Tonnage Launched in January Was 23,235 Tons Which is About the Normal Amount.—Many Important Contracts Placed.

Glasgow, February 22.—The Glasgow Herald, in its monthly review of shipbuilding conditions, states that calculating only by totnage launched on the Clyde in January and the number of new contracts reported it would seem quite correct to assume that the shipbuilding is in a prosperous condition. So it is, so far as work is concerned. There is no lack of work, although probably the real value of the comparatively large number of orders placed recently has been exaggerated. Nearly all the mercantile yards are, well employed; and the naval yards and engine shops continue very busy. In addition there are prospects of a satisfactory amount of work well through this year, no matter what progress may be made in the naval and military operations.

Even if the war were to come to an end suddenly the shippards would continue busy for a considerable Re-elected Vice-President Ottawa Pow time, although the return of large numbers of men the annual meeting held to-day. to the ranks of labor might cause a certain amount of unemployment, But it is really labor and not the work which has to be done, that is making the present situation unsatisfactory. Practically every engineerng trade has applied for an advance of wages much larger than the recognized "fluctuation" of previous years, and at the moment, while a Central Conference for the discussion of this question is pending, the engineers in a number of Clyde shops have stopped working overtime. Whether this will prejudice the negotiations cannot yet be said, but in the present pressure of naval work it is, to say the least, unfortunate. If, however, this and the other wages questions can be settled amicably trade should continue

New Work This Year.

The contracts reported since the new year Messrs. Mackle & Thompson (Limited), Irvine, to New Year's Day build a vessel of 9,000 tons for Glasgow owners; the build a vessel of 9,000 tons for Glasgow owners; the Greenock & Grangemouth Dockyard Company, three ed from New York, on February 13, arrived at Liver ed from New York, on February 13, arrived at Liver steamers, each of about 3,300 tons deadweight, for Mesers, J. & J. Denholm, Greenock; the Ailsa Shipbuilding Company, Troon, a passenger ferry to accommodate 1,650 persons, for service on the Mersey; Ardossan Shipbuilding Company, an ocean-going tug for the Lawson Steam Tug Company, South Shields, and two steamers of 1,100 tons deadweight for Messrs. Son and Hussey, London: Messrs, Alley and McLellan, Polmadie, a barge of 24 tons, for foreign owners; Messrs. A. Jeffrey & Company, Alloa, three coasting vessels, two of 120-foot in length and one of 112-foot in length; and the Caledon Shipbuilding Co. dee, a cross channel steamer, 280-foot in length. for Messrs. Tedcastle, McCormick & Company, Dublin.

Month's Output Nine Vessels.

The launches of the month consisted of nine ves sels of 23,235 tons. Of these, seven of 21,295 tons 1914, off the Five Fathom Bank Lightship. were built on the Clyde, one of 1.740 tons on the Forth, and one of 200 tons on the Dec. The notable vessel was the twin-screw motor ship Boslowing are the Clyde figures since 1880:-

				Tons.					Tons.
1915		٠.	٠.	 21,295	1897			٠.	12,802
1914			*14	 22,272	1896			 	15,093
1913				 9,755	1895			 	17,971
1912				 39.526	1894			 	16,765
1911				 23,540	1893			 	11,800
1910				 22,773	1892			 	11,390
1909				21,430	1891			 	14,280
1908				 1,969	1890			 	19,782
1907	100			 35,300	1889			 	13,787
1906	٠.			 31,162	1888			 	13,381
1905				 20,202	1887			 	15,400
1904				 7,293	1886	٠.		 	9,140
1903				 16,149	1885		٠.	 	11,170
1902				 21,951	1884.			 	6,672
1901		٠.,		 13,020	1883			 	19,739
1900				 31,204	1882			 	24.880
1899				31,647	1881			 	9,233
1898				 14,710	1880			 	10,114

Vessels Launched in January following were the vessels launched during January:-

by Harland & Wolff, Glasgow, for the Leyland Line, ficers \$1, petty officers and leading seamen

h.p. by D. Rowan & Co., Glasgow; built by William war service who have had previous service in the

by Napier & Miller, Old Kilpatrick, for Clark & Ser-

Lady Plymouth-Steamship, 3,500 tens, engines by Rankin & Blackmore, Greenock; built by the Compbeltown Shipbuilding Co. for British owners.

