ROADS WILL NOT BE SUBJECTED TO UNBEARABLE BURDENS

Inter-Montana Rate Decision Indicates That Inter-State Commerce Commission Would Inaugurate a New Era for Transcontinentals.

New York, February 17 .- L. J. Spence, director of Southern Pacific says importance to the transcontinental railroad lines of the inter-mountain rate rul-ing, is the encouragement and confidence that the prise of Philadelphia in New Haven harbor. railroads are not going to be handicapped by conditions which impose burdens they cannot afford to

"The original order of the Commerce Commission -called fourth section intermountain cases, prescribed that rates from Missouri river territory to Pacific coast terminals should not be exceeded to inermediate points, and that rates from Chicago territory, Pittsburg-Buffalo territory and Atlantic seaboard territory to intermediate points should not exthe rates to Pacific coast terminals by more than 7 p.c., 15 p.c. and 25 p.c. respectively.

"When this order was finally sustained by the Sucompetition had become much more acute, and the Scotland last Friday. There has been no news of he necessary rates to Pacific coast terminals to retain day their share of certain classes of traffic if compelled to reduce their intermediate rates to the extent required by the original order.

"This vital change of conditions was recognized by carriers were required to establish all other rates upon the basis prescribed by the original order, they were granted a hearing upon a new petition covering specified commodities which move in large volume and upon which the sea lines had been making the greatthat further relief has now been granted.

"While we felt that the commission would have been justified in granting absolute relief, especially

This applies to barks and full rigged ships. with respect to rates made within the zone of actual sea competition; that is to say, that the transcontinental lines might reasonably have been authorized to make the necessary rates to the Pacific coast to meet the rates of the steamship lines from points accessible to them without disturbing rates to intermediate interests of intermediate points in the slightest do gree, we believe that the commission's recognition of the changed conditions and the importance of enabling the railroads to forestall the entire surrender of to commendation

"It is important in the encouragement which it justifies that the transcontinental lines, in hereafter mate of the ferry boat had his certificate suspen authority to make rates that will retain their business against this new element of competition, may confi dently expect that they are not going to be handicapped by conditions which impose burdens that the cannot afford to bear."

MANY SHIPS IN ZONE AFFECTED BY GERMAN SUBMARINES

New York, February 17 .- Of the steamships clearing from New York within the past two weeks, maritime records show to-day that twenty-seven are due to be within the war zone declared by Germany around Great Britain on or after February 18, the the day set to establish the zone. Four ships of this fleet are American-owned and fly the U. S flag, and five of the steamers carry passengers.

The four American ships are the Surnga, which sailed from Gothenburg, February 4; the Cushing, which sailed from Copenhagen February 6; the Kansan which sailed from London on the 8th; and the Philadelphia, of the American Line, a passengercarrying ship, which sailed last Saturday for Liver

The four other vessels carrying passengers are the Adriatic (Br.) of the White Star Line, which should reach Liverpool late on the 18th or on the morning of the 19th; the Norwegian steamer Bergensfjord, bound for Bergen; the Cunarder Orduna (Br.), due at Liverpool about February 25; and the French liner Niagwhich sailed Sunday for Havre.

All the vessels wehe heavily laden with freight. The Philadelphia carried 250 passengers, the Adriatic 400 and the other three liners had fewer passengers

Portland, Maine, February 16 .- Five freight steamers, with cargoes including nearly 1.000,000 bushels of grain, have left this port for England and Scotland since February 6, and are due to be within the Gerne about the British Isles on or after February 18th. One passenger steamer, the Zeeland, is scheduled to arrive at Liverpool to-morrow night

GERMAN STEEL SHIPMENTS.

Boston, Mass., February 16,-Weekly report of the Cartel in 1914 in comparison with previous years (long Lakes.

