force above Vicksburg and take the army guarding Vicksburg in the rear. The Yazoo River had a floating obstruction at Soviets Bluff. This was a floating obstruction at Soviets Bluff. This was a floating obstruction at Snyder's Bluff. This was a raft of logs fastened together and made fast to each

Our cannon were placed on the bluff to drive back any gunboat which might come up the Yazoo to cut Chicago and Northwestern. or destroy the raft. A small force under Gen. D. Lee was on the hills overlooking the Yazoo Valley 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.

Late in November a detail was made of privates to do the bidding of a civilian, Civil Engineer Thomas Weldon, a native of Virginia, who had moved to Mississippi some years before the outbreak of the war. I was a member of the detail. Only experienced oarsmen were selected, about twenty-five altogether, who assembled on the west bank of the Yazoo River the Blake place.

Some hundred or more five-gallon demijohns were filled with giant powder after being provided with wires and percussion caps on the inside, and the demijohns were then sealed with corks and wax. On the outside was a casing of light wood so balanced that the whole thing sank some two feet under the surface. As these floats were strung on other wires, not until these supporting wires were broken did the strain come on the igniting wire. The utmost care had to be exercised, especially by those who handled and affixed the wires, as we were working in a river which at that time had a strong current. Three Lines of Mines.

"But three lines of these mines were laid before the gunboats below 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

the east bank, where our mines were thickest. "The exact date I am not certain, but I believe i was December 5, when two gunboats appeared and began shelling us, after we had for several days been were full of water, and could be crossed only at cer- were to derive from increased revenue. tain places, so we were in little danger from their marines to drive us oif. We knew the swamps and they did not.

"The two gunboats steamed slowly up the river. firing shells at nothing in sight, but keeping us off the banks and preventing us from annoying the transports following them. Both the gunboats passed the mines, and there was no explosion, but as the of Essex, as some remember the name, came up with about 500 troops on board the explosion took place. The boat's prow was thrown up, and the rear of the boat plunged beneath the huge wave made by

Struggling in the Water.

"Most of the men on board were carried under ever 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.

without explo sion. Nothing was seen of the tairo above the water until low water stage in the spring of 1863.
"Mr. Weldon claimed that the Confederate Govern-

ment had offered \$50,000 for the first boat sunk by a nine or torpedo, but I learned that for some reason he never got his reward. As the Confederate invented the ram and the ironclad, they also invented semblance to the present day mine as the rapid fire rifie does to our musket, but we claim to be the first succeeds Mr. Degnan. to mine a waterway successfully."

WINNIPEG ELECTRIC RAILWAY

Winnipeg, Man., February 24.-The financial statement of the Winnipeg Electric Railway Company, as presented at the annual meeting, compares for the plenty of work for the next eighteen months, complet-

past three years as follows:-			ß
1914.	1913.	1912.	É
Gross\$4,101,302	\$4,078,694	\$3,765,384	0
Exp 2,416,208	2,252,606	2,004,147	
Net \$1,685,093	\$1,826,087	\$1,761,236	
Charges 690,482	570,583	566,773	200
Bal \$994,611	\$1,255,504	\$1,194,463	Colores .
Divid 1,080,000	1,070,043	720,000	Section 1
Surp x\$85,288	\$185,461	\$474,463	2000
Frev. surp 901,697	2,091,236	1,616,773	
Total surp \$816,309	z\$2,276,697	\$2,091,236	

surplus was transferred to Ret and \$375,000 to Suspense Account before rward balance to 1914.

of the year's business show a total of carried, a decrease of 1,073,770; the lighting and power department, how

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 employes of the Pennsylvania

placed on the pension list, an unusually large number for a single month. Eight of the steel electric cars to be used on the

lectrified system between Paoli and Philadelphia have been delivered to the Pennsylvania. The resignation of E. F. Gray, travelling passenger

agent of the Grand Rapids & Indiana, has been an nounced. 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

William D. Scott, president and general manager of

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

D. Lee was on the hills overlooking the razoo that With 60 per cent. of the work of electritying the is understood that the Grand From Snyder's Bluff to Vicksburg. As Snyder's Bluff

Pennsylvania between Philadelphia and Paolix comthe matter entirely to the men's own discretion. pleted, 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 Valhas been transferred from Buffalo to Auburn, his successor being L. P. Rossiter, who has been as sistant engineer of the Rock Island at Manly, la

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

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

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, Ks.

ture of Manitoba a bill to amend the Railway Taxation Act by making railway companies liable for local IRON TRADE IS BRISK improvement taxes.