Halcyon-Steamship, 1,500 tons, built and engined by the Ailsa Shipbuilding Co., Troon, for the General Steam Navigation Co., London

Primo-Steamship, 1,250 tous, engines by Rankin & Blackmore, Greenock; built by the Campbelltow Shipbuilding Co. for the Pelton Steamship Co., New-

castle-on-Tyne. Fairmuir-Steamship, 580 tons, engines by Lidgerwood, Coatbridge; built by the Ardrossan Shipbuild-

ing Co. for James Inglis, Glasgow The Forth. Westmoreland-Steamer, 1,740 tons, built and en-

ned by Ramage & Ferguson, Leith, for Donald Currie & Co., London. The Dee.

Moroccala-Trawler, 200 tons, engines by J. Lewis &

Sons, Aberdeen; built by A. Hall & Co., Aberde for James Duthie, Buckie.

BUFFALO GENERAL ELECTRIC.

Buffale, N.Y., February 22.—The Buffalo General Electric Co, has been authorized to issue \$500,000 par value of its 5 per cent. 30-year first refunding mort-gage bonds by order of the Public Service Commission The bonds are to be sold for not less than 95 and accrued interest to net \$855,000. The proceeds are to be used to reimburse the treasury of the compa for expenditures from income or other moneys not se-cured from the issue of bonds, stocks or notes, and used for the acquisition of property, the construction completion, extension and improvement of plant or distribution system and the improvement of its service during the five years preceding Dec. 31, 1913, and properly chargeable to capital expenditures,

CHARTS OF BUDSON BAY.

Ottawa, February 22.— The first charts of Hud-son Bay, Hudson Straits and the entrance to Port Netson, have been issued by the Naval Service De-partment.

Survey has had a number of parties engaged on this work.



MR. W. Y. SOPER.

SHIPPING NOTES

The Italia and Themistocles haev arrived at New York: the Bergen has docked at Bergensfjord.

The Dutch steamer Tenbergen has arrived at Bos om Argentina with cargo valued at \$2,500,000 one of the richest ever received there.

Captain J. W. White, who came into Baltimore. charge of the British steamship Overdale, says h ank a German submarine off the coast of England

pool to-day. She had an uneventmul passage rossed the Irish Sea during the night, with all light

plan for ships under which shipping companies would ake about twenty per cent. of the risk, the rest being borne by the Government and insurance compani according to the Rotterdam correspondent of Reuter's Telegram Company.

A verdict of \$42,000 was entered in the United States District Court of Appeals at Philadelphia against the Hamburg-American liner Prince Oska in favor of the owners of the schooner City of George town, which was sunk by the steamer in February

Traffic between England and Sweden has been dis continued for the time being, says a Copenhagen despatch, owing to the torpedoing of the Norwegian tank steamer Belridge. Ten ships were ready to sail in the past 48 hours but the crews refused to leave the docks.

An iceberg 150 feet high and 200 feet long v sighted by Captain Johnson, of the steamer Laka-wanna, which arrived at New York last night from Manchester, England. The berg was one of a group of five in the midst of a field of ice into which the Lackawanna ran on February 14. in latitude 46, lo tude 47.19. This steamer cleared the field in lati tude 45.18; longitude 48.42.

The Standard Oil Company has reported to the S. State Department the detention at Malta by British authorities of the British steamer Oneka which sailed from New York January 2nd, laden with her cargo of American oil, part of which was destined for Dede Agach, Bulgaria. The oil company contends that the oil billed to Bulgaria was for the Bulgarian Government, but British suspicion was aroused be cause of the close proximity of Turkey

The Dominion Government announces the following The Clyde.

Bostonian—Twin-screw motor, 6,500 tons, Diesel enmarine vessels: officers above the rank of sub-lieu gines by the Burmeister & Wain Co., Glasgow; built tenant \$1.50 per day, sub-licutenants and warrant of ratings 50c. The following rates of pay have been Chronos .- Steamship, 4,365 tons, engines of 2,100 i. adopted for petty officers and men volunteering for Hamilton & Co., Port-Glasgow, for the Australian Royal Navy; Able seamen \$1 per day, leading seamen Steamships (Limited), Melbourne. \$1.10 per day, petty officers \$1.25 per day, chief petty Ardangorim—Steamship, 3,600 tons, engines of 1,800 f. h.p., by J. G. Kincaid & Co., Greenock; built

Steamship, 3,600 tons, engines of 1,800 f. h.p., by J. G. Kincaid & Co., Greenock; built

graphing ratings 10c, stoker ratings 20c.