	THE PARTY.	4 6 4 6	CONT. C. C.	YATE	1040	1000	4.0
January	465	540	490	414	388	419	39
February	492	518	520	424	407	408	43
March	574	575	684	670	619	534	49
April	525	580	478	450	425	375	38
May	565	580	550	545	398	388	42
June	575	620	625	510	458	429	38
July	471	518	550	471	404	408	39
August		537	565	485	457	429	41
September	249	533	522	515	459	449	41
October	285	537	553 -	482	469	431	42
November	250	477	503	499	430	401	35
December	272	467	503	478	453	419	36
	A1975 987			Carrier of the last			

STEAMER HELD FOR EXAMINATION. New York, February 17.-Scandinavian-America

Liner Oscar II., which left this port Pebruary 4th with about 46 passengers and a large cargo of food and and the plans are already in the possession of Cass applies, was picked up by a British cruieer and tak- Gilbert, the architect, en into Kirkwall last Sunday, according to a cable Six large firebroof warehouses with

for Christiana and Copenhagen

NATIONAL TRANSITS DIVIDEND

" SHIPPING NOTES

The Dominion has arrived at Liverpool, and the Ryndam at Rotterdam.

The United States naval collier Jason, sailed for San Francisco carrying the French exhibit for the

Panama-Pacific Exposition. The freight steamship York, outward bound fo

Two Italian steamers, loaded with wheat, bound to Venice, are reported to have been stopped by Aus

The new Anchor liner Tuscania arrived at New York yesterday on her maiden trip from Glasgo Liverpool. She was built at Glasgow and is of 14, 000 tons gross register. She brought 383 passenger. and more than 3,000 sacks of mail.

Amerika liner Oscar II., which sailed from New York, preme Sourt, the Panama canal had been opened, sea and was signalled 410 miles west of the coast of transcontinental lines could not afford to make the since. She should have reached Copenhagen yester-

The Liverpool Steamship Owners' Association which owns 4,500,000 tons of steam shipping, or 21 per cent, of the total British steam tonnage affoat, in the Interstate Commerce Commission, and while the its annual report says that the main cause of congestion at ports of the United Kingdom is the short-

The owner of a sailing vessel is now having the chance of his life. As the situation stands at preent est inroads. It is upon this schedule of commodities any schooner that is under twenty-five years of age a radius of 40 miles of Montreal is three times that has now the opportunity to undertake a long voyage of Boston. This is a gross misrepresentation of fact

Mr. Edwin B. Sadtler, of the New York Shipbuild ing Co, says: "There is now more tonnage in America than at any time in the last year. The operation, however, is temporarily suspended as owners are loath to contract for new tonnage, and then find points; and that this would not have prejudiced the themselves thrown into competition with the Gov-

Captain Holmes, of the steamer Morwenna, was ound wholly to blame for the collision in Halifax Montreal rate. this character of traffic to the sea routes is entitled harbor with the Dartmouth ferry steamer Chebucto. certificate was suspended for six months, without the option of a lower grade certificate. The approaching the Interstate Commerce Commission for for one month, and Captain Allen, master of the same vessel, got off with a reprimand.

> Latest advices from Genoa state that there are 40 argoes or more of grain, valued at \$12,000,000, waiting to unload at that port. These include 25 shiploads from the United States and 15 from South Am erica. Because of the call to the colors there are very few able-bodied men at Italian ports to handle and inload vessels, hence the congestion.

> The revolutionary effect of the Panama Canal on trans-continental traffic was made manifest last week, when the U. S. Interstate Commerce Commission granted permission to the trans-continental railoads to establish certain commodity rates Eastern points to the Pacific Coast terminals lower than those to intermediate points in inter-mountain

The American-Hawaiian Steamship Co. has placstruction of a steamer, to be a duplicate of the tion in Boston, will average from 1%c up to 4c per Washingtonian sunk in collision with the schooner gallon, which covers the railway rate, wages paid by Elizabeth Palmer a few weeks ago. The company milk dealers to men riding in the railway cars to hanwill shortly place orders for two more steamers intended more particularly for the lumber trade, and ing in winter where furnished. capable of carrying 2,000,000 feet.