The C. P. R. colonized a total of 7,577 acres in Westupon each of which approximately four people set- and other machine tools.

templating reducing the pay of employes, from en- and that an inquiry for 50,000 howitzers shells in-gineers down to trackmen. This will affect the earn- volving 20,000 tons pressed steel is pending in Pittsings of about 750,000 men and a pay roll approximat- burg district. ing \$600.000,000 per annum.

The printing of tariffs filed with the Interstate annoying them and their transport further down the Commerce Commission for increases in freight rates river. As the Yazoo River was high, and there were is said to have cost the railroads \$1,500,000 and this then no levees on the Mississippi River, the swamps will figure as reducing the amount that the carriers

> Pacific is in favor of a bill before the Minnesota Le- and unsecured claims amount to \$2,035,927 gislature being so amended that passenger rates cannot be raised unless the Railroad Commission of the state first authorizes the change

accident where the cars were of wood, Senator A. T. Roberts, of the Michigan Legislature, threatens to insleeping cars in the state unless the railroads show payable April 26th to stock of record April 15th. more readiness to comply with the Federal recommendation in regard to the use of such equipment

connection with the possible acquisition by New York capitalists of 65,000 acres of coal lands in ster 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 (Exclusive Leased Wire to Journal of Commerce.) "The gunboats began to descend the river cau- the railroad and is said to be backing the contemplated

sistant general superintendent at Spokane, Wash, has been transferred to Great Falls, Mont. in a similar for tonnage for both prompt and forward loading, been transferred to Great Falls, Mont., in a similar but the offerings of same are light, owing to the G. S. Stewart, division superintendent at scarcity of available boats. Spokane, succeeds Mr. Leverich. T. B. Degnan, superintendent of terminals at Seattle, Wash., has been the offshore trades and there is also a limited in the floating mine. I suppose it bears as little re- 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 ing the big contract for the Memphis bridge across the Mississippi.

The bridge will be 2,500 feet long and will require 16,600 tons of steel to complete it. All of this will be

The bridge will be a cantilever structure connecting Tennessee with Arkansas for railroad nurnoses. An advance crew has been sent to Memphis to erect the

SOUTHERN PACIFIC EARNINGS.

The gross earnings of the Southern Pacific for were \$9,263,829, a decrease of \$1,135,494, net \$1,715,674, a decrease of \$108,475.

Seven months' gross was \$76,758,910, a decrease of 7s. 3d. \$7,060,583. Net, \$21,823,678, a decrease of \$3,209,716

GRAND TRUNK RAILWAY.

The Grand Trunk Railway System's traffic earnings from February 15th to 21st, 1915, are as fololws: 1915 \$823,436

crease with cotton, p.t., March.



MR. J. N. GREENSHIELDS, Chairman of Committee appointed to safeguard the tax department of the Burlington, with headquarters interests of the bond holders of the National Bridge

S55,000 TO PATRIOTIC FUND No less than fifty steamers are either loading or waiting for cotton cargoes at Savannah, exclusive of

It may be of interest to the public to know that the employes of the Grand Trunk are contributing the handsome sum of \$55,000 to the Patriotic Fund. It With 60 per cent, of the work of electrifying the is understood that the Grand Trunk authorities left ceded the demands made by the Seafarers' Union

> The local committee distributed circulars,-and in to brief space it was shown that the whole body of the at Glasgow. employes, widely scattered over the system would be pleased to subscribe

And so, after the necessary delay, from one pay day cheque which President Chamberlin was able to send to Ottawa vesterday was for \$40.915.91 But in addition to this the officers and employes of the River Thames.

the Grand Trunk Pacific have subscribed some \$15,000 -the whole making a total of \$55,729.32. As the contributions were received, they were

placed on deposit in the bank and have been earning interest pending complete returns from all parts of the line The contributions made by the western employes

are to be distributed in the West—the various provinces being credited with proportionate amounts. Montreal, as the headquarters of the Grand Trunk system, and the centre at which some thousands of employes are gathered, led the list of cities with contributions of \$15,120.00—other stations contributing with equal generosity.

