SALE OF SECURITIES PRELUDE TO WABASH REDRGANIZATION

Following the Usual Procedure the Commit the Legical Bidder For the Collateral at the Sale in New York on March 12th.

Relative to the announcement made that securities and property of the Wabash Railroad Company are to be sold in New York City on March 12th, the follow ing are some of the special items:-

Demand note of the Wabash-Pittsburg Ter minal Railway Company for \$3,500,000; dated May 1,

(2) Demand note of the Wabash-Pittsburg Terminal Railway Company for \$1,500,000 dated May 1, 1905:

(2) 2,400 shares of par value of \$100 each of the capital stock of the Belt Railway Company of Chi-

(4) 1,217 shares of par value of \$100 each of the capital stock of the Pacific Refrigerator Transit Com-

(5) 12,000 shares par value of \$100 each of the capital stock of the Pacific Express Company; and, (6) \$5,000.000 par value first refunding and extension mortgage bonds of the Wabash Railroad Company, having attached thereto the coupons maturing January 1, 1912, and all subsequent

Deposit With Special Matter.

No bids will be received from anyone offering to bid on any or either or said parcels who shall not deposit with the special master, Robert C. Beatty, at his office, 68 William street, New York, on or prior to March 11, 1915, as a pledge that he will make good the following table

																								Casii	
																							de	posit.	deposit
Parcel	1														0									\$5,200	\$26,00
Parcél																								1.000	5,00
Parcel																								400	2,00
Parcel																								700	3.50
Parcel																								200	1.00
Parcel	6																							2,700	13,50
On a	ac	ce	21	p	ti	a	n	c	e	C	ı	ŧ	ı	b	i	d	f	o	1	e	i	t	her	or any	of the

above parcels, the bidder whose offer is accepted forthwith pay to the special master in addition to

Referring to the foreclosure decree under which the collateral securing the extended 41/2 per cent. gold notes of the Wabash Railroad Company, due May 1. 1913, will be offered for public sale on March 12 next, the committee of noteholders, of which John W. Platten is chairman, gives notice that about 90 per gift from the Archbishop of Toronto to Cardinal Mer cent. of the notes had been deposited subject to the noteholders agreement of April 30, 1913. Certain amendments have been made to this agreement and deposits of the remaining notes in negotiable form, with the May 1, 1913, coupons attached, the United cian. with the May 1, 1913, coupons attached the United cian. The men were taken were taken from the sinking schools and Trust Company, 55 Cedar street. States Mortgage and Trust Company, 55 Cedar street. er in mid-ocean, February 4. Heavy, squalls had when gross revenues were topping all records, main-New York, until February 27 next, after which date caused the vessel to founder. the committee will be under no obligation to permit further deposits

Holders of Certificates.

The committee announces these amendments under which holders of deposit who do not withdraw their notes within two weeks after February 9, will be deemed to have assented to said amendments, and will be bound thereby. Holders of certificates of deposit may, however, withdraw the notes represented thereby within said period of two weeks upon surof their certificates of deposit, properly indorsed in blank and upon paying to the depositary \$10 per \$1,000 note, which amount the committee has fixed as a fair contribution toward the expenses and compensation of the committee, and also in the case otes in respect of which the amount of the May 1, 1913, interest coupon was advanced, the amount of ich advance with interest thereon at the rate of 6 per cent. per annum

The securities which are to be sold on March 12, in accordance with a decree of the district court enship Frankmount at New York and seized \$1,500 played an important part.

tered on January 9 last, represent the collateral for worth of smoking opium, and alleged evidence in the the \$5,000,000 41/2 per cent. notes of the Wabash Rail- form of letters which is said to lead Government road Company originally issued on May 1, 1905, and agents to believe that opium smuggling gangs are extended to the same date of 1913. A committee, of operating here and at Tacoma, Washington, and that which John W. Platten is chairman, and of which an extensive traffic is carried on at Vancouver, B.C., the other members are Otto T. Bannard and Henry and at several large South American cities. R. Ickelheimer, with Calvert Brewer as secretary, asked for a deposit of the notes with the United States Mortgage and Trust Company. It is understood that practically all of them have been turned in. Sale of Collateral.

ed sale of the collateral is understood to be the usual legal step in order to put the commit-tee in possession of the security for the notes and in turn in a position to deal with the other committees forthcoming reorganization of the Wabash Following the usual procedure Railroad Company. amittee would be the logical bidder for the col-

It is learned that another plan of reorganization as possible. So far nothing has been heard recently with respect to a similar plan for either the Wabash-Pittsburg Terminal Railroad Company or the Wheeling and Lake Eric Railroad Company. Several plans have been brought forward for these companies within the past two years, but it has been impossible to obtain an agreement to the terms from all the various interests.