A. E. Mathews, head of the Mathews Steam ship Co., was elected president at the annual meeting of the Dominion Marine Association in Ottawa yesterday. The other officers elected are: First viceesident, H. W. Richardson, Kingston; second vice-W. E. Burke, Montreal, of the Canada Steamship Lines; general counsel, Francis King, Kingston; executive committee, W. L. Reed, Toron to, of the Canada Lake and Ocean Navigation Com pany; and Denis Murphy, Ottawa, of the Ottawa Transportation Company.

WRECK ON LACKAWANNA

New York. February 17.-Five cars in a ten train on the Lackawanna Railroad were derailed this morning at the west end of the Bergen Tunnel, the accident being caused by a breaking of a journal on one of the cars. No one was injured

NO EXTREME TEMPERATURES.

lin gives this review of shipments of the German Steel a pronounced high area is centred over the Great trades

Fair weather prevails in nearly all parts of 1914 1913 1912 1911 1910 1909 1908 Dominion with no extreme temperatures.

HUGE WAREHOUSE PLANT FOR THE BARGE CANAL TERMINAL

New York, February 17 .- The most important development in years for the Greenpoint section of Long Island, namely, a \$2,500,000 warehouse plant, to be \$8 6d, option west coast Italy 10s 9d. February-March. 1st to June 1st, inclusive, in which will occur the an situated at the barge canal terminal at the junction of Newtown Creek and the East River, has been an-

Local interests are said to be behind the project,

Six large fireproof warehouses, with waterfront railroad switches, freight terminals and every facil-Officials of the line believe the steamer is being ity for the most economical handling of the great held until her cargo can be examined. She was bound volume of freight which the new barge canal is expected to bring to Brooklyn are included in the

The corporation which has undertaken the project New York, February 17 .- A reduction in the Na- is to be known as the West Street Improvement Co., New York, February 17.—A reduction in the National Transit Company's quarterly dividend from 75 and the site is believed to be the extensive property cents to 56 cents, placing the dividend upon an 8 per cent basis as compared with 12 per cent annually.

American steamer City of Memphis, 3.081 tons, from Savannah, etc., to Bremen with cotton, p.t., March-April, American steamer Guifstream, 3.202 tons, same. nich has been paid since dissolution, came as a from Eagle to Freeman streets, and the pulitings reprise. Although the company's earnings for 1914 now encumbering it are of comparatively small value, are slightly less than the 12 per cent dividend reprised to the site is believed to be in the neighborhood of \$1,500,000. The improvement company reprised to the definite location of the site because the details were not settled.

American steamer Guantanamo, 2,025 tons, same, option, Rotterdam, Genoa or Trieste. Schooner Stanley M. Seaman, W. Schooner Stanley M. Seaman, W. Schooner Stanley M. Seaman, W. Schooner Stanley M. Seaman, Stan



HON. FRANK COCHRANE, Minister of Railways and Canals. He has tabled returns, showing that the sum of \$27,080,159 wa last year, on account of Rail ways and Canals.

BOSTON AND MONTRE/L RATES FOR CARRYING MILK COMPARED

Generally Speaking, the Greater the Distance the Greater the Rate and the Greater Risk of Deterioration.

The statement hasb een publicly made that railway harges for transportation of milk from farms within The facts are as follows:-

(a) Milk is rarely, if ever, shipped into Montreal in (b) The bulk of the milk into Boston is shipped in

arloads, but there are also less than carload quanti-(c) For a distance of 40 miles into Montreal, vs

Boston, the rates are:-Grand Trunk and Canadian Pacific-1.88c per Imperial gal., which equals about 20 per cent. more than the American wind gallon.

