

GERMAN RAILWAY TRAFFIC ONLY SLIGHTLY AFFECTED BY THE WAR

Official Returns Show Commercial Freight Business Close to Normal by December of Last Year—Passenger Receipts Remained More Depressed.

That German railways at the close of 1914 were reporting only a slight falling off in receipts compared with the year before is one of the surprising features of figures received from Berlin by the Bureau of Railway News and Statistics, Chicago. In the fact of serious curtailment in an export and import commerce which had reached \$5,000,000,000 per year, there is reported for the month of December a loss of only 4 per cent. in freight earnings, compared with the preceding year. Passenger loss was 21 per cent. Another unexpected feature is that military transportation, both of troops and freight, plays but a slightly more important part in the total than in times of peace.

"It was to be expected," says the report received by the Bureau, "that passenger as well as freight traffic would be strongly influenced by the war. But, despite the fact that traffic in some localities is still entirely at a standstill, and in the rest of Germany numerous and sometimes important curtailments must be borne, yet the receipts of the railroads in the more recent months happily show a steadily rising tendency, and in December reached nearly the full proportions of the year before."

Omitting Alsace-Lorraine, where transportation was especially restricted, it is stated, the passenger earnings in December were 99 per cent., and the freight earnings 98 per cent. of the year before.

By months for the entire year 1914, the gross earnings from passenger and freight are reported as follows, compared with the preceding year:

Month	Freight	Decrease.
January	\$41,604,780	\$ 923,440
February	42,732,900	x 166,600
March	45,241,420	x 662,120
April	43,866,220	1,092,420
May	44,834,440	x1,754,060
June	42,221,200	x 266,560
July	18,797,240	26,751,200
August	32,234,720	14,665,500
September	40,674,200	10,360,140
October	37,449,200	8,556,100
November	40,348,140	1,944,460
December	40,348,140	1,944,460
Passenger		
January	15,424,750	x 345,100
February	14,558,460	x 818,720
March	17,997,560	1,832,600
April	21,374,730	x4,026,960
May	21,410,480	2,196,740
June	24,606,820	x2,945,446
July	14,772,656	11,376,400
August	14,772,656	11,376,400
September	12,309,760	11,252,640
October	12,345,060	7,632,660
November	12,302,220	1,635,060
December	13,875,400	3,886,540

x—Increase.
In spite of the vast movement of troops and supplies, the Prussian roads in connection with their December figures, state that only 44.5 per cent. of the freight receipts represented military transportation. Against this war figure, all German railways in 1913, a year of peace, reported 4.27 per cent. from this source. The Prussian roads in December reported 5.78 per cent. of the passenger earnings as from military transportation. The peace ratio for all German roads in 1913 was 1.83 per cent.

PLANT TO COST \$14,000,000 ANNUAL TONNAGE TO BE 350,000.

Pittsburgh, Pa., June 12.—R. W. Cooke, industrial agent of the Pennsylvania Lines West of Pittsburgh, announces the completion of negotiations to bring to this district the Aetna Chemical Co., which is erecting three extensive plants. They represent an outlay of \$14,000,000, and will employ many men.

The combined production of the plants, all now under construction, will give the Pennsylvania an additional tonnage of 300,000 to 350,000 tons a year and a revenue of \$1,000,000. The sites are at Carnegie, Oakdale, Nobletown and Pittsburgh.

The principal raw materials used at the Carnegie plant will be crude petroleum, sulphuric acid, nitric acid, caustic soda, soda ash and lime. The resulting by-products will be spent acid, calcium sulphate, calcium carbonate, sodium sulphite, carbon, heavy oils and pitch.

RUSSIA ORDERS 22,000 CARS.

Chicago, June 12.—There is good authority for the statement that the Russian government has practically closed contracts for 22,000 cars. These car orders are said to have been placed as follows:

American Car and Foundry Co.	2,000
Pressed Steel Car	7,000
Canadian Car and Foundry	3,000
Eastern Car Company of Canada	2,000
Seattle Car Company	8,000

The first two named orders are for 40 ton cars. Canadian orders are for standard cars and the Seattle order for cars of much smaller dimensions. Pullman Company has not accepted any contracts.

