

FEWER RECEIVERSHIPS OCCUR IN ELECTRIC RAILWAY CIRCLES

In 1914 Were Only One-half as Large as in Preceding Year and the Smallest For Five Years.

Despite depressed, business conditions and the stringent financial situation, the number of receiverships among electric railway companies in 1914 was only one-half as large as in the preceding year and was the smallest for five years, as shown by statistics received by the Electric Railway Journal.

Because of the fact that two companies, each with over 100 miles of track were placed in the hands of receivers in 1914 the total mileage affected was only slightly less than 1913.

The record of electric railway receiverships since 1910 follows:

Table with columns: Year, Companies, Miles, Stock, Capital. Rows for 1910-1914.

Electric railways for which receivers were appointed in 1914 included the following:

Table with columns: Company, Mileage. Lists various railway companies and their mileages.

In 1913 there were 18 foreclosure sales of electric railway properties but in 1914 there were only 11, and the mileage directly affected in 1914 was about 50 per cent of that of 1913, but the inclusion of the American Water Works & Guarantee company swells the capitalization affected materially above that of the preceding year.

Table with columns: Year, Companies, Mileage. Rows for 1914-1910.

Companies which underwent formal foreclosure sales in 1914 follow:

Table with columns: Company, Mileage. Lists companies like Alton, Jacksonville & Peoria, etc.

Orders for new equipment placed by electric railways of the United States and Canada in 1914 were much smaller than in 1913, the total equipment of all kinds being 3,010, a decrease of 45 per cent. from 1913.

The greatest number of cars ordered in 1914 by any one company was 228 for the Chicago Surface Lines. The Cleveland Railway company ranked second with 223 cars and the New York Municipal Railway company third with orders for 209 subway cars.

Figures received from all the principal electric railway corporations of the United States and Canada show that in 1914, 946.28 miles of new electric railway lines were built as compared with 1,918.9 miles in 1913, 950.5 miles in 1912, 1,191.5 in 1911, 1,397.2 in 1910 and 1,450 miles in 1909.

SHIPPING NOTES

The Manchester Line S.S. Manchester Spinner, from Manchester, arrived at Halifax, N.S., on Monday.

The steamers Transylvania, Potsdam and Ancona have arrived at New York and the St. Paul, Franconia and Zealand at Liverpool. The Duc d'Aosta has docked at Naples.

The Royal Mail Steam Packet company's steamer Caraque has sailed from Halifax for the West Indies. She had a fair number of passengers.

The British steamer Highland Glen, bound for Buenos Ayres with passengers, ran on a rock in the bay at Vigo, Spain, yesterday, and was badly damaged.

Storm-battered with wreckage strewn decks, bulwarks and bridge broken by giant seas, the Norwegian steamer Reine, Captain Peter Bull, bound for Boston from Christiania, crept into Halifax with her coal supply exhausted, after a hazardous voyage of twenty-four days, which shook her engines from their foundations and broke all the woodwork on which they rested.

Another British steamer, the George Royle, is also believed to have been wrecked in the same locality. She left the Tyne for Saint Nazaire, France. The flare of rocket signals was observed by the coast guards at Cromer, but the steamer disappeared before the lifeboat reached the scene.

According to Seattle reports, the Alaska Steamship Company is considering entering the Atlantic steam trade with vessels operating by way of the Panama Canal. It is stated that the company intends to purchase at least one large freighter, which will be operated during the summer months carrying copper ore from Prince William Sound to Tacoma smelter, and in the winter between Seattle and the Atlantic coast.

Another week behind her schedule the Blue Funnel liner Ixion, Captain Stout, is now three days steaming from Yokohama for Victoria. The big Holt steamship is due to arrive on January 22. She was delayed on the Orient loading extra shipments of freight for his coast. The Ixion is bringing 1,928 tons for Victoria, 2,000 tons for Vancouver, 1,600 tons for Seattle, 1,100 tons for Tacoma, 1,100 tons for overland points, and 1,000 tons of raw silk.

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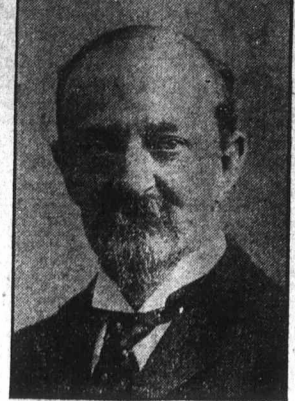
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MR. I. G. OGDEN, Vice-President of C. P. R., who had the somewhat unusual experience of banqueting a friend on the latter's 90th birthday.

GREAT COMMERCIAL OPPORTUNITIES BEFORE THE AMERICAN PEOPLE

Comprehensive Volume on "Ocean Traffic and Trade" Serves to Indicate Some of These.

A most comprehensive publication, "Ocean Traffic and Trade" from the pen of Folsom Hough, editor of the American Exporter, has just made its appearance under the auspices of the La Salle Extension University.