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

****************** The Manchester Line S.S. Manchester Merchan alled from Manchester for Halifax, N.S., on February 13th.

Shippers of cotton threaten to buy the steamer they require if tonnage at reasonable rates are no speedily forthcoming.

ement is made in the Amsterdam Handels blad that the Royal Dutch Steamship Company has ended its service to Havre until further notice.

The British steamer Wavelet, from Pensa struck a mine in the English Channel to-day. The loss of life numbered twelve, and the steamer was

The new Blue Funnel Line service between Ta coma and Europe by way of the Panama Canal, it is expected, will facilitate the shipment of copper to Europe.

The subsidiary companies of the Atlantic, Gulf and West Indies Steamship Lines are showing gratifying increases in earnings as contrasted with those of re

The New York, the Alaunia and the Franconia have arrived at Liverpool; the Rochambeau is at New York: the Madonna at Marseilles; the Ancona at Naples and the Regina d'Italia at Genoa.

mathing never before heard in the shipping trade his bid in case its acceptance the sum set forth in is the rate of \$7.50 per ton now being asked and paid to sailing vessels for coal from New York to Buenos Aires, the shipper paying all loading, discharging it. charges and port fees.

> Messrs. Vickers, Ltd., have formed a shipbuilding ompany to operate in Spain. The purpose is to build mercantile ships of all classes. The capital is 6480 000 and 60 per cent, of the money will be found by Spain and 30 per cent. by England

The hampering of the North Sea fishing has compelled England to turn to Canada to help her out of the amount deposited, a sum which, with the deposit her dilemna. Quite a profitable business is being already made shall be equal to 10 per cent, of such done in bringing halibut caught in British Columbia and shipping it to Great Britain via Montreal.

> Canada's gift ship Treneglov filled with food and other good things for distressed Belgium left Plymouth yesterday for Rotterdam, having been delayed by the weather. The ship carries a special

The crew of the Nova Scotian schooner Fleetly has een landed at Avonmouth by the steamer Mechanibound from Lunenburg, N.S., for St. John's, Nfld.

The British Foreign Office has announced defin helmina should be diverted for the relief of the dis- in practically every commodity carried. James J. ress in Belgium, the decision to send her cargo to a British prize court would be reconsidered. Otherwise but merely says that conditions are mending. Not all her cargo must be submitted to the decision of the court.

During the past week deep sea charters were closed for eight schooners to Canada and the United States. The vessels are to carry lumber, coal, cement, and the ike to the east coast of Ireland, and the west coast of England, and will sail in the wake of fleet of American and British ships that have already received charters in this trade

Customs inspectors have boarded the British steam

Admiralty states that when a name and a national flag are painted on the side of a neutral ship in order to insure protection from a German submarine attack, they should be painted as high as possible above the waterline, as otherwise they may not be observed from the submarines, whose periscopes will be very little raised above the water. Rough weather and high seas increase the necessity for neutral ships observing

The U. S. coastguard dereliet destroyer Seneca awaited orders to sail to-day for the Grand Banks, for March loading. where she will patrol the ice fields. The Seneca ain there as long as the ice continues to down from the north and menace navigation. powerful wireless outfit will enable her to be in constant communication with shore stations. The position of ice not only will be made known by wireless to the Hydrographic Office in Washington, but the news also will be flashed to vessels in the vicinity.



tion in front of Warsaw as interpreted by a Russian cart are sawing one of the Kaiser's supports, while flussia is hacking the other to pieces. The figure be



MR. J. E. DALRYMPLE

Vice-President Grand Trunk, who presided yester-lay at a meeting of the freight men of the different railroads.

GREAT NORTHERN LOST OVER \$5,000,000 IN GROSS REVENUE

Large Reductions in Expenditures for Upkeep Made-Surplus After Dividends Was \$7,600,000.