Boston & Albany R, R.-2.1c pe rgal, 112 p.c. of Boston & Maine R. R.-1.4c per gal., 74 p.c. of

Montreal rate. New York, New Haven & Hartford R. R .- 2.82c per nded gal., 150 p.c. of Montreal rate. The rate to Montreal and the Boston and Albany R

R. and Boston and Maine R. R. rates to Boston are for any quantity, whereas the New York, New Haven and Hartford rates vary according to the number of cans shipped at one time, the rate given above being shipments of 20 cans or less-8 % quart applied or ans. For cans containing 10 gallong, in lots of 20 cans or less, the rate is 3c per gallon, equal to 160 c. of the rate to Montreal.

It is true that the Boston and Maine have a carload rate for 40 miles, when milk is shipped over the same ground each day of the year, and conditionally that the car contains not less than 2.231 gallons (or if that quantity is not in the car yet it must be paid for), which figures out .614 of a cent per gallon which is about one third of the rate into Montreal, providing from that quantity was in the car each day, but the owners of the milk have to send one or two men at their wn expense in charge of the car to load the milk

The most accurate information which it appears ossible to obtain from the railways and milk dealers in Boston, indicates that the cost of taking milk from an order with the Maryland Steel Co., for the con- the railway station in the country to the railway stadle the milk, refrigeration where furnished, or heat As a matter of fact much milk into Boston goe

This of itself is evidence that the bulk of milk into Boston cannot go from the 40 miles radius which is almost the lowest rate in effect, in view of the fact that within that radius the country is well built un with thickly populated suburbs, and it is manifestly evident that Boston dealers must necessarily go a greater distance for their supply of milk, and that generally speaking, the greater the distance the greater the rate, and the greater risk of deterioration.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.) New York, February 17 .-- A moderate amount of

steamer chartering was reported yesterday

There is a steady demand for boats for prompt and forward delivery for business of various kinds Pressure is low over the Western Provinces, whire and rates are fully up to those recently paid in all

The supply of prompt boats continue light, and the offerings for April and later are limited. For sailing vessels there is a steady inquiry in the trans-Atlan-tic, South America and West India trades and rates suitable vessels are decidedly buoyant owing to

out rates are somewhat better.

Charters-Norwegian steamer Frey, 20,000 quarters, om the Atlantic Range to Denmark, 15s, February

British steamer Llongwen (previously), 32,000 quarers, from the Gulf to west coast United Kingdom,

Petroleum-Barque Mabel L Meyers, 26,000 cases, om New York to Rio Janeiro or Santos 35 cents.

Schooner Martha P. Small, 75,000 cases, same.

Lumber—British steamer Bagdale, 1,324 tons, from the stockholders but responsibility for the results nature of the stockholders but responsibility for the results nature.

the Gulf to the River Plate, 265s March. Coal-Schooner Stanley M. Seaman, 953 tons, from turally will rest upon them, the Atlantic Range to Cienfuegos, \$2.80 discharged

and foreign port charges. Mayport, \$1.05.

Miscellaneous— British steamer Chimu, 2,781 tons, from St. Johns, Nfld. to Havre, p.t. March.

RAILROAD NOTES

******************************** A railroad blockade is feared from the effe blizzard in northern Iowa.

Reading Railway will shortly be in the marke

The California Railroad Commission made perman ent its temporary order, issued a year ago, reducing

There were something like 650 new businesses start. last year in cities and towns along the line of the

It is understood that the C. P. R. operating the complete section of the Kettle Valley

partment visited last year, 690 cities and towns in onnection with business openings. The complaint against the New Haven Railroad of vercrowding the trains operated between New Ro-

chelle and Grand Central terminal has been with-

C. W. Hotchkiss, formerly general manager of Chi cago, Indiana & Southern, has been elected chairman of board of the Virginian Railway. Raymond Du Puy, ormerly vice-president of Virginian, was elected pre

Fifty-four thousand railroad employes signed peti ions to the Missouri Legislature, now in session, ask ng that railroads of the State be allowed to increas freight and passenger rates, the increase to give em ployment to several thousand additional men.