Cleveland, Ohio, February 24.-Iron Trade Review

It is understood that Pittsburg plans have started work on \$25,000,00 worth of shells for Russia calling American railways of the eastern territory are con- for expenditure of about \$500,000 for machine tools,

maintained and demand is fair.

ADOLF MENDEL IN BANKRUPTCY.

New York, February 24 .- Schedules of Adolf Men del, 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 George T. Slade, vice-president of the Northern \$2,500,000. The secured claims amount to \$1,184.723

POWDER COMPANY DIVIDENDS.

Wilmington, Del., February 24.-E. I. Dupont de Nemour Powder Company declared its regular quar-Following the experience of his wife in a railroad by dividend of 2 per cent., and an extra dividend of 1 per cent, on the common stock, payable March 1st stock of record March 5th. Also the regular quartroduce a bill allowing the operation of only steel terly dividend of 1% per cent. on the preferred stock,

The Charter Market

New York, February 24.—The market for full cargo steamers continues strong, with rates quotably higher some trades, notably for grain carriers for March

Sailing vessels continue in demand in several of buoyant in all trades.

quarters, from the Atlantic Range to West Coast of taly, 10s, 41/2d., April 15. British steamer Cape Ortegal, or substitute (prev-

usly) 30,000 quarters grain, from the Atlantic Range to Rotterdam 7s. 3d., March. British steamer Wiltonhall (previously) 36,000 quarers oats from Virginia to West Coast of Italy, 8s. 3d.

March. British steamer Maylands, 34,000 quarters, same 38.000 quarters, same. British steamer

British steamer Arachne, 35,000 quarters oats, same, o London, Avonmouth or Dublin, 6s., March-April. British steamer Ravenshore, 25,000 quarters grain, om the Gulf to Lisbon, 10s. 9d., option Piraeus, 12s.,

March-April. Coal.—Bark Matanzas 929 tons, from Philadelphia to Cadiz \$6,75 prompt, schooner Wm. E. Downes 639 tons, from Virginia to San Juan, P.R., \$2.40.

Miscellaneous.—British steamer Katanga, 2,160 tons (corrected), time charter, general trades 18 months

British steamer Saxon Monarch 3,024 tons, trans-Atlantic trade, including British North America, 9 or 12 months, 9s. 7½d., April British steamer Doonholm, 2,773 tons (previously)

from the Gulf to Havre with cotton 147s. 6d., March. Spanish steamer Mar Rojo 2,618 tons, same, to Barcelona, 135s., April.

American steamer City of Savannah, 4,378 tons, from

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

As a precautionary measure ships sailing for Italian rts 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

or under construction with all-geared or part-geared turbine machinery is 126, with an aggregate of about 1.000.000 horse-power. The La Touraine and Finland have arrived at New

The number of British vessels of all kinds now built

York; the Carthaginian is at Glasgow; the Taorinina at Naples; the Patris at Palermo; the Athenai a Piraeus, and the Manchester Port at St. John, N.B. No less than fifty steamers are either loading or

coastwise shipments and continued heavy exports are expected from Galveston, providing there are no ob-The Allan Anchor and Donaldson lines have con

for an advance during the war of a shilling a day sailors and firemen standing by the liners while

Clarence E. Moore, of Moline, Illinois, has filed complaint with the American Embassy against the Blue to the other, the last man has subscribed, and the 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

> struck a mine in the North Sea and foundered. The vessel left Liverpool on January 31, and there has which are said to be to issue a warning to all ship. been no news of her since February 2. She carried ping interests of the dangers of disregarding the 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 Ameriof the American steamers Evelyn and Carib was due to their not following the course prescribed by the P. R. steamships being operated separately has been German Admiralty to a point northwest of Heligo-

A Copenhagen despatch to the Exchange Tele-OWING TO WAR ORDERS. graph Company says that the Scandinavian conference has decided to recommend the trial of naval convoys for neutral merchant ships. Negotiations will objections to the Bill was found in the fact that if ern Canada during the month of January namely, says: The tremendous demand for war materials is be opened with London and Berlin, with a view to obtaining a permit for warships of any of the three than now over rates. be opened with London and Berlin, with a view to it was allowed to pass there would be less cor Scandinavian countries to convoy merchant men be-

> 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 pro gramme on the part of the railways would, it claimed, start up all kinds of industries and bring rapid revival of railway business.