Great Northern's gross revenues decreased \$5,630,-605 in the first six months of the current fiscal year, and yet the surplus for the period, after dividends and depreciation charges was about \$7,600,000. In other words the road fell short by roughly \$1,000,000 of earning the full year's requirements for dividends and miscellaneous depreciation in the six months. The now. loss in gross earnings suffered by Great Northern has been as severe as that felt by any of the north western roads.

After bulking maintenance work in the spring nonths, Great Northern met falling revenues by an immediate reduction in operating expenses. In the fiscal year ended June 30, 1914, maintenance outla was larger than in any previous year. In the current ear, the first six months showed a decrease in maintenance of over \$4,000,000. James J. Hill says that the physical condition of the road is first-class, but done. With revenues on the decline, a decrease in transportation costs was to be expected and \$1.721 -193 was lopped off that item in the first half year. The ratio to gross was between 24 and 25 per cent., s ow percentage even for Great Northern.

With the coming spring months, maintenance The men were taken from the sinking schoon- lay will increase. In the fiscal years 1914 and 1915, doubtedly made it easier to cut down this year with out impairing the system's physical condition.

No one cause is to blame for the falling off in earn itely that if the cargo of the American ship Wil-Hill is not making any predictions of business boo that from 28 to 30 per cent. of the grain is still in farmer's hands.

It is altogether probable that with the cancellation of the Steel ore lease Great Northern's revenue this year from ore shipments will be smaller. The Corporation took out 6,000,000 tons of iron or from the Great Northern Ore properties in 1914, and the Great Northern road hauled this from the mines The rate is 60 cents a ton, which meant to the lakes. revenues of \$3,600,000 to the railroad. Shipments from the operations of the steel lease have not constituted all of Great Northern's ore tonnage, but they have

It cannot be said that because the Steel lease is n longer in operation Great Northern Railway's ore tonnage will suffer to the extent of 6,000,000 tons, the approximate total of ore the Steel Corporation took out in 1914, but it is likely that there will be a substantial eduction. Although Great Northern's ore tonnage makes up over 40 per cent. of the total freight toncontributes only about 15 per cent. to gross freight revenues.

************************ The Charter Market

New York, February 16 .- The full cargo steamer narket continues firm and rates are strongly sup- building of terminals. While the route and speci ported in all trades by the light offerings of tonnage

(Exclusive Leased Wire to Journal of Commerce.)

Charterers requirements are mostly for March de-livery, particularly time charter boats. In the sail-ment ing vessel market chartering appears to be on the increase in the off-shore trades, and rates are advancing materially.

suitable vessels is light. Charters-Grain-Belgian steamer Fruithandel. 21.-

00 quarters, from the Gulf to West Coast Italy, 11s 14d. March. British steamer Morazan, 23,000 quarters, from the

Gulf to Marseilles, or Naples, 11s, March.

British steamer Volnay, 2,328 tons, from New York o Avonmouth. Cardiff, Barry, or Hull, with part eargo, p.t. prompt.

Dutch steamer Laurs. 21,000 quarters, from Philadelphia to Rotterdam, 9s. February-March.

Greek steamer Nestor (previously), 30,000 quarers, from the Atlantic Range to Greece, 10s 71/4d, option. West Coast Italy, basis 10s 9d, February-March. Petroleum-Danish steamer Roma, 8,000 barrels, efined, from Philadelphia to Scandinavia, p.t., Feb-

ruary. Danish steamer Paris, 7,000 barrels, same, March. British schooner Coral Leaf, 2,300 barrels, refined, from New York to Lisbon, 8s, prompt.

Range to San Francisco, \$7.50, February 25-March would violate the law, while to operate to Balbon

April-May.

the Gulf to the River Plate, p.t.

British schooner Annie M. Parker, 307 tons, from Moss Point, to Cardenas, \$ 50.

Miscellaneous-Dutch steamer Prins Willem V., ,299 tons, from New York to Rotterdam, with general cargo, p.t., prompt.

from New York to Marsellies with sugar, p.t., prompt. | we could as to such vessels extend the time." Schooner Chas. G. Endicott, 751 tons, from Rlo Janeiro to New York or Baltimore, with ore, p.t.

RAILROAD NOTES

********************** Nearly 1,000 employes of the C. P. R. have gone to the front since war broke out.

Holland has granted free railway, postal and teleraph service for Belgian relief work,

Three hundred and one persons who trespassed of the property of the Pensylvania railroad were killed

The Pacific Great Eastern Railway is at present employing 3,000 men in connection with the grading of their line.