DULUTH SUPERIOR TRACTION.

The Duluth-Superior Traction Co. comparative weekly statement of gross passenger earnings for the month of June, 1915, follows:

	1915.	1914.	Decrease of Dec.
First week	\$20,133.34	\$25,049.74	\$4,916.40
Year to date	\$482,634.91	\$41,165.96	\$7,530.15

TWIN CITY EARNINGS.

Twin City gross earnings for the fourth week of May were \$262,912; Dec. \$4,106; month of May, \$781,915; Dec. \$15,976; from July 1, \$3,787,287; increase, \$180,287.

ADDITIONAL SERVICE, LAKE SHORE.

In Effect June 13, 1915.
Leave Windsor Street Station 9:00 a.m. and 7:30 p.m. (instead of 5:30 p.m. as at present) ex. Sun., for Ste. Anne's, Vaudreuil, Cornwall and Int. stations. 9:45 a.m. daily, 9:00 p.m. Sunday only, for Ste. Anne's, Vaudreuil, Point Fortune and all intermediate stations.

5:15 p.m. ex. Saturday and Sunday, for Ste. Anne's, Vaudreuil, Rigaud and all intermediate stations.

Arrive Windsor Street Station.
9:30 a.m. daily from Rigaud, making all stops.

1:45 p.m. daily, 11:15 p.m. Sunday only, from Point Fortune, making all stops.

10:30 a.m. ex. Sunday, (instead of 9:30 a.m. as at present).

7:30 p.m. ex. Sunday, from Cornwall, Vaudreuil, Ste. Anne's, making all stops.

RAILROAD NOTES

S. J. Hungerford, superintendent of rolling stock, western lines of the Canadian Northern, at Winnipeg, Man., has his jurisdiction extended over the eastern lines.

The jurisdiction of W. C. C. Mehan, general superintendent of the Grand Trunk Pacific lines west of Prince George, office at Prince Rupert, B.C., has been extended to include the territory between Prince George and Edmonton, Alta.

Replying to a communication from Commissioner Scanderson, of the Board of Trade, Saskatoon, Sask., with reference to the establishment of Union Stockyards in Saskatoon, M. H. McLeod, General Manager of the Canadian Northern Railway, states that he expects to be in the city in the near future, when he will discuss the matter.

The body of an Austrian named John Rymarek, 25 years old, was found in the yards of the Grand Trunk Railroad at Niagara Falls, N.Y., early on Thursday morning. It is supposed the man was endeavoring to reach the United States side of the river when he was killed, the train that passed over his body being a freight en route across the bridge.

Leon H. France, one of the oldest engineers on the New Haven system, has been retired on pension after forty years of continuous service, thirty-five years of which he has been in charge of a locomotive. There are few railroad men who can present a record to compare with that of Mr. France's. In all these years on an engine he has never injured one of his train crew, and the only accident he ever had was striking a team on a crossing which did not result seriously.

The Northern Pacific is now receiving its new steel passenger equipment. Many of the cars have already arrived at the Seattle terminus of the line and have been most favorably commented upon by railroad men who have inspected the cars. In addition to new steel sleepers the equipment consists of dynamo and baggage cars, smoking cars and first class coaches. All the equipment was built by the Pullman Co. and represents the very latest word in all steel equipment. The night trains between Portland and Seattle and between Seattle and Spokane have already been equipped with these new cars and the trains between St. Paul, Minneapolis, Winnipeg and Duluth have been similarly equipped, these a part of the recent very large order for all steel equipment placed by the Northern Pacific.

As details continue to come in it is apparent that very heavy losses have been sustained along the line of the Transcontinental railway during the past week by forest fires. The fires raged for a distance of fully 70 miles along the railway near Kapuskasing, at which place several hundred prisoners of war are detained, and the fire for a time seriously threatened the camp. The prisoners were orderly and no trouble ensued, they themselves joining in the fire fighting. The provincial government farm buildings at Ground Hog river were destroyed. Many of them were recently remodelled. Many cottages were burned. The fires are still smoldering, but following the heavy rain of Sunday night there is no immediate danger. Many settlers at Frederick House and Drift Wood and other places lost all their buildings.