GERMANS SAY SCHWAB AIDS BRITAIN WITH SUBMARINES

announced to day that allegations that submarines are being built in the United States and shipped to Canada in farts hid been prought to the attention of the State Department.

At the State Department it was learned that Charles M. Schwab, president of the Bethlehem Steel Company, which controls the Fore River plant and the Union Iron Works, had reiterated his assurance a Secretary Byzactase. to Secretary Bryan that no submarines will be deliv-ed to any of the belligerents during the war. It is stated, however, that both the State and Navy Departients are aware and Mr. Schwab does not deny that at the Fore River plant and the Union Iron Works twenty submarines are being built, ten at each

It is understood that these are being built under contract obtained in England by Mr. Schwab. It was believed in official circles that the Government in a position to know if any attempt is made to ship them to a belligerent,

following statement was issued at the Ger- pany at the annul meeting to-day. an Embassy

"The plants of Bethlehem and the Union Iron Works San Francisco are, according to reliable informaon, sending the component parts of submarines or British Government to Canada. narines for England are also being built at Boston nd Scattle.

"The attention of the United States Department of State has been brought to these facts by the German nd Austro-Hungarian embassies as being in contradiction with the laws of neutrality."

At the State Department it was said to-day there ages. have been no representations on the subject for sev eral weeks.

JAPANESE SHIPPING COMPANY

WILL USE PANAMA CANAL.
Tokio, February 22.—The hesitation of the Jap-

nese shipping companies with regard to the inau on of a service to and from Europe and the nited States through the Panama Canal has been disposed of by the successful trial trip just completed by the Tokushima Maru of the Nippon Yusen Kaisha Line, Japan's premier shipping concern.

The Nippon Yusen Kaisa has now made arrange ents to open a regular round the world service via the Panama Canal. Several vessels, including the Tennessee Coal, Iron and Railroad Co., and Soo has Tokushima Maru, have been detailed for the work. It intended at present to make the outward trip to London via Suez, the return being made via Galves where cotton will be loaded for Yokohama via Panama. Tottori Maru, which will leave Yokohama for London via Suez shortly,

CURTISS AEROPLANES AND MOTORS, LTD. Ottawa, February 22 .- A company to deal in coplanes, hydroplanes, seaplanes, dirigible bal- the Eric railway. ons, and other sea and aircraft, to be known as urtiss Aeroplanes and Motors, Limited, has secured Its headquarters will be in Toronto d it will have a capital stock of \$50,000.

The immediate object of the company is to manu parts will be made in the States and assembled in Toronto. This would obviate any trouble with Ger many about the sale of completed aeroplanes by Americans to belligerent nations

The company is empowered to establish schools fo the instruction of pilots, and to issue qualification

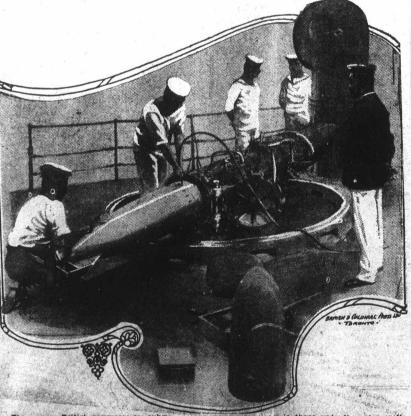
STEEL MILLS CLOSE INDEFINITELY.

Granite City, Ill., February 22.--The steel mills here will close to-day for an indefinite period. The order losing the plants will throw more than 2,500 mg

Amalgamated Association of Steel, Iron and Tin Piate rates, proposes an increase of 70 cents on coal, i Workers in Granite City voted to accept a cut in wages rather than have the plants closed down. The reduction, however, was not approved by the national their regular wage. This the general manager of the meed he was not able to pay, and ssued the closing order.

GREAT ICE FIELDS SIGHTED.

Sydney, N.S., February 22.—Steamers arriving at Louisburg, Saturday, from St. Johns, Newfoundland, report great fields of ice moving down the east coast The floe is extremely heavy and when of the island. the wind is on shore no shipping can enter any port. Captain Couch, of the Adventure, reports having passed an immense berg 250 miles south-east of St. Johns, off the Flemish Cape, directly in the track of trans-Atlantic shipping.