Lake, N.J., division of the Eric Railroad, breaking the telephone cash boxes and getting in all

The Princess Patricia Regiment have named some Atchison of the dug-outs the "Chateau Frontenac" and "Cha- Atlantic C. Line 2,446,840 eau Laurier," after the famous C. P. R. and G. T. R. Can. Pacific hotels in Quebec and Ottawa. The indiscriminate use of the letters C.P.R., G.T.R. Chic. & N. W.

in business throughout Canada, may find some of Great Nor. the offenders in the law courts soon. California Railroad Commission made permanent an order issued a year ago, reducing rates of Wells N. Y. Cen. . .

Loss in earnings in California Nor. Pac. Fargo Express Co. will be approximately \$750,000, or 15 per cent. of earnings in that state. The Grand Trunk is now in a position to proceed

with the Lachine, Jacques Cartier and Maisonneuve Railway in accordance with a recent order of the Railway Commissioners. It is understood, however, to increase both its gross and net, and show a ma that the company cannot afford the expenditure just Rate-beaters on Pennsylvania Railroad have found

way to make round-trip from New York to delphia for \$1.02, against regular fare of \$4.50 and mileage fare of \$4.06. On the Reading they have cut far to 911/2 cents, by ingenious employment of Committee on Railway Mail Pay across the line

the Panama Railroad received more than \$2.77 per of mail per mile, while private roads in the United States received approximately ten cents per ton per mile A conference between representatives of the C. P.

and C T R was held vesterdey for the purpose of collating all the information which had been obtained regarding income and outlay, and preparing a synopsis of the same for the information of the boards of trade throughout the country, according to the suggestion of the Board of Commissioners.

Charles M. Muchnic, of Baldwin Locomotive Works. in a speech at the Republican Club, told of Manila Railroad Co., operated on American territory with Government representatives on board of directors which bought its locomotives in England. He said that the entire management of the company is composed of Englishmen, who will not allow American manufacturers to tender bids when the road needs quipment or supplies.

Not a single passenger was killed in a train accident on the entire Pennsylvania Railroad system of purchase money first lien coal bonds of the Chicag 26,198 miles of track over which a million trains were and Eastern Illinois Railroad Company had been de operated in 1914. A statement by the railroad shows posited under the bondholders' protective agreement hat the nineteen persons classed in the Interstate Commerce Commission's accident reports as pass rers killed during the year were killed by falling, jumping or slipping from moving trains, getting on moving trains, falling in front of trains, standing too lose to the edges of platforms, crossing tracks at stations in front of trains or by other actions which the railroad was powerless to prevent.

Mr. F. B. Carvell, M.P., charges the government with unnecessary delay in taking over and operating the St. John Valley Railway as part of the Intercolonial. In 1911 it was agreed between the Dominion Government and the Government of New Brunswick, he said, that if the Province got a company to build the road the I. C. R. would lease it, paying 40 per cent. of the earnings for the lease, well as providing rolling stock and maintaining the road. The Hon. Frank Cochrane, stated, in the House of Commons, that the St. John Valley way was supposed to have been completed on October 15 last, but when it was inspected in November it was found to be not completed, and he refused to take it over. Much remains to be done, including the fications of the road had ben altered the present road could be operated as cheaply as that originally plan-The Government would carry out its agreement when the road was finished

ancing materially. Freights of this kind offer freely, but the supply of SOUTHERN PACIFIC MUST DISPOSE OF ITS PACIFIC MAIL STEAMERS

Washington, D.C., February 16,-Interstate Com that it will order the line to dispose of Pacific Mail S. S. Co. unless the railroad agrees not to operativessels beyond Balboa in the Panama canal zone. Southern Pacific was allowed 60 days in which to mend its petition for permission to operate the er line under the Panama Canal act. The Panama canal act forbids railroads to own

competing water lines running through the canal, and Southern Pacific in its petition gave the impression, according to the commission, that it would oper ate a steamer service through the canal. So the com mission decided to ask for a positive statement that vessels from California would not go farther than Bal-boa, on western side of the canal zone. It is belief of the commission that to operate through the canal would not.