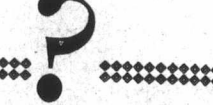
According to the United Consul General at Vancouver, B.C., application has been made by the Northern Pacific Railway for a charter to operate in Canada and will be considered at the next session of the Dominion Parliament. Notice of the company's intention has been advertised, the application being made in the name of the Northern Pacific and the Northern Pacific & British Columbia Railway, the designation under which the line proposes to operate on this side of the border. The filing of the papers in connection with the proposed charter, combined with the frequent visits during the past few weeks of high officials of the Great Northern Railway, are construed in railway circles as an indication that the Northern Pacific and the Great Northern Railway contemplate making a start at an early date on the proposed joint terminals in False Creek, under the terms of the agreement with the city of Vancouver, by which the railways were able to acquire their holdings in this city. The Northern Pacific will run trains from Seattle over its own line to Huntington, and from there branch off on to the Great Northern Railway into Vancouver. In preparation for operating a transcontinental service the Northern Pacific Railway has been improving its line between Seattle and the Canadian border. Heavier steel has been laid, new bridges have been built, and extensive alterations made in grades and embankments. A recent announcement made by the company states an order for \$2,000,000 worth of steel rolling stock has been placed for delivery in 1915.

ORDERS 75,000 SHELL CASES.

New York, June 12.—An export company that has been doing a large business on exports of war munitions has just placed an order for 75,000, 3 1/2 inch shell cases. Specifications call for a shell composed of 2-3 brass and 1-3 steel. The same firm will soon place a contract for high explosive shells that will run into millions of dollars.

WINNIPEG-VANCOUVER SERVICE.

The Canadian Pacific is now operating a train leaving Montreal, Windsor Street Station, at 10:30 a.m. daily for Winnipeg, Vancouver, etc., carrying standard and tourist sleeping cars, arriving at Winnipeg at 11:05 a.m., thus enabling patrons to arrive at a suitable hour in the morning.



Are You in That Class

"I can conceive of no commercial or business man caring to be without your paper," writes a Palmerston Subscriber to The Journal of Commerce. This is the opinion of all progressive business men. Are you in that class?



CONTROLLER E. N. HEBERT,
Who has a new solution of the tramway problem.

The Charter Market

New York, June 12.—The full cargo steamer market holds fairly steady, considering the fact that tonnage for June and July offers more freely than for some time past, especially for coal and grain cargoes. The demand for coal carriers to South America and Mediterranean ports continues and there are a moderate number of orders for grain and deal carriers to European destinations.

In the sailing vessel market there was but little doing in chartering and no changes in the general conditions.

Tonnage, especially of the kind suitable for off-shore business, continues scarce and rates remain steady in all trades.

Charters.—Grain.—British steamer Haworth, 30,000 quarters from the Atlantic Range to a French Atlantic port, 9s. 6d. prompt.

Dutch steamer Delta (previously), 15,000 quarters, from Baltimore to a Scandinavian port, p.t. prompt.

Danish steamer Falkland, 13,000 quarters, same.

Italian bark Tripoli, 758 tons, from Philadelphia to West Italy, p.t. prompt.

Petroleum.—British steamer Volnay, 180,000 cases, from New York to Suva, Townsville, Rockhampton and Brisbane, 74 cents, June.

Dutch steamer Pollux, 80,000 cases, from New York to Malta, 50 cents, June.

Lumber.—Schooner Thomas B. Garland, 75 tons, from Pensacola to Port au Prince, \$13 and port charges.

Coal.—British steamer Achilbater, 2,820 tons (previously), from Baltimore to Algiers, 45s., June.

British steamer Castlemore, 2,404 tons, same, to Alexandria, p.t.

Greek steamer Andros, 1,859 tons, same to Palermo.

Schooner James B. Drake, 991 tons, from Norfolk to Lisbon, p.t.

Miscellaneous.—Steamer George Hawley, 1,699 tons, Atlantic and Pacific trade, one round trip, p.t. prompt.

