To Insure Continuity of Operation Opposes Labor Organizations Which Would Interrupt Service Without Reason.

Washington, D.C., May 8.-The Pennsylvania has filed with the Federal Commission on Industrial Relations an elaborate and detailed statement of its attitude toward and relations with its employes. This steam merchant ships. Six steamers are being statement was called forth by the testimony before for Boston ownership. the commission of the head of the telegraphers' brotherhood, to the effect that the Pennsylvania management was antagonistic to labor organizations and discriminated against members thereof.

A summary of the railroad's statement follows:-The management of the Pennsylvania Railroad be lieves that the company's greatest asset is the loyalty

The Pennsylvania Railroad early realized the importance of training its own officers. This, of course. portance of training its own orders. To make don into Montreal yesterday. The vessel left Liverment, as far as possible, be permanent.

good weather until may and on may is that at present the average term of service on the lost in coming through a big field of ice. nsylvania Rairoad is exceptionally high.

The majority of those who enter the service con-

every feasible safeguard to provide for the personal safety of both employes and patrons.

that one of the Government ice breakers, Minto or ty and permanence of a moderate dividend afforded Stanley, will be sent to the steamer's assistance supported at the basis of last previous charters. the company. Only by maintaining a credit of the When Lieutenant-Commander Pickford, R.D., R.N.R. from Philadelphia to Barcelona prompt. highest character could the company expect to obbrought the Inishowen Head into port yesterday he had just come from the dangerous employment of Philadelphia to Havana prompt. vide the public service demanded

The stock of this company has always been well

In dealing with organizations among its employes, in that port. the company has felt that the employes themselves were the best judges of the forms of organization into which they desired to go. Therefore, there has been no interference in the employes' liberty of choice in this matter.

en full opportunity to redress their grievances whether associated with labor organizations or not. The foregoing statement, however, must be quali-

fled in this respect: 1.-The company owes a supreme duty to its painsure safety of operation. Such safely cannot be secured without the most careful adherence to orders.

made necessary a policy of opposition to such labor and this falling off is fully offset by the expansion

call a sympathetic strike. If there is to be any strike 399, which testifies to considerable activity in the should be the result of the choice of its own employes, and because of some difference between this company and its own men, and for no other reason.

The company believe that men should be employed without regard to the labor organization of which members, and that every man should be free to join an organization or to remain entirely independent. The company, believes, therefore, that all its operation should constitute an "open shop."

In normal times the Pennsylvania system has 250,-000 employes. The company has always paid the highest prevailing rate of wages paid to railroad employes in the territory in which it operates. But more than that: The policy of the Pennsylvania Railroad has been to insure that all its relations 361. with its men should be characterized by fairness and

The manageemnt of the Pennsylvania Railroad be-Heves that the best test of the sincerity of its in-terests in the welfare of its men is the fact that so large a percentage of its employes have made the rvice of this company their life work.

cational, benefit, savings and similar activities it promotes among the men; its measures of accident pre-vention and general efficiency tests and records, and its committees for administering discipline, the purpose of the latter being corrective.

"Confidential investigators in no way connected with the railroad's police department are employed to ascertain and report to the officials the conduct and ascertain and report to the officials the conduct and sentiment of employes and the movements, plans and actions of labor leaders and organizers," the statement says. "These men exercise none of the func-tions of a policeman. They are not empowered to ake arrests. . . . Investigations are also employed to learn the grievances, if any, of the employes which have been reported to labor organizations for adjustment, instead of being reported to company officlais, in order that such satisfactory settlem condition will permit may be made, and to keep the officers fully informed of conditions which they should know, to permit them properly to manage the pro-

LAKE ST. LOUIS SERVICE.

Canadian Pacific are now operating the following additional service: Leave Windsor St. Station 12.15 p.m., daily, making all stops to Point Fortune, reng from Point Fortune 4.45 p.m., daily, arriv-

ing Montreal \$.40 p.m.
On Saturdays, leaving Windsor St. Station at 1.: .m., stopping at Pointe Claire, Beaconsfield, Ste. Annes, Vaudreuil, and points beyond to Rigaud and Caledonia Springs.