In order to facilitate the transportation of ore from the old Ivanhoe mill in the Slovan, at which operations were recently recommenced, the Canadian Pacific railway has constructed a trestle which has been completed.

Important changes on the Illinois Central include the resignation of J. M. Daly as general superintendent of transportation after many years service in that capacity and the promotion of J. F. Porterfield from general superintendent of the company's southern lines at New Orleans to the vacancy.

The Louisville & Nashville's policy in refusing to switch cars for competitive lines, when the business originates in its territory, appears to have provoked preparations for a final fight against it.

Commenting upon accidents, resulting in death, traceable to railroad traveling in the United States, the general safety agent of the New York Central Lines gave figures, before a Cleveland audience recently, showing that railway traveling was much safer than automobile traveling.

The Interstate Commerce Commission has dismissed the complaint of the American Round Bale Press Co. which sought to obtain a reduction in freight rates from points in Arkansas, Oklahoma and Texas to Galveston and Texas City.

Shippers in large trade centres and the Western Trunk Line Committee are becoming impatient because the Interstate Commerce Commission is so slow in acting upon their request for authority to ignore the long and short haul clause of the law in making through rates to the Pacific Coast.

Saskatoon, Sask., January 19.—Judging by the trial so far made, the introduction into the operation of the street railway system of tickets at six and eight for a quarter, will, if continued for a year, increase the deficit on the system by between \$7,000 and \$8,000, and will at the same time increase the number of passengers carried by nearly 200,000 per annum.

Winnipeg, Man., January 19.—The city will receive approximately \$122,226.30 from the Street Railway Company as its share of the profits made by the street railway.

The statement is made from the head offices in Liverpool of the Royal, the Liverpool and London Steam Navigation Co., that no fewer than 341 men have joined His Majesty's forces, or percentage of 31.23 of their total Liverpool staff.

The Equitable Life Assurance Society (the "Old Equitable") issued 256 policies during 1914, assuring \$4,600,000, and deferred annuities of \$1,976 per annum at single and annual premiums of \$7,534 and \$12,534 respectively, after deducting re-assurances.

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RAILROAD NOTES

William J. Young, formerly chief import and export agent of the Illinois Central and a resident of Chicago for 50 years, is dead.

E. N. Aiken, assistant general passenger agent of the Queen & Crescent, has been elected president of the Passenger Traffic Club of Cincinnati.

R. L. McKibbin, traveling passenger agent of the Sunset-Central lines of the Southern-Pacific, has been promoted to general baggage agent to succeed the late W. S. Napier.

The Spokane Merchants Association has a new traffic manager in C. O. Burkan, heretofore chief rate clerk of the Great Northern. He succeeded John Byrne, who goes to a traffic bureau in Chicago.

In a synopsis recently published, figures are given showing that, in America, of every 4,000,000 people carried by railways, one is killed; while on British railways one is killed in every 72,000,000 people carried.

The International & Great Northern has announced the appointment of P. W. Taylor as superintendent of motive power. He was formerly terminal superintendent of the Illinois Central at Waterloo and succeeds C. H. Seabrook.

Stone & Webster Engineering Corporation of Boston, Mass., has completed financial arrangements for construction at Dallas, Texas, of extensive terminals for its interurban railway system. Improvements will cost \$2,000,000.

Bondholders of the abandoned New Jersey & Pennsylvania will urge its interests so that they may buy in the property. Other sales also want the road, so there may be some lively bidding when the road is finally put on the block.

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CUNARD LINE STEAMSHIPS. CANADIAN SERVICE. Sailings from Halifax to Liverpool.

TRANSYLVANIA (15,000 tons) Jan. 25th, 1 a.m. Orduna (15,500 tons) Feb. 15, after 1 a.m. Transylvania (15,000 tons) Feb. 22, after 1 a.m.

CANADIAN PACIFIC WINTER FAIR, OTTAWA \$4.50. From Montreal and return, going Jan. 18 to 21, return limit Jan. 23.

CHANGE IN TIME NOW IN EFFECT. FOLDERS ON APPLICATION. TICKET OFFICES: 141-143 St. James Street, Windsor Hotel, Phone Main 8123.

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRACK ALL THE WAY Montreal - Toronto - Chicago. TIME TABLE CHANGES.

OTTAWA WINTER FAIR. FIRST CLASS FAIR AND ONE-THIRD. Going Jan. 18 to 21; return until Jan. 23.

CITY TICKET OFFICES: 122 St. James St., cor. Front St. W. Windsor Hotel, Bonaventure Station.

WAR HAS MADE GREAT INROADS INTO OCEAN TRAVEL. New York, January 19.—How radically the war affected the business of the passenger steamship companies is shown in the report of William C. Mott, landing agent, giving the number of passengers brought to the port of New York by the various companies.