The war on British co mpanying cut shows how a s works the small screw on the end of the torpedo, after the latter is discharged from its tube



MR. J. K. L. ROSS.

Re-elected a director of the St. John Railway Con

RAILROAD NOTES

********** Atchison railroad invites bids on 700 box cars.

cost about \$11,000,000, not including property dam-

The Pennsylvania Railroad will dispose immediate. SIX MONTHS TOLLS ON PANAMA ly of all its property not used directly for railroad

Railroad in 1914 99.9 per cent. showed perfect obedience to the train safety rules.

Grand Trunk has petitioned Rhode Island Legislaure for extension of time for proposed construction through, being one less than during December, it from July 1, 1915, to July 1, 1917 Southern Railway has ordered 5,000 tons rails from

ordered .8,000 tons from Illinois Steel Co. Two masked bandits who raided the express car of

The service will be commenced by the Va., got only an empty safe for their risk. They escaped. The Canadian Northern Railway have appointed S

Sharp ticket agent at Toronto for their rail-lines. Mr. Sharp has also taken on the Canadian agency for

Issue of \$1,750,000 receiver's certificates for Missouri Immediate Oklahoma & Gulf has been authorized. sale of \$750,000 certificates will be made to pay for construction and repairs.

B. A. Worthington has been appointed separate receiver for Cincinnati, Indianapolis & Western, a subsidiary of the Cincinnati, Hamilton & Dayton, which is in receivership.

Start of actual work on new \$65,000,000 Union Passenger Terminal at Chicago is made possible by passage of ordinance by City Council granting the Pennsylvania right to tear down its old freight shed and build new one.

Mr. J. E. Dairymple, vice-president of the C. P. R says that the statement in a local paper to the effect, that the application asking for an increase in freight

Mr. Leonard Metz writes to the C. P. R. department of natural resources, to say that he came from Kan sas to Hardisty, Alberta, three years ago, without cent, and that to-day he owns a quarter section of land and a threshing outfit, which made him about The president of the Canadian Northern Bailway i

of the opinion that the time is coming when Canadian railroads and other corporations will turn to the United States for financial help. The English m market was now closed to Canada owing to all the available funds being used up for the war. President Elliott of the New Haven told railroad committee of Connecticut legislature that company wishes to relieve some of \$53,000.000 floating debt

which was costing 7 per cent, by borrowing on colla-

teral at 5 per cent. Charter amendments asked by road would permit selling outright or pledging with pankers 859 shares of Boston & Providence and 63, 378 of Old Colony Railroad. Prevalent financial conditions has to a large exten affected the continuation of construction work on al of Canadian railways, but certain work on the Cana. Northern has proceeded, as, for instance, between the Yellowhead Pass and the coast sections. have been nearing one another for months. The con-nection is now complete from Edmonton to Port

Mann. The next two months will be spent in ballast

ing the line, and making it ready for traffic It may be interesting to note that the first meeting of the Grand Trunk Railway company, was held in Quebec on July 11th, 1853, at which the following dir ectors were appointed: In London, T. Baring, G. Carr Glyn, R. McCalmony, K. D. Hodgson, W. Thompson, and in Canada, Hon. J. Ross, B. Moltes, Hon. Francis Hincks, Hon. E. P. Tache, Hon. James Morris CANADIAN PACIFIC cis Hincks, Hon. E. P. Tache, Hon. James Morris, Ion. M. Cameron, Hon. Peter McGill, Hon. R. E. SAN Caron, G. Crawford, W. H. Ponton, E. J. Whitten

Sir William Mackenzie, president of the Canadian forthern Railway, states that the driving of the gold on spike in the last tie of the western end of scontinental has been postponed, owing to the eneral conditions now existing, but that the company will run its first train across the continent some time in July or August by which time the line will be open for both freight and passenger traffic. The Tra continental, he said, was practically completed, but there was a certain amount of ballasting still to be

Annie Stuart, of Garden City, widow of John Curtis Stuart, ex-vice-president of the Eric Railroad, who died at the Garden City Hotel on March 4, 1914, filed a final accounting as executrix of her husband's estate day in the Surrogate's office. Mr. Stuart left no real estate, but his personal property aggregates \$242,470, which Mrs. Stuart has transferred to herself sole legatee.