"If any vessels of this line are not to go through h. Norwegian steamer Thor, 2,889 tons, same, \$7, the canal, that fact should be made clear, says the Lumber-Schooner Chas. K. Schull, 827 tons, from ruling. "Upon the record as it now stands we find that ships of the steamship company are intended to be 'operated through the Panama canal.' We are of opinion that as to vessels of the steamship company which pass through the Panama canal the commis sion has no power to extend the time within which ntinue to be operated. If it is ma appear clearly that there are vessels which will go steamer Oreland, 2,709 tons (previously), no farther than Balboa, and not through the canal

The commission explains that it believes the stean ship service to be of adavntage to the public.

COMPARISON OF RAILROAD EARNINGS FOR SIX MONTHS

New York, February 16.— Hayden, Stone & Co., in Nearly all the leading railroads have by now re-ported their gross and net earnings for the first six nonths of the 1914-1915 fiscal year

months of the 1914-1915 fiscal year.

It may be interesting to compare the figures for this year with those of last year, and we, therefore, append a table of the results on 15 of the most prom-

The estimated percentage for the stocks in the 1915 year is worked out on the assumption that the pre-sent rate of earnings continue throughout the second half year, and, in addition, takes no account of any Thieves entered four stations on the Greenwood changes in fixed charges or capital stock outstand.

Dec. in earn. Dec. from last P.C. Est. P.C. gross. yr. net. earned 1913-14 1914-15, 7.36 1,689,197 10.68 5.69 19.348.036 7,537,860 13.62 7.83 1,233,779 4.5 2.83 Ches. & Ohio 523,145 299 967 3.78 1,290,208 7.93 and C.N.R., which cheap hotels, restaurants, etc., Chic. M. and have been in the habit of attaching to their names St. Paul St. Paul .. 1.583.816 6.31 4.26

5,630,605 x 244,960 192,810 Illinois Cen. .. 2.033,682 7.45 7.10 South Pac 3,101,241 Louis & Nash. 4,890,045 1.874.794 8.535.705 X 31,676 5.89 5.89 1,639,857 7.93 Nor. & West. .. 2,053,406 435.672 7.85 South, aPc. 3,299,718 3,101,241 7.5 5.22 Total ... 59.942.540 17,818,241

8.21

4.08

That only one system, the Atchison, should be able terially larger percentage earned for its ed shares, reflects the seriousness of the railroad situa on and the extent of the industrial depression

HIGHLAND RAILWAY DIVIDEND.

London, February 16 .- Like the Great North of Scotland Company, the Highland Railway has reduc ed its rate of distribution, the dividend recomm for the past year being 21/4 per cent., as compare witih 21/2 per cent. for 1913. The reduction represents a diminution of £6,800

has issued a statement that in the last fiscal year in the amount to be disbursed among the stockhold

COLUMBUS RAILWAY AND LIGHT. New York, February 16 .- The Columbus Rail way and Light Co. has declared a dividend of

cents a share on its capital stock, payable February

25th to stock of record February 13th. No dividend will be paid to stockholders who are in default for assessment due December 30th, 1913, or June 30th, 1914, but this dividend will be applied on account of such assessments as of February 25th,

BUFFALO GENERAL ELECTRIC

New York, February 16 .- Up-State Public Service mmission has authorized Buffalo General Electric Company to issue \$900,000, five per cent., 30 year fire refunding mortgage bonds at not less than 95 and accrued interest to net \$855,000.

CHICAGO AND EASTERN ILLINOIS

New York, February 16 .- It is fearned that than 75 per cent. of the outstanding five per cent

WEATHER MAP. Cotton Belt .- Clear, scattered rains in the est Temperature 32 to 36.

Winter Wheat Belt .- Generally clear. Temperature 26 to 42. American Northwest.—Generally clear. No moisture Temperature 4 below zero to 20 above

The Manchester Line S.S. Manchester Citizen, saled from Halifax, N.S., for Manchester on February Ha

STEAMSHIPS.

CANADIAN SERVICE

Sailings from Halifax to Liverpool:-

FRANCONIA (18,100 tons) March 8th, 1 am Alaunia (13,400 tons) March 15 Transvivania (15.000 tons)April

For information apply to THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street. Steerage Branch, 23 St. Sacrament St. Uptown Agency, 530 St. Catherine Street West.

RAILROADS.

CANADIAN PACIFIC OTTAWA.