Leaving Windsor St. 11.20 p.m. daily for Rigaud making intermediate stops. Leaving Rigaud 6.25 a.m. daily, except Sunday,

stopping at intermediate stations, arriving Mont-Additional service will come into effect May 31st

SPOT WHEAT UNCHANGED.

ris, May 8.—Spot wheat unchanged from Friday at 186%c. +uz. ...

********************** SHIPPING NOTES

*************** The American liner St. Louis is due to dock a New York on Sunday morning at 8 o'clock

The Sicilian has arrived at London, the United States at Copenhagen, the Roma at St. Michaels; the Palmero and the Duca degli Abruzzi are at Naples.

The New York Shipbuilding Company has received contracts in the past three months for eight large

The Cunarder Pathenia arrived in port yesterday, Captain Webster in command. The vessel, which came from Glasgow, reported good weather through out the voyage with very little ice.

Submarine E-1 of the United States navy made voyage from Key West to New York, distance of 1,lieves that the company's greatest asset is the may be and efficiency of its men. Its labor policies may be 230 knots, under its own power and without a single generally described, therefore, as an effort to protect gle stop, breaking the world's record. Captain James C. Hurry, of the Earl of Forfar

brought a general cargo from Liverpool and Loncarried with it the training of us own men. As a don into Montreal yesternay. The vegget left Liver-the service attractive it was essential that employ- pool on April 15, and London on April 18. There was the service attractive it was recommendated by pool on April 15, and London on April 16. There was ment, as far as possible, be permanent. The result good weather until May 2 and on May 4 time was *********

The majority of those who enter the stablishment of sym-tinue in the service until they die or are pensioned. Line, sailed from New York for Liverpool, a few-hours after the news of the Lusitania's sinking had The British steamer Transylvania of the Anchor pathy, affection and understanding between the offipathy, affection and understanding between the bring crowded, her agents said. There were 879 passengers aboard and others who wanted to go, according The company believes that railroad employes should be paid liberal wages, and it believes there should be room.

The management frankly recognizes the purpose of bettering of the men organizing for the purpose of bettering their condition, subject only to such restriction as may protect the elemental essential of safe and conmand their conditions. of the men organizing, for the purpose of bettering their condition, subject only to such restriction as may protect the elemental essential of safe and consumptions and coal freights to South America offer steadily, and coal freights to South America offer steadily, and an extension of the purpose of the magnetic state of the magnetic both the West India and coastwise trades. Lumber perty with Newman Erb and other officials. It is now being pumped out at the rate of about 3. South America offer steadily, and a moderate demand prevails for lumber carriers to believed to be preliminary to financing an extension of water and that it had an average depth of 40 feet. It is now being pumped out at the rate of about 3. South America offer steadily, and a moderate demand prevails for lumber carriers to believed to be preliminary to financing an extension of the purpose of the mean distribution and coastwise trades. Lumber perty with Newman Erb and other officials. It is for being pumped out at the rate of about 3. South America offer steadily, and a moderate demand prevails for lumber carriers to be preliminary to financing an extension of the purpose of the mean distribution and the purpose of the mean distributi there is not a change in ice conditions it is likely a moderate demand prevails for lumber carriers to believed to be preliminary to financing are that one of the Government ice breakers, Minto or trans-Atlantic destinations. Rates are generally well of the road from Craig, Col., to Salt Lake.

taking Russian cotton into Trondhjem, Norway. The distributed, and the officers have been trustees rather than controlling owners. No one financial interest has andertaken to dominate the company's policies. Trondhjern every day while the Inishowen Head was mans, and Norwegian craft towed some fifteen into lantic range to Canary Islands.