In 1913 the number of westbound travellers carried by the steamship lines aggregated 3,522,999 passengers, while during the twelve months of 1914 the westbound movement amounted to 2,412,000 passengers, a decrease of 306,459 passengers. The greatest falling off is shown in the steerage movement, the number of steerage passengers arriving here in 1914 being 447,329, whereas in 1913 a total of 562,834 steerage passengers arrived at the port of New York.

Table with columns: Year, First, Second, Steerage, Total. Rows for 1914, 1913, 1912, 1911, 1910.

How westbound steamship traffic during 1914 compares with the movement during the five previous years is strikingly shown in the following statement from the records of the Government:

Winnipeg Electric Will Pay \$122,226.30 To The City. Winnipeg, Man., January 19.—The city will receive approximately \$122,226.30 from the Street Railway Company as its share of the profits made by the street railway.

INSURANCE MEN AT WAR. The statement is made from the head offices in Liverpool of the Royal, the Liverpool and London Steam Navigation Co., that no fewer than 341 men have joined His Majesty's forces, or percentage of 31.23 of their total Liverpool staff.

EQUITABLE LIFE REPORT. The Equitable Life Assurance Society (the "Old Equitable") issued 256 policies during 1914, assuring \$4,600,000, and deferred annuities of \$1,976 per annum at single and annual premiums of \$7,534 and \$12,534 respectively, after deducting re-assurances.

VOL. XXIX. No. 214 THREE FLATS WERE GUTTED IN OUTREMOUNT OUTBREAK.

Damage estimated at over \$5,000 was done last night by a fire which gutted the rear of the three flats of the tenement house comprising numbers 13, 13 1/2 and 13 1/4 Lajale avenue, Outremont, the property of Mr. Joseph Almy. Only one of the three tenements was occupied, that being the second flat, Mr. Robert Smith.

Trenton, N.J., January 19.—Fire last night total destroyed the insured wire department of the Job A. Robbings Sons Company, Ferdinand W. Roehlf, A. Robbings Sons Company, the insurance on the plant is about \$700,000. Some 1,200 persons work in the departments destroyed, 600 of the working double time on contracts with Pittsburg firms.

Corwall, Ont., January 19.—Fire broke out in Be Golden's clothing store yesterday evening, and before the firemen got the flames under control, an hour later, damage to the extent of several thousand dollars was done.

Corwall, Ont., January 19.—Fire occurred \$7,000 damage in E. Golden's clothing store. There is insurance amounting to \$2,000 in the Norwich Union.

OTTAWA LIFE UNDERWRITERS. Ottawa, January 19.—At the annual meeting of the Life Underwriters' Association of Ottawa, the election of the officers for the ensuing year resulted as follows: Hon. president, A. D. Kennedy; president, C. G. Shaw; vice-president, A. S. Wickware; secretary-treasurer, Bert H. Cole; auditor, O. B. Haycock; executive committee, W. J. Phillips, Dr. Lessard, J. T. Whittaker, Geo. Doyon, J. H. Halpenney.

PREPARING COMPENSATION BILL FOR PENNSYLVANIA. Philadelphia, January 19.—The question of workmen's compensation in Pennsylvania will be discussed along strict party lines if present plans are carried out. A workmen's compensation bill is now being prepared and will be introduced in the legislature at Harrisburg with the seal of party approval. It was the Republican in control of the senate at the last session which defeated a bill backed by organized labor.

It is stated that some of the features of the proposed bill will be a blow to the liability insurance companies, if it is introduced. It is now proposed from the employer's side to collect by assessment a fund to be paid out by the State thus giving a monopoly of selling insurance to the employers.

At the last session of the legislature there was a great deal of opposition to the measure then up for consideration, because it included farmers in its scope. When it was proposed to exempt the farmers and domestic servant from the operation of the act, the point was raised that this exemption would make the measure class legislation, and therefore unconstitutional.

One of the unique features of the statistical presentation given out on Saturday is that, while last year westbound passengers were carried in 1914 1,913, the number of passenger steamers arriving here in 1914 was greater than those which came in port in the previous twelve months. In 1914 a total of 1,967 passenger steamers arrived at New York, as against 1,913 the aggregate number of arrivals which constituted the feverish times which followed the outbreak of war, when hundreds upon hundreds of American tourists in Europe sought accommodations on steamers returning home, will last long in the minds of the steamship managers.

NEW HAVEN, JANUARY 19.—The New Haven Railway has won its first victory in its suit against John A. Billard, formerly a New Haven director, and others, for recovery of \$3,500,000, which, it is claimed, was unlawfully diverted from the New Haven through the concern which was organized and known as the Billard Company, treated to take care of the Boston and Maine stock, obtained by the New Haven.

RECEIVERS FOR JOSIAH THOMPSON. Uniontown, Pa., January 19.—Receivers have been appointed for Josiah W. Thompson, president of the First National Bank of this city, which failed to open in Philadelphia in Pennsylvania and West Virginia.

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