UNITED STATES RAILROAD EARNINGS SHOW A SMALL IMPROVEMENT

New York, June 12.—More complete returns of the gross earnings for May of the United States railroads making weekly reports to Dun's Review still make a somewhat indifferent comparison with a year ago, the total of all roads amounting to \$32,776,129, a decrease of 3.6 per cent as compared with the same month last year. Although the improvement shown in April is fairly well maintained, conditions are still very irregular, gains on some roads being less marked than in the earlier month, while those of others show considerable increase. In the south remarkable contrasts are presented, Chesapeake & Ohio reporting a gain of no less than \$371,845 and Western Maryland \$138,248, while the earnings of Louisville & Nashville show a loss of \$411,127, Southern \$774,162 and Mobile and Ohio \$123,824. Most of the other lines in this section also report more or less contraction. In the west and southwest the returns continue comparatively favorable although the earnings of a number of important systems are not so large as a year ago. However, taken as a whole, the losses are much less than formerly, which indicates that the tendency is in the right direction. Among the principal changes are increases on Colorado and Southern of \$50,716; Missouri, Kansas and Texas \$23,676; and Minneapolis and St. Louis \$5,129, and decreases on Denver and Rio Grande of \$48,401; Missouri Pacific \$110,000; St. Louis Southwestern \$112,000; Texas and Pacific \$69,504, and Chicago, Great Western \$22,210.

GRAND TRUNK APPRENTICE IS IN ROYAL FLYING CORPS.

Among the twelve hundred Grand Trunk men who have enlisted for overseas service are several apprentices from the Motive Power Department of the railway. These young men are variously employed, many of them in the firing line with the Canadian Expeditionary Force, while others have turned their technical skill to advantage in the other branches of the service.

Among those who enlisted from the Grand Trunk Shops at Battle Creek, Mich., on the outbreak of the war was an English apprentice, A. J. Locke, and the Master Mechanic at Battle Creek, has just received the following letter from the young man's mother, who resides at Godalming, Surrey:

"I am writing to thank you very much for the gift of money sent through you to my son, A. J. Locke, and to thank you also for your kindness to and interest in him while he was employed in the G. T. R. Shops. I can assure you that both my husband and myself will ever feel grateful to you for the welcome you extended to him amongst you, and for the very thorough tuition which he must have had while with you, though, for a short time (these unforeseen circumstances) interrupting his apprenticeship which has enabled him to go out and do his duty for King and country. He is working as a fitter (1st class air mechanic) in the airship factories of the Royal Flying Corps, somewhere in France, and I am glad to tell you that he is keeping well, working very hard, long hours too—cheerfully, loyally doing his share, amidst many dangers, to keep these vile barbarians away from our homes, and it is just what I would have him do. He is my one boy and I wish I had others—who could help in this awful struggle—for such it is and will be until we finally crush these monsters forever, which by God's help, we shall do, at a terrible cost, we know, and great sacrifices."

SHIPPING NOTES

The Plant liner Perry, that went ashore near Halifax, N.S., is expected to be a total loss.

The Allan liner Corsican is reported due in Quebec on Monday. She will arrive in Montreal on Tuesday.

The steamship Roserick will come into port to Thos. Harling and Son in about ten days' time. She will load rails for South Africa.

The Donaldson liner Athena has been delayed on account of bad weather near Cape Race. She is expected to reach Montreal on Sunday.

The Pembla Nieuw, Amsterdam and Buenos Ayres, have arrived at New York; the Northland is at Liverpool, the Gramplan at Plymouth and the Calabria at Genoa.

The giant Cunard liners Mauretania and Transylvania, formerly plying between English ports and New York, arrived at the Dardanelles carrying French and English troops.

Shipping in New York on Wednesday reached highest mark in years, according to records of the New York Herald, which showed that 238 steamships and 114 sailing vessels of many types were at anchor in the harbor.

That fifty per cent of the inquiries coming into his office for information regarding Canadian trips and Canadian attractions are from citizens of the United States who have German names is the statement made by Mr. John F. Pierce, general passenger agent of the Canada Steamship Lines, Ltd.