AMERICAN RAILROAD EARNINGS:

New York, May 8.—The tendency towards improve-ment that has been observed in railroad gross earn-The company has always recognized the right of tained, the total for all United States roads making any man to labor upon whatever terms he and his weekly returns to Dun's Review that have so far reemployer may agree, whether he belongs to a labor crease of 3.1 per cent. as compared with the corres ponding period a year ago. Although most of the leading systems in the South continue to show sharp contraction notably Louisville & Nashville and Southern. There is some evidence of a trend towards trons and employes to take all possible measures to gains, among them being Chesapeake & Ohio \$250,234. better conditions, with several roads reporting good and Western Maryland \$83,488.

2.—The management is also responsible to the pub-In the west and southwest, Chicago, Great Western E.—The management is also responsible to the pur-lic for maintaining continuity of operation. This has organizations as might interrupt that continuity, because of disputes with which neither this company The company is opposed, therefore to employes af-fliating themselves with an organization which might railroads in territory covered.

LUSITANIA'S PASSENGER LIST.

New York, May 8.—There were 184 American citiens on the Lusitania when she sailed. This was learned to-day when the Cunard Co. had completely revised its passenger list. The number of passengers on board the Lusitania

totalled 1,251. The crew numbered 816, making the total of thos

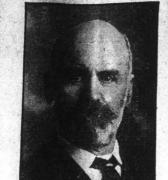
n board 2,067. Of the passengers 956 were British subjects.

The Lusitania's passengers were divided as follows: First cabin, 291; second cabin, 599; third cabin

London cables say that it is reported there that the McIntyre \$11,200. Italy's definite decision to enter the war has been

Charging a torpedo with com

small screw on the end of the torpedo after the latter is discharged from its tube.



Of the Robert Reford Co., agents of the Cunard Everything possible was done by the local agents to furnish news regarding passengers on the

The Charter Market

past. There are a number of orders in the market large tonnages. for coal carriers, but freights of all other kinds are comparatively scarce.

Lumber-Schooner Springfield, 538 tons, from the

ulf to Sierra Leone, Pt.,

Schooner Augusta W. Snow, 671 tons, from Rio laneiro to Baltimore with ore.

HURONIA MINE MAY BE SOLD.

understood that the first payment will be made in steel, June. The property is promising, but the directorate of the company at Three Rivers could not agree, and the mine has been shut down for about a month. There is a small mill upon the property. The mine is There is a small mill upon the property. The mine is about half way between the Tough Oakes mine and Larder Lake.

PRINCESS MINE OF LA ROSE GROUP HAS BEEN LEASED TO MR. SIDNEY SMITH.

Cobalt, Ont., May 8 .- The Princess Mine of the La ose group, has been leased to Mr. Sidney Smith, of Haileybury, on a royalty basis. The property has been closed down for some months, as it was believed that it had been worked out. A drill will be started drifting at once on the 55-foot level. The Princess yieldd several million dollars to the La Rose group before it was closed down.

PORCUPINE'S MONTH-END CLEAN UP.

More than \$150,000 in gold bullion was shipped from the Porcupine camp as a result of the monthend clean up at various mills in that camp.

Hollinger's contribution was \$48,000. The Porcupine Crown shipped nearly \$31,000 and in March, 1914.

The Porcupine Gold, it is understood, shipped \$15, 000 in bullion this week.

pressed air on board a British vessel. The compressed air works the

Lake navigation having opened, pipe shipmer are moving by water on Lake Erie.

to travel since April 19 by a landslide, was reopened for service.

The bill before the Michigan Legislature to limit the length of freight trains to 50 cars has been defeated in the lower house.

Net revenue per mile on 38,258 miles of American railroads in the eastern district for March amounted to \$458, as against \$423 in March, 1914. Increase is due to curtailment of operating revenues

Lewis J. Spence, traffic director of the Southern Pacific, is now a member of the executive committee of the company, succeeding James N. Wallace, retired.

