

RAILROAD NOTES

The Atchison railroad has ordered 500 tons of structural steel for a new freight house at Los Angeles.

Efforts are being made by those interested to induce the C. P. R. to operate two trains a day, as formerly, between Lindsay and Bobcaygeon.

Travelling freight agents and street solicitors in Cleveland will try to form a club of their own as they are not eligible to membership in the Traffic Club.

Horace C. Avery, port agent of the Merchants' & Miners' Transportation Co. at Jacksonville, Fla., has been elected president of the Traffic Club of that city.

F. A. Bell, who has just been promoted to assistant general freight agent of the Santa Fe at San Francisco, began work as an office boy with Edward Chambers, who is now vice-president.

Col. George W. Goethals, governor of the Panama canal zone, is said to have been offered an appointment as chief engineer for the building of the government \$35,000,000 railroad in Alaska.

A. W. Newton, formerly chairman of the Panama canal zone, is said to have been offered an appointment as chief engineer for the building of the government \$35,000,000 railroad in Alaska.

Oral arguments will probably be heard by the Interstate Commerce Commission in April on the alleged discrimination in freight rates east of Buffalo. All the evidence in the case is in and briefs are to be filed by counsel by April 1.

Committee of Brotherhood of Locomotive Engineers denies that strike of Bangor & Aroostook engineers, which was broken by road soon after its calling in 1912 is "off." Strike benefit of \$40 per month per man will, however, cease Jan. 29.

Presidents of the Missouri Pacific, Rock Island and Cotton Belt are making another effort to raise the money needed to complete the Harahan bridge over the river at Memphis, \$2,000,000 having already been expended on the structure. The work prevented a sale of bonds abroad.

It is expected that second class fares will be abolished by western roads next month, except between Chicago and St. Louis and the Pacific Coast. They were eliminated in December by line east of Chicago. They have been used chiefly for travel in tourist sleepers. These cars will not be withdrawn, however.

In succession to Lt.-Col. Geo. S. Cantlie, who is commanding the 43rd Col. Highlanders in the third Canadian contingent, Arthur Hutton has been appointed general superintendent of the C