Mr. J. E. Dalrymple, vice-president, and Mr. C. E Dewey freight traffic manager of the Grand Trunk and Mr. W. R. MacInnes, freight traffic manager, and Mr. Wm. Kirkpatrick, assistant freight traffic mana ger of the C. P. R. are continuing the work of preparing the case for the railways to be presented the Railway Commission on the 1st of March.

Those wishing to visit California for the Exhibition can do so via the Grand Trunk Pacific for the same fares in most cases as on the more direct routes from Chicago and have the benefit of seeing the Canadian Rockies at their best, the wonderful Fraser, and r ers of British Columbia, besides enjoying a two days trip through the "Norway of America" on the G. T. I

By "The Grand Trunk Pacific Guarantee Act, 1914." authority is given the London Underground is interested, and also with interest thereon at the rate of 4 per cent. per company will be sufficient to pay full interest to De annum; £482,400 of these securities have been sold cember 31st, 1914, on its six per cent, first cumulative and a portion of the remainder have been pledged income debenture stock and on its 6 per cent income for the purpose set out in the act.

Mr. G. Hall, vice-president of the C. P. R. in charg of western lines, states that the company has taken ever since 1908 more than 3,000 miles of new track In the same period 789 miles of second track has been but in operation, and the sections of the railway be tween Macleod and Lethbridge and between Field and Hector, have been rebuilt. In addition to all this the company's terminals have all been practically rebuilt

Philip Stockton, president of Old Colony Trust Co which is fiscal agent of Boston & Maine, says: "I give it as my personal opinion, because our directors have not yet acted on the matter, that we shall be willing to do everything requested by the road. I cannot say that all note holders will agree, but I feel that suffi-Maine officials to satisfy them that the extension plan

"CROFTON HALL" WILL CARRY

yesterday by Norton, Lilly & Co., Produce Exchange, Transylvania (15,000 tons) April the United States with the steamship Crofton Hall, the United States with the steamship Croiton Hall.

For information apply to THE ROBERT REFORD CO., LIMITED, General Research, 3 St. Control of the Control

to the River Plate, giving quickest passage to Monte video and Buenos Ayres by omitting calls at Brazilian ports.

The Crofton Hall was built in 1913 with the m nodern accommodations for passengers. She has a specially constructed bullion room for the transpor valuable freight and specie; is also fitted with electric lights, life saving equipment and Mar-

WEATHER MAP

Cotton Belt-Partly cloudy, light to moderate pre elpitation on the east coast. Temperature 32 to 50. Winter Wheat Belt-Generally clear. Temperatur 26 to 46.

American Northwest-Partly cloudy. Temperature

the light offerings of same. In the coast-wise trades, freights offer sparingly, MR. GOULD'S FRANK STATEMENT CLEARS UP UNCERTAINITIES

New York, February 17 .- The critical period for Missouri Pacific will cover three months from March

1st to June 1st. inclusive, in which will occur the an British steamer Millicient Knight. 24,000 quarters, mual meeting on March 9th and the maturity of \$25,-name. Most important of all appears to be the successful

consummation of plans for the annual meeting which contemplates a radical re-organization of the board

To a representative of the Journal of Commerce

George J. Gould said that he had no intention of makschooner Lizzie M. Péarsons, 715 tons, same, p.t.

Schooner Lizzie M. Péarsons, 715 tons, same, p.t.

Schooner Wm. J. Quillen, 575 tons, from Baltimore proxy committee or of putting his own representative on the board under the cumulative voting privilege.
"As matters look now," he said, "I see great ad-

vantages for Missouri Pacific to be derived from the American steamer City of Memphis, 8,081 tons from entrance of new and strong banking interests into the situation, and, unless something occurs to change my present views, I shall not only not oppose their the annual meeting, but will co-operate with them in all matters essential to the v the property.