Balloting on the question of a strike by the Bro therhood of Railway Clerks of New Haven Railroad is going on over the entire system. Clerks claim the agreement signed with the road two years ago, after an adjustment had been made by the federal board of arbitration, has been violated.

Central Railway of Brazil, a government controlled line has been authorized to buy 20,000 tons of Amper mile averaged \$219, an increase of 30.3 per cent. (Exclusive Leased Wire to Journal of Commerce.) erican coals, payment for same to be made from the Taxes per mile were \$48, a decrease of 3.5 per cent. cash receipts of the railroad. This line uses ap- Net after taxes per mile was \$171, an increase of 44.3 New York, May 8.—The steamer market continues proximately 300,000 tons a year. Other South Amper cent. quiet and fewer freights offer than for some time erican roads also are said to be in the market for

Charters: Coal: Norwegian steamer Urd, 1,968 tons A daylight special for Mont Laurier, carrying parlor car, is now in operation every Saturday leaving Norwegian steamer St. Andrews, 1,899 tons, from Place Viger at 1 o'clock p.m., stopping at Ste. Agathe and stations north. Also at 1.45 p.m. for Ste. Agathe, April, 1915 British steamer Malinche, 1,165 tons, from Phila- making intermediate stops. A new fast train is also danger consisted in the fact that the seas thereabouts are strewn with floating mines let loose by the Gerrun leaving Mont Laurier 5.00 p.m. Sundays, arriving Agathe.

> Work on the Lake Erie and Northern Railway south Schooner A. B. Sherman, 510 tons, from Charleston of Brantford, on the line to Port Dover, is being rushto Philadelphia, with dry boards, \$4.62½, coal out ed. Track-laying started yesterday at Simcoe and Mount Pleasant, while a steam shovel has been Miscellaneous-Steamer Atlantic 3.348 tons, from started on the grading at Simcoe. It is expected that

Miscellaneous—Steamer Atlantic 3.348 tons, from New York to Archangel with general cargo, prompt.

Steamer Mae, 1,281 tons, from Cuba to North of Hatteras, with sugar out in ballast, prompt. Recently 600 tons of special pig iron were shipped

of Troy, the shipment going over the Lackawanna in 16 cars and being the biggest of the kind ever made Cobalt, Ont., May 8.—It is probable that Messrs. H. from Buffalo. The Burden company has heretofore and N. A. Timmins, of the Canadian Mining and made its purchases elsewhere. It operates the larg-Finance Company, may take an option on the Huronia est all-puddle iron plant in the world, the product Negotiations have been entered into, and it is being almost a lost art, owing to the competition of

A large force of men and teams has been set at the road will be ready for traffic by the country of the road will be ready for traffic by the country of the road will be ready for traffic by the country of the road will be ready for traffic by the country of the road will be ready for traffic by the road will be ready for t wall Athletic Association have been promised an excursion to Montreal, which will constitute the formal

Railroads of the United States derived a net revenue of the same month last year, according to figures

Now in operation every Saturday, daylight special for Mont Laurier, carrying Parlor car, leaving Place filed with the Inter-State Commerce Commission by Viger at 1.00 p.m., stopping at Ste. Agathe and stations north. Also at 1.45 p.m., for Ste. Agathe and sta-156 large roads.

The large roads. March, 1914, the figures show that economies had made the profit possible. The average number of the first state of the miles operated in March, 1915, were 205,197. The p.m., carrying parlor car from Ste. Agathe.