*9.05 a.m. †4.00 p.m., \$7.35 p.m. *9.00 p.m. *9.45 p.m. Sleeper or *9.00 p.m. train for Ottawa. *Daily train for Ottawa. TICKET OFFICES: 141-143 St. James Street. Phone Main 812 Windsor Hotel, Place Viger and Windsor St. Statist

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INTES REALTY TRANSFERS

so that the reduction of the month's transactions was says the Cradock Simpson Real nd in its monthly review, even althou of recorded transfers of Montrea month was only about fifty-four per fers in January, 1914.

abusiness of buying and selling real about as restricted as other kinds upon investors, but in spite of buyers and the prevailing dulines en such a depreciation in values or p d expect from the existing war con are evidences of a more hopeful i even a few months ago.

The speculative activity of 1912 was the normal condition which may not occ g time, and the smaller volume of ac accepted as the probable character estate market for some years to come. its of real estate demand a steady rather than an enormous volume it is encouraging to note that the dis nty has not been accompanied by a ronounced diminution in prices. The renting situation this year is rather nasmuch as the war introduces a dist in this year's renting problem. Ma renewing their leases without change. owing to individual circumstances ring from ten per cent, to fifteen per

nade. There is no scarcity or dwell nts or flats, nor of shops and office spective tenant can get what he war ing to pay the price. As regards dwe dation there is always the coun men for four or five months, and a estimate of vacancies can better be be first of November than before the first The current rate of interest on the begage loans of from five thousand to tw dollars still continues to be seven e amounts from outside sources may l Webtly lower rates but lenders generall cular as to the margin of security. V when well situated is not popular w applications for loans on vacant land city are almost invariably declined. ere were 73 building permits issued i

the stated aggregate cost of the work were 27 permits issued for repairs a is, the cost amounting to \$86,981. There were 640 real estate transfers in city wards and in the municipalities e Verdun. Westmount and Outremon he registry offices during the month o

nting to \$4,447,053. During the corresponding month of last

sfers were recorded, amounting to \$8,28 CANADA CEMENT CO. LIKELY TO MAINTAIN ITS DE

At the annual mesting of the Canada Cem

ny yesterday, Sanator Edwards pointe-ere was every reason on the part of the ers to feel gratified with results of the year as the war had largely depressed trade. He was pleased to say, however, that was in splendid shape, and he predicted a

put for the year of 1915 At the present moment there was no oever that the company could not cont

ng its full dividends. seconding the adoption of the report, ourn gave great credit to the manage for the manner in which they had e business in the past year.

The Canada Cement Company was pract eme in its particular line of trade throu minion and he had every reason to look f future with confidence. mtiring board of directors was rews: Hon. W. C. Edwards, Hon. Robert &

bourn, F. P. Jones, C. C. Ballanty nond, R. W. Kelley, W. R. Warren, E. 7 har Robertson, E. C. Norsworthy, D. M. William McMaster, Denis Murphy, a

cial statement published some esented and adopted

EMPIRE LOAN COMPANY. Man., February 16.-The Emp of this city, had net profits for of \$66,182.80, which compares with \$44 ing year, an increase of \$21,886.5 With the balance brought forward of \$318

on December 31st, 1914, available for dis sum of \$66,501.56, and of this sum \$45,0 paid out in dividends at the rate of 8 per um and \$20,000 was transferred to the 1905 the dividend has been on the ba assets, paid up capital and reserve

od of year's compares as follows: Capital Paid Up. ..\$ 127,860.22 \$ 30,572.40 . 195,034 58 73,231.68 .. 259,005.15 142 076 77 396,084,37 225,603,37

· 581,130.29 · 773,472.63 282,444,38 356,172.89 .. 1,050,132.86 543,310.21 .. 1,072,899.94 GES IN OFFICIALS OF

BELDING-PAUL-CORT 0. Dawson, managing director of (stions Limited, has been elected president a Pad Corticelli, Limited, Mr. Dawson joined the Board of this company.

William McMaster has been re-elected and Mr. James Hutchison secreta r. C. A. Reynolds has been appointed ager in succession to Mr. F. Paul, who ir desire to be relieved of the active mans Paul will remain on the Board as its cl

CHILI NEEDS LOCOMOTIVES. h, February 16.—The Government open bids between February 27th an

consolidation type locomotives, 127 cars and 16,525 tons of coal.

Sars and 16,525 tons of coal.

Sarch 5th it will open bids on 350,000 cared salvanised iron for roofing.