The C. P. R. has issued a circular to their em ployes 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 relationship existing between the C. P. R. and the

er Branksome Chine, 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 Beach The men say the captain and mate of the steamer are standing by the vessel, which is badly null 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 \$4 a share navable April 1 to stockholders of record March 6th

MERCHANTS MEET TO DISCUSS PROPOSED HIGHER FREIGHT RATES

Meetings to discuss the proposed freight rates Charters.—Grain.—British steamer Photinia, 32,000 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. Meetings are also being held at Toronto, Hamilton, and other centres in Eastern Canada. Nothing definite has been reported as to what slens

the several associations purpose taking in regard to the matter, but it is generally stated that the business men would not be adverse to an increase of about 5 per cent. in the rates. It is, however, pointed out that the scale of rates proposed which entail a complete new tariff on many lines of goods will mee with considerable opposition in many quarters.

The arguments put forward by many are to the effect that since this was presumed to be a special war measure, intended to tide the railways over a period of depression caused by emergent conditions, it would be beter to make a horizontal advance of five per cent. on all rates, with the understanding that this was to be in force until a reasonable time after conclusion of hostilities, and then be dropped to the present rates. It is pointed out that putting in force of a new general readjustment of the tariff would upset the present equilibrium of tolls, which had been arrived at after years of work and the altering the general relation of charges would entain a great deal of work later on to secure a readjust ment that would be fair to both railways and ship-

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

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 med like a dream.

Now that the Panama Canal is open to traffic it is Now that the Fananta Canal is open to traffic it is believed 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 or tion 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 ject, one or its reatures being an occurrent in the Big Horn-North Platte divide, which is lined with oncrete put on with air pressure.

No grade on the line exceeds 45 feet to the mile, it asserted that a train can be started at the crest of the divide and run to the Missourr river with little the divide and run to the divide 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 he 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 assing 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 government reservation a time 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 to

GOVERNMENT CHARTERS MORE LINERS. London, February 24.-The Atlantic Transport

ompany's liners Minnewaska and Minnetonka, have been taken over by the Government, and added to the fleet of transports carrying British troops TO STOP SHIPPING DISASTERS Washington, February 20 .- The administration

realizing that prompt measures must be taken to It is believed that the Swedish steamer Stecia has prevent further disasters to American shipping, have taken up two lines of action looking to this German Admiralty's war zone instruction 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. nsidered by the Lailway Committee of the House

of Commons. On the suggestion of Hon. Frank Cochrane fur. ther consideration of the matter was allowed to stand

Mr. Cochrane indicated that one of the pri

STEAMSHIPS.

CANADIAN SERVICE

Sailings from Halifax to Liverpool:-

ORDUNA (15,500 tons) March 15th, 1 a.m. Transylvania (15,000 tons)

For information apply to ROBERT REFORD CO., LIMITED. Go., 20 Hospital Street. Steerage Branch. Sment St. Uptown Agency, 530 St. Cath

ALLAN ROYAL 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. STEAMERS.—The steamers presently employed in CORSICAN, HESPERIAN, SCANDINAVIAN, Etc. RATES.—First Class \$82.50. Second Class & "Cabin" \$50 to \$55, according to Steamer.

INFORMATION.—For dates of sailing and all further information, apply any agent, or The Allan Line, Uplevo Passenger Office, 675 St. Catherine Street, Montreal; or H. & A. ALLAN, General Agents 2 St. Peter Street - MONTREAL - 4 Youville Squa

RAILROADS.

CANADIAN PACIFIC

NEWPORT-BOSTON. *9.30 a.m.

OTTAWA. *9.05 a.m., †4.00 a.m., \$7.35 p.m. *9.00 p.m. *9.45 p.m. Sun only *Daily, †Daily ex. Sun. *9 p.m. carries local sleeper.

TICKET OFFICES:

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

MONTREAL-NEW YORK (Via D. & H.)