Additional service will become effective. March, 1914. The revenues per mile in March of the current year were \$1,020, as against \$1,103 in The Dome mines shipped \$64,500 in bullion, while

the current year were \$1,500, the current year \$1,5 operated, were only \$744 this year as against \$807

The annual meeting and banquet of the local branch of the Railroad Y. M. C. A. was held last night under of Verdun, in the absence of Mr. A. A. Maber, chair-man of the Board of Management. The reading of the reports showed the year to have been one of TORONTO most encouraging results, the financial committee reporting a good balance. Mr. C. H. Copeland, secretary of the National Council of the Y. M. C. A., CHICAGO Poronto, was present, and gave a most interesting address on "The Relation of the Y. M. C. A. to the community and the Duties of the Individual Members to the Association." Addresses were also given by Mr. Knox, president of the Metropolitan Council of the Montreal Y. M. C. A.'s; Rev. Dr. Gibson, of the Point St. Charles Presbyterian Church, and many

Two important orders suspending rates on railoads and an extension of the use of mileage books on the New York Central are announced by the up-State Public Service Commission. The Commission has also suspended until July 1 the proposed increase of commutation fares on the Long Island Railroad. A number of hearings have already been had in this case, and the rates in any event will not be allowed to go into effect until their reasonableness has been passed upon. At the time that the rates for mileage books were

generally increased last fall the New York Central restricted the use of its thousand-mile books to the lines east of Buffalo. This brought a complaint from lines east of Buffalo. This brought a complaint from the Randall Grape Juice Company, of Ripley, N.Y., and from other patrons of the road in the State west of Buffalo. These complaints have now been settled without the necessity for formal hearings. When the complaints was a superior service. Leaves Montreal 9.00 a.m. daily Arrives Detroit 9.55 p.m. daily Arrives Chicago 8.00 a.m. daily Pullman Sleeping and Observation Cars and Parlof the complaint was a superior service. the complaint was served upon the company, it filed with the Commission a new tariff making its thous- Leaves Montreal with the Commission a new tariff making its thousand mile books good on the lines east of Buffalo to points within the State of New York. The complainants have informed the Commission that this satisfies their complaint.

The Commission has suspended the proposed regulations of nearly all the large carriers in this State.

gulations of nearly all the large carriers in this State whereby they proposed to make the shippers pay for emporary bulkheads and doors for cars in which vegetables, salt, and bulk goods, other than grain, were to be transported.

NET OPERATING INCOME OF U. S. RAILWAYS INCREASES

Washington, D.C., May 8.—The Bureau of Railway Economics announces that the net operating income of The Trans-Andean Railway in Argentine, closed the railways of the United States for February increased \$25 per mile, or 44.3 per cent., over February, 1914, which was an abnormally poor month, net operating income per mile being 44 per cent. less than in February, 1913.

The increase shown in February, 1915, only partialovercomes the considerable decrease in the same item a year ago and was the result of radical reductions in operating expenses,

Railways operating 228,678 miles of line are covered by this summary or about 90 per cent, of the steam railway mileage of the United States.

The following tabulation shows total gross, total operating expenses, net revenue, taxes and net operat ing income for February, 1915, as compared with the same month last year:

1915 Total oper, rev.\$205,112,212 \$207,074,169 Dec. \$1,961,957 Oper. exp. ... 155,031,302 168,997,448 Dec. 13,966,146
Net rev. ... 50,080,910 38,076,721 Inc. 12,004,189 Taxes 10,995,903 11,291,914 Dec. 296,011 Net after taxes 39,028,155 26,784,807 Inc. 12,244,348

Operating revenues per mile of line averaged \$897, a decrease of 1.9 per cent. Operating expenses per mile averaged \$678, a decrease of 9.1 per cent. Net

COBALT LAKE FALLING RAPIDLY.

Cobalt, Ont., May 8 .- Cobalt Lake is falling very Dr. F. S. Pearson, active head of one of the largabout half bore.

PORTO RICO RAILWAYS IN APRIL.

The Porto Rico Railways Company, Limited, makes the following comparative statement of earnings for

23 Dill, 1315 :-				
For April:	1914.	1915.	Decrease.	Per Cen
Gross Net For four mo	29,704.25	60,180.02 25,722.62	6,252.08 3,981.63	9.41 13.40
Net1		255,688.68 119,858.65	25,490.38 9,713.50	9.06 7.49
Cabalt	SEY-SEN	ECA SILVE	ER MINES	

Cobalt, Ont., May 8.—The Casey-Seneca Silver mediately south of one of the Casey-Cobalt holdings. A block of treasury stock is under option to Messrs. by the Buffalo Union Furnace to the Burden Iron Co. S. Harry Worth and F. F. Segsworth, who are in terested in the Seneca-Superior mines.