This frank statement from Mr. Gould appears to clear up one of the biggest uncertainties that have been overhanging the situation

LARGE SILVER SHIPMENT TO CHINA DUE TO IAREGULAR SAILINGS

New York, February 16.—Export to China by the International Banking Corporation on steamship "Korea" from San Francisco of so large an amount of silver hars as \$375,000 worth at one time, totaling 784,000 ounces, together with 100,000 ounces more by other banks, is chiefly the result of irregular satings. Boats have not left for the Orient so frequently as the amount represents accumulated

Boats have not let to the cross as frequently as usual recently, so the amount represents accumulated consignments from earlier dates of intended exports. "Usually," it is stated by a prominent banking omcial, we are now selling cotton goods to China in sufficient quantities, but are buying from China and paying that country in affver. Sooner or later the accumulated stocks at San Francisco will find their way to China, anyhow. It is, in the long run, only a question of storing in Shanghai or in San Francisco, in the more or less dislocated condition of comm the ordinary exchange operations do not serve the purpose of settling trade operations so conveniently Representatives of C. P. R. natural resources deas by export of silver. Otherwise there is nothing unusual about this transaction

For ten months ended with October our exports of For ten months such and imports were \$20.513.34. silver were \$42.553.190, and imports were \$20.513.34. leaving a balance of \$21,937,796. Of our exports 15. 159,764 went to China, India and Hong Kong In the same ten months of 1913 these countries took \$10,-963,642, or fully twice the amount of 1914 to Oct. 30 Until China's internal trade revives, demand for silver there is not apt to increase to such an extent as cause any marked advance in prices from that

PHILADELPHIA RY, SHAREHOLDERS HAVE INCREASED SINCE LAST JUNE.

Philadelphia. Pa., February 17.-The number of Pennsylvania stockholders which will participate the dividend payable February 27 is 91.967. Stockhold. ers on January 31 numbered 91,978. Stockholders in Pennsylvania on January 31 numbered 31.708: York, 16,659; New England, 16,504; foreign, 11,912; scattering 16,185.

There are 44,347 women stockholders, or 48.22 p.c. of the total. All stockholders on June 30 last were 90.114 and on January 31 the list contained 1.564 more name, the largest ever reported. Last June the number of foreign stockholders was 11,622. This compares with 11.912 on January 31, so there are 290 more foreign holders of Pennsylvania shares now than before the European war began.

LONDON UNDERGROUND RAILWAYS.

New York, February 17,-It is officially announced by the secretary of the London Underground Railways that, subject to confirmation of the respective diviuthority is given the Dominion to guarantee the se-dend announcements of the various companies in to a final audit of its accounts, the revenues of the bonds and leave about 35,000 pounds sterling to

NEW YORK CENT-RAL ANNUAL.

New York, February 17 .- New York Central will hold a special meeting of stockholders March I Books close February 17 and re-open March

STEAMSHIPS.

CUNARD LINE

CANADIAN SERVICE Sailings from Halifax to Liverpool:-

FRANCONIA (18,100 tors) March 8th, 1 am.

which sails from New York on March 10, and is the only American passenger steamer going direct to the east coast of South America.

For the first time in many years passengers will be enabled to travel under the American flag direct

MAIL LINES

SAILINGS: DURING THE WINTER SEASON OF NAVIGATION STEAMERS SAIL FROM St. John N.B., and Halifax, N.S., to Liverpool; St. John to Havre and London; and Portland and Boston to Glasgow.

STEAMERS.—The steamers presently employed in CORSICAN, HESPERIAN, SCANDINAVIAN, Etc. RATES.—First Class \$82.50. Second Class & "Cabin" \$50 to \$55, according to Steamer. INFORMATION.—For dates of sailing and all further in-ormation, apply any agent, or The Allan Line, Uplava assenger Office, 675 St. Catherine Street, Montreal; or

.H. & A. ALLAN, General Agents 2 St. Peter Street - MONTREAL - 4 Youville Square

RAILROADS.

OTTAWA

*9.05 a.m. †4.00 p.m., \$7.35 p.m. *9.00 p.m. *9.45 p.m. Sleeper on *9.00 p.m. train for Ottawa. *Daily. †Daily ex. Sun. ;Sun. only. TICKET OFFICES

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

GRAND TRUNK SYSTEM

MONTREAL-NEW YORK (Via D. & H.) *9.01 a.m.