*9.01 a.m. *8.10 p.m. MONTREAL BOSTON NEW YORK (Via CV.)
*8.31 a.m. *8.30 p.m.
Pullman Electric Lighted Sleeping Cars on night-

rains.
Parlor and Dining or Cafe Cars on day trains.
*Daily.

-Phone Up. 1186

122 St. James St., cor. Francis Xodes Windsor Hotel
Windsor Hotel

ITS MILLION DOLLARS TO

OL XXIX No. 245

Repairs Are Complete

York, February 24.—Robert Adam er, has made another appeal fo t the New York fire-alarm system act that the underwriters have pr The Commission ate to appropriate \$1,000,000 for

Exchange to aid him in his effort priation by guaranteeing a reduction ms in consideration of the const At the last meeting the committee reported in favor of of 1 per cent, in the rates existing at th tem is completed, provided it is co The total reduction will amount 100 a year for the entire city, and abou nattan Borough alone. / The reduct ner Adamson points out, exceeds th sinking fund charges on the sum nec id the new system.

The Commissioner's request is now before rate slock committee of the Board of Esti iter to the Commissioner, the Fire Insu age comments on the large number of emporarily out of commission from bles, and says that a new fire-alarm restem should be installed. The resolution ance Exchange follows: That, although in the recurring hope tha

without delay, remove the serious dans by the existing decrepit fire-alarm telegr rating schedules in use by the New ince Exchange have, through all the nued to give credit for the existing f ph system as though it were satisfact It is the sense of this Exchange that, upo without further delay of a new f raph system in the city of New York in in accordance with plans and specifica lings and equipment approved and to ved by the New York Board of Fire Unde one of 1 per cent., be made in the New York Fire Insurance Exchange time such installation is completed.

THE FIRST FOREIGN DELEGATE Mutual Life and Citizens' Assurance (and justice om the peace for the State th Wales and Queensland, and a memb ard of directors of the New South Wales of Fund, established by the Governmen uth Wales, has arrived in San Francisc r Sonoma, from Sydney, Australia. the official representative of the Life Off etion for Australasia to the World's ress, to be held in San Francisco, Octob He is the first foreign delegate to an s early in order to witness the openir ama-Pacific International Exposition, an r of the United States.

AUSTRIA TAKES OVER GRAIN STOC enna, (via Berlin and Amsterdam), Feb e Government has taken over all stock arley, corn and flour products. It will district organizations.

NES BEOSTEAD WAREHOUSE DESTROYED WITH \$75.000

Outbreak of Fire on Colborne Many Hours to Subdue-Was Confined One Building.

warehouse of the Ives Modern Bedstea orne street, was practically destroyed lich broke out at ten o'clock last night, t lone aggregating fully \$75,000. The original is not as yet ascertained, but at ap on the ground floor, and before the the western division of the brigade arrive eadership of Deputy Chief Mann and Favereau, Briere and Lussier, the flam ing from the second storey windows. The three floors of the building were well ith beds, most of them packed in exce ude the fire a difficult one to subsuc. The fire started in the north portion o beds, most of them packed in excelsion fire started in the north portion of th and, despite the efforts of the firemen, ily toward the south. The building wa while the inflammable nature of much while the inflammable nature of much little progress had been made thing the flames under control that a secon

was confined to the Ives warehouse, Dut ubborn that six streams had to be ke on the ruins until past noon to-day. NEW YORK'S PREMUIMS.

urned in, and within a few minutes the

twelve stations had 25 streams playing

ng building and the adjoining structure

New York, February 24.—The fire insurance one collected in the city of New York during ted to the New York Board of Fire Unte aggregated \$23,156,305,86, as compared wi 18355.07 in 1913 and \$24,884,653 collected duri se figures compries the premiums on risk flory covered by the Wire Patrol and the vage Corps. The falling off in fire pr uring 1914 occurred during the first half

INVESTIGATING OFFICE SYSTEMS ita, Ga., February 24.—As a result of

ita office buildings. ESTERN ASSURA COMPAN and MARINE Incorporated

\$3,500, ses paid since D OFFICE, \$57,000,

W. B. BROCK, President and General Manager MONTREAL BRANCH GIST. PETER STREET ROBERT BICKLEDIKE, Manager