The 40-acre property is owned by Mr. Herbert Murray, of Haileybury.

A small plant is to be installed preparatory to sinking the shaft.

TRAIL SMELTER RECEIPTS. nsolidated Mining and Smelting Company of Canada, Limited's ore receipts at Trail Smelter for

the week ending April 29, 1915, and from October 1, 1914, to date in tons: Company's Mines: Centre Star 2,745 106,441 80.080 25,199 32.459

Total 6,428 C. P. R. LAURENTIAN SERVICE.

A new fast train is also run leaving Mont Laur-Additional service will become effective May 31st

RAILROADS.

CANADIAN PACIFIC

the chairmanship of Mr. Charles Manning, Mayor NORTH TORONTO - 10.50 p.m.

8.45 a.m.

10.00 p.m. Observation-Parlor-Dining Cars on day train. Observation-Compartment and Standard Sleeping Cars on night trains.

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LOSS IN PRINCESS THE

\$7,500—Ten Companies Affe

VOL. XXX No. 4

(Special to Journal of Toronto, May 8 .- Swept by orchestra pit, the Princess The age to the extent of \$120,000 in flames are supposed to have ori tropolitan Racing Association's C ront of the second storey. The damage is divided as follo

contents, \$100,000; scenery and e Miler Co., playing "Daddy Longthe Metropolitan Racing Associat The insurance on the building t on the contents \$7,500. Ten insurance companies shared lows: Western Fire, \$10,000; Brit 000; London, Liverpool and Globe

Union and National, \$4,000; New

\$6,000; Niagara, \$2,500; German

Springfield, \$5,000; Northern, \$5,0 The Opera House was the pro Whitney Company, and under the Mr. C. B. Shephard. It was former Music. The cause of the fire is

CRIMINAL PROCEEDINGS MAY INVESTIGATION OF CAL Calgary, Alta., May 8.-Quite a

plaints are in the possession of t attorney-general's department who gary to investigate oil companies, that sensational proceedings are li vities. The Sifton Government with petitions from persons who stock, but who have got no return the shape of development of holdi-get no satisfaction from the offic panies involved. In some cases n cials nor the companies' offices can It is estimated that about at lea taken out of the local banks last changed for oil stock, and it is furth the half of this amount has yet to b The investigator is a Mr. Vail, an that he is actively on the job, and i with evidence on a large scale.

Upon the nature of his report to depend the action that will b forecast that is generally accepted rosecutions, as well as civil actions, the former by the authorities, and t ings by individuals. n the meantime it is understood

companies that have been ignoring ing steps to get under cover by secu paring statements and other devices. BRITAIN WON'T ALLOW INSURA

RATES TO BECOME New York, May 8.-Regarding the Lusitania, a prominent foreign e The sinking of the Lusitania is no ious for us as it would have been been coming this way. Then she m

considerable amount of securities about "As far as exchange remittances a is the custom to send duplicates of all sequent mails. The duplicates of ou mittances have been sent by another "It is likely that this disaster will h upon shipping and may tend to check England. The rate of marine insuran likely to go up. But I don't think th Government will allow the rates to be hibitive as to effect her foreign trade to the point, the government will in: insurance bureau, as a number of

ACCOUNTANTS

Audits:-Commercial, Municipal, Fir ROBSON, HILL, RITCHIE ACCOUNTANTS and AUI

J. J. Robson, L.I.A.; M. S. Temple Hi Ritchie, C.A. (Can.), C.A. (Scot.); J McGILL BUILDING, MONTR

FRED W, G. JOHN

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