A. M. NANTON CHOSEN VICE-PRESIDENT OF WINNIPES ELECTRIC RAILWAY

Winnipeg, Man., February 22.—While the net earnings of the Winnipeg Electric Railway Company for 1914 were not so large as in 1913, the falling off, as was indicated at the annual meeting on Saturday was not so great as to involve discouragement.

The company has been paying a 12 needs The company has been paying a 12 per cent. divi-

dent, and, though no announcement was made in this connection, it is understood that the distribution will be maintained for the present on that basis.

To fill the place of the late Sir William Whyte as vice-president, Mr. A. M. Nanton was chosen, and Mr. G. V. Hastings was added to the Board to bring

WESTERN PASSENGER TRAVEL.

Chicago, Ill., February 22.— Passenger rtavel ov the trans-continenta Iraliroads has taken a decided upturn during the last ten days, according to officials of the Chicago and Northwestern railroad.

"The advance sales to the Panama fair have already exceeded our original estimates," said a pas senger head of the Northwestern. "The reports from the terminal agents show the movement is well ahead of the usual traffic in winter. Doubtless the business resulting from the fair has little to do with ******* the increase as yet. The reduced fares are not effective until March 1, but from the inquiries and advance sales now being made, the indications are that there will be a heavy movement.

"The stopover privileges that the railroads are allowing on the tickets have led many of the cities new terminal system in South Brooklyn will in the inter-mountain territory to make big prepara tions for visitors. The increased travel will mear a lot to the business men through the west

CANAL TOTALLED \$2,000,000. Washington, February 22.— Up to February 2, after the Panama Canal had been in operation Out of 3,861,962 efficiency tests on Pennsylvania teen days short of six months, the total amount of

tolls received passed the \$2,000,000 mark. Interference by the European war, with the expected flow of business through the canal, was indicated by the fact that, during January, 98 vessels passed happened, however, that, owing to the large tor nage of cargo carried exceeded all previ

The total amount of cargo transported in Januar was 448,957 tons, making a total of 2,192.856 tons passing through the canal from the date of its opening up to February 1. The trade between South America and the United States and Europe was the the Seaboard Air Line's Florida flyer near Alexandria, largest tiem, amounting to 112,695 tons, and the next was westward-bound coastwise traffic am

FEW VESELS IN SEALING TRADE.

Sydney, N. S., February 22.-Five wooden sealing steamers, the Terra Nova, Viking, Erik, Dana and Bloodhound, are now being fitted out at St. Johns, Nfld., for the sealing voyage, which will be prose ed in the Gulf.

The Bonaventure, in command of Capt. Bob Bartlett, will also fish in Gulf waters, which wit Seal and two Norwegian steamers, will bring the fleet up to nine ships, the smallest on record.

The Reid steamer Bruce, which was badly damaged at Port au Basques during a storm last week, nas been towed to St. Johns, where she will dock for repairs. S. S. Kyle in the meantime is mak weekly trips between Port aux Basques and North Sydney.

The ships report heavy ice in the gulf.

STEAMSHIPS

CANADIAN SERVICE

Sailings from	Halifax to	Liverpool:—	After
ORDUNA (15,500	tons)	March 15th,	1 a.m.
Transylvania (15,9	000 tons)		5
Orduna (15,500 tor	ns)		19

For information apply to THE ROBERT REFORD CO., LIMITED, General Agents, 20 Hospital Street, Steerage Branch, 2 St. Sacrament St. Uptown Agency, 530 St. Catherine Street West.

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 CORSICAN, HESPERIAN, SCANDINAVIAN, Etc. RATES.—First Class \$82.50. Second Class & "Cabin" \$50 to \$55, according to Steamer.

DRMATION.—For dates of sailing and all fur-tion, apply any agent, or The Allan Line, H. & A. ALLAN, General Agents 2 St. Peter Street - MONTREAL - 4 Youville Square

RAILROADS.

DIEGO-LOS ANGELES-SAN FRANCISCO-CALIFORNIA EXPOSITIONS. Reduced Rates. All Routes.

SHERBROOKE-LENNOXVILLE. ¶6.35 p.m. ¶Daily ex. Sat.

*8.25 a.m. †4.10 p.m., paily. †Daily, ex. Sun. §Sun. only. TICKET OFFICES: Phone Main 8125.