MONTREAL — BOSTON — NEW YORK

(Via C.V.)

*8.30 a.m.

Pullman Electric Lighted Sleeping Cars on night Parior and Dining or Cafe Cars on day trains.
*Daily.

122 St. James St., coc. Francis Xude Windoor Rotel —Phone Up. 186
Bonaventure Station —Main 228

ins of the National Mutual Life Assi of the National Mutual Life Assi-erest the report for 1914 was subri-nts in the chairman's speech will those who regard this first report showing which way the wind eath dalms were about £10,000 abo "entirely due to cast 1913 up to August, but for the twelthat of the preceding year, again the war"; rate of interest earned
nt. 48 compared with £4 198 per co se were the outstanding items wh ent. And a repetition of the old to the way in which life offices are as i.e., taxed on their interest i on their profits, as ascertained by tion-will no doubt be echoed far Many who have the interests of in les at heart have written or spoken terms as to the good effects which ted to arise after the great war is world has resumed the even tenor of min financial effects are, perhaps, y to foretell, and it is quite reasonab ance writer has urged, that t with its fixed and unalterable sum assi able except by way of augmentationestment of the future" which will me rease of new business for the office: The chairman of the Abstainers' and ught of another way in which impr rise, for he believes that the war w no doubt, to still more remarkable morta

WON CASE WHEN TRANSFE

The Court at Mexico. Mo., has returne 15,000 against the Royal in favor of the turing Company, says the Review of loss occurred at Vandalia, Ill., in 1 heaviest of the year, with insurance companies resisted payment on the fire was incendiary and that the en over-valued and over-insured. any transferred the cases to Mexico, M arts have a record of never having dict in favor of a corporation. Fo he companies are not surprised over the first case tried having had a similar

FIRE DEPARTMENT VALUE Property, rolling stock, and live stock

Montreal Fire Department is valued ording to an inventory prepared und on of Chief Tremblay on the orders of M pparatus, hay, fuel, etc. There are There are 160 pieces of apparatus value of these there are 28 motor driven, value and 132 horse drawn, valued at \$253,400.

ere are 20 pieces in reserve valued at \$ Department has on hand 8,000 tons of CONFER ABOUT FISHERIE

New York, February 17.—A conference of an amicable settlement of disputes a Newfoundland fisheries award at T the Newformanna districts and Morris, Pren 1910 was held by Sir Edward Morris, Pren Joundland, at the Hotel Manhatten yesterd ves of the State Department. ngs would be arranged for, it was said spected that the claims, aggregating at uld be so handled between the Gover

course to a court of arbitration would

INCOME OF EXPRESS COMPANIES

INDICATES GREAT agton, D.C., February 17.-Figur the Interstate Commerce Commission : of revenues and expenses of the princips for October, 1914, show as follows: Mile miles, as against 297,567 miles for October operating revenues \$6,551,651, against \$7,56 aung expenses, \$6,190,565, against \$6,701,1 rating revenue \$361,086, against \$806,85 lares, \$123,862, against \$113,761; operati \$36,711,against \$693,024.

The express companies named are Adam Canadian, Globe, Great North Wells Fargo and Western. ian, Globe, Great Northern, Norther

GOOD ROADS ACT. February 17.-Under the I the Good Roads Act—a bill that has just I —the floating of a new \$5,000,000 loam for t ents of the province is authorized. The sum of \$10,000,000 was raised three

or the same purpose. FARM FIRE COST \$5,000. ingfield, Ont., February 17.—Fire of yesterday destroyed the barns an orish yesterday destroyed the barns an George W. Kilborne, a prosperous South

involving a loss of \$5,000. POWDER COMPANY'S ANNUA York, February 17,-The E .I. du F urs Powder Co. will hold the annual mee

YOUNG MAN

READ Journal o Commerc

If you desire a newspaper that will cultivate your judgment and give authority for your statements