War risk insurance rates for the North Atlantic remain unchanged from those prevailing last week. Schedules on shipments in British bottoms to Liverpool continue at 1 p.c., to London 1 1/4 p.c., to Mediterranean ports, not east of Sicily, 1/2 of 1 p.c.; Ireland, 1 1/4 p.c. and Havre, 1 p.c.

Merchant shipbuilding in Great Britain has practically come to a standstill. It is expected no more mercantile ships will be built during the war, and that it will be some time after the cessation of hostilities before English yards can be brought into full working order again.

The shipping boom in Japan has now reached its apex and not a ship is lying idle. All available cargo vessels have either been chartered for the merchant service or commandeered as military transports. Shipbuilding yards are enjoying a boom in the form of new construction contracts.

According to reports from Glasgow five shipyards are about to be closed in order that the employees can be released for government work. The yards are situated at Paisley, Bowling, Irvine, Port Glasgow and Campbeltown. The firms affected have been given a limited time in which to finish orders nearing completion.

A London cable says available accommodation on the American liner sailing to-day were quickly taken owing to the belief among Americans that trouble with Germany would result in United States commandeering steamships. The American Line has further advanced its second-class fare \$10, bringing the minimum to \$65.

Congestion at Liverpool continues to be a perplexing problem. On May 25 between 65 and 70 vessels were on the waiting list and it is reported that even when a ship secures a berth, the rate of discharge is slow on account of the great congestion. Difficulty is being experienced in obtaining warehouse accommodations for cotton arriving in Liverpool and arrangements are being made to take storage room on the Birkenhead side of the Mersey.

In the event of war with Germany the United States would be in a position to make use of German ships interned in her ports to the value of \$100,000,000. Among these steamers are the Vaterland of the Hamburg American fleet, the largest steamer in the world, which has crossed the Atlantic only three times; the Kronprinzessin Cecilie of the North German Lloyd fleet, and the Kaiser Wilhelm II. of the same line. In the port of New York alone the interned vessels are four Austrian, 26 German steamers, one German motor ship, three German ships and one German bark.

EXPROPRIATION OF BRANCH LINE OF G. T. P. RY. IMPOSSIBLE.

Ottawa, June 12.—It is almost certain that the Government will not for a time at least expropriate the Grand Trunk Pacific branch line from Graham to Port Williams.

An investigation into the affairs of this branch line clearly showed that immediate expropriation was impossible. The value of this line is about \$11,000,000, but in its bonded and other indebtedness it is almost inextricably interwoven with other parts of the G. T. P. system and the combination carries an indebtedness of nearly \$75,000,000.

To extricate this branch line from this combination and allocate to it its proper portion of indebtedness would take months, if not years.

Until a solution to the financial problem is found it is hardly likely that anything of a definite nature will be done.

BROOKLYN RAPID TRANSIT'S GROSS IN MAY DECREASED \$3,000 A DAY.

Boston, Mass., June 12.—May was a bad weather month for all eastern trolley systems, but it is rather interesting to note that Brooklyn Rapid Transit did not fare as well as either Boston Elevated or Massachusetts Electric. Brooklyn's income recorded a comparative decrease of about \$3,000 per day, or over \$90,000 for the month while Elevated got by with only a \$24,000 comparative decrease.

This follows an April decrease of \$11,000 and cuts down Brooklyn's gain for the 11 months to June 1 to about \$950,000. The bad weather of the past two months is likely to result in a gross gain for the fiscal year of not much over \$900,000. June so far has been disappointing. Prospect is that Brooklyn Rapid Transit will earn this fiscal year between 7 1/2 p.c. and 7 3/4 p.c. on its stock, or say \$1,200,000 above the 6 p.c. dividend rate.

C. P. UPPER LAKE SERVICE.

The steamers Keowatin, Assiniboia, Manitoba and Alberta, are now plying between Port McNicoll and Fort William, leaving the former port on Tuesday, Wednesday, Thursday and Sunday of each week on the arrival of the steamship express which leaves Toronto at 12:45 noon on day of sailing. Passengers from Montreal should leave Windsor Street at 10:00 p.m. or 10:50 p.m. the evening previous. Reservations can now be made at City Ticket Office, Dominion Express Building, or Station Ticket Office.

PACIFIC MAIL STEAMSHIP EARNINGS SHOW DECREASE

Operating Revenue Increased by \$17,423—Traffic on China Line Stimulated by War but Mexican Disturbances Affected Coastwise Line.

New York, June 12.—The annual report of the Pacific Mail Steamship Co., which has just been issued for the year ending April 30, states that compared with the operations of the preceding year, operating revenues increased \$17,523.29, operating expenses decreased \$12,039.79, and taxes decreased \$1,629.74, making an increase in water line operating income of \$4,853.76. There was a decrease in the net revenue from auxiliary operations of \$3,408.75, leaving an increase in the total operating income of \$1,445.01, or 23.13 per cent.

The report makes no mention of the company's intentions to retire from the steamship business after November 2, on which date the La Follette steamer's law becomes effective.

The increase in operating income is entirely attributable to the operations of the Trans-Pacific Line, which, with the same number of voyages as last year shows an increase of \$457,497.89, whereas the operations of the Panama Line show a decrease in revenue of \$280,074.70.

The increase in operating revenue of the Trans-Pacific Line, the report states, is due to conditions brought about by the European war. Many of the ships of the line have been taken out of the Trans-Pacific service and of the Suez service for war purposes. As a result of this the Pacific Mail was enabled to obtain a larger proportion of the traffic. The decrease in the revenues of the Panama Line is due, principally, to the fact that in November, 1914, as a result of the opening of the Panama Canal, the company ceased to participate in the through carriage of freight and passengers between San Francisco and Atlantic ports via the Isthmus of Panama. In addition to this service to Mexican ports has frequently been interrupted during the past year on account of revolutionary disturbances in Mexico and the business with Central American countries has been less than normal owing to the effect of the European war on the financial conditions of those countries.

The decrease of \$12,039.79 in the charge for accrued depreciation is due to the withdrawal from service of the steamship Algoa, sold January 17, 1915; the steamships Barracouta and City of Sydney, condemned and written off.

In 1865 the company acquired a parcel of land near the northern terminus of the Panama Railroad, in the city now known as Colon, Republic of Panama, which was subsequently used as a pier site in connection with the operation of the steamship line. After the exclusion of the company's ships from the Panama Canal the property could no longer be used for operating purposes. The Panama Railroad Company submitted an offer to purchase the property for the sum of \$150,000, which offer was accepted.

UNPRECEDENTED RISE IN SPLITTER ASSUMES A SERIOUS ASPECT.

Sharon, Penn., June 12.—The unprecedented rise in the price of splitter is beginning to assume serious aspect in this district, and manufacturers of sheet bars are worried. Splitter, which cost \$4.58 per 100 pounds last August is quoted now at \$28 to \$30, delivered. Unless relief is found, the sheet mills may have to shut down. Galvanized pipe has been advanced \$10 a ton, and manufacturers are still losing money. Enormous price has cut down the demand, so that pipe mills and galvanizing plants are affected seriously.

MAY RESUME DIVIDENDS.

New York, June 12.—The Directors of Electric Boat Company have under consideration the resumption of the dividend on the common and preferred stocks. It is understood favorable action will take place within the next few weeks, and that the full rate of 8 per cent will be re-established on the preferred together with a payment on the common, probably at the rate of 4 per cent on account of last year. In 1914 the company showed net earnings of \$500,000, or slightly more than 10 per cent on total outstanding stock.

GLOVE MANUFACTURER ASSIGNS.

Mr. F. Gallbert, glove manufacturer of this city, has made an assignment for the benefit of his creditors. The assets are placed at \$250,000 and the liabilities at \$200,000. The largest creditor is the Bank of Hochelaga with a claim of \$132,000, which, however, is secured. The Bank of British North America, have a claim of \$5,000, and Paul Gallbert, a brother, a claim of \$25,000. There are a number of other creditors in the United States, also some in Toronto.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

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CHANGE IN TIME JUNE 13th.

Folders on Application.

BLUE BONNETS RACES.

1.40 p.m. 2.00 p.m.

Return after last race.

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Special Excursion, Montreal to Quebec and Return \$3.50.