141-143 St. James Street. Windsor Hotel, Place Viger and Windsor St. Statism GRAND TRUNK RAILWAY SYSTEM

PANAMA-PACIFIC EXPOSITIONS, REDUCED FARES TO isco. Los Angeles and San Di-routes, March 1st to Nov. 30th.

VOL. XXIX No. 243

Yet Possible to Estimate ly the Risk on Fore Service

CIVILIAN RATE AFFE s Deaths of Non-Military

Well as of the Army.-Casu Battles of Past Wars. rance companies of the war continued t ers of the British army either a or at an increase have been forced erably modify this practice, ow illy high death rate. Attempts a to calculate definitely the risk tak on foreign service; and until this is not likely to be much new insurance

Such reports as have been published in the present war do not afford y mation and it has not been pe ate the individual risk with any degre rds are in existence, however, of p and these have been used as a basis which if fuller facts are obtained about aflict may permit of a rate being e The earliest compilations with regard eral use.

ulity dealt with the Crimean War of

efly with the French and English French army had an effective strength losses in killed and in deaths from 14.5 per cent. The losses of the English per cent. of the entire force of 97,86 In that war, however, the deaths from yous, being practically as devastating Thousands of wounded were br altary hospitals only to die of wour leiently treated, would have been si wing to the activities of Florence Nigh ons were improved. In the present w able that the better system of caring for will to a certain extent be offset by the engines of warfare employed, as co

In the Prusso-Danish war of 1864 the russian army with 63,500 men in the fi 1.6 per cent, of the effective strength. with Austria, Prussia's losses were 2.7 the effective strength. In the Franco-,113,254 men crossed into France and amounted to 41,210, or 3.7 of the total s all these instances the records of the vionly are available. In the Russo-Tur osses of the victorious Rrussian army

cent. of the total engaged. More Officers Than Men Kill For the Russo-Japanese war, howev formation from both belligerents has b The Japanese army was about 1,200,00 e Russian about 1,650,000. The Russia 34,000 men and the Japanese about 58,900 Through disease the Russian 9,300 and the Japanese 37,200. The loss amounted to 3.2 per cent, of the effect

while that of the Japanese was 7.2 per ce According to Dr. Dumas' "l'Assurance uerre," published at Berne in 1911, it is on found universally in wars that the re of the officers falling on the field of bar than that of the common soldiers tak selves, while the latter have suffered sease than have the officers. In the 4 per cent. of the officers compared with the rank and file were killed in bat The records of losses in the America car to be more accurate than any ot tensive operations. Of the Union so were reported killed in battle or dead of stated that nearly 150,000 died of c qually large loss with a considerably in the field is indicated on the Confedera

merally accepted total for both sides eaths of 1,000,000 men. Some of Europe's Battles. Although emphasizing the impossibility tical accuracy in the treatment of t umber of interesting facts believed to be correct are given by M. Gaston Bod istorisches Kriegs-Lexikon," publis He states that between 1618 and 1905 t ope 1,166 engagements, 1,044 on land in each of which more than 2,000 men ection from his complete list of ows the following casualties in kill

Total Nu

Engaged. Casualtie 435.000 54,000 138,000 290,000 63,000 ittysburg 158,000 45,000 + + ... 163,000 50.000 sterlitz 148,000 rodino 246,000 80,000 Waterloo 192,000 Sedan 320,000 122,000
In addition to the actual war losses t of the civil population of countries at wi a considerable increase. At the time of ween Prussia and Denmark, already ref Danish mortality for the civil population 1,060 in the year 1803; 28.3 per 1,000 in 1 per 1,000 in 1865. The effect of the Fran war upon the mortality of the civil popular y is equally remarkable. It appears this had been 28.5 per 1,000, but in 1870 i ,000; in 1871 it was 31 per 1,000; and ev 1872 it was still 30 per 1,000. On the sid

eneral, it may be said that in the past imarily the sickness and plagues a war that have made it so frightful in its d nan life. It is precisely upon this s rovement is to be expected in the futur MR. MORGAN HAS NO INFORMA New York, February 20.—J. P. Morgan, resarding the reported \$80,000,000 British ed here, said he knew nothing respecting

the general (not military) mostality was 000 in 1869; 28.4 per 1,000 in 1870; 35.1

1871; but in 1872 it had fallen to 22 pe

MAY DEPARTMENT STORE y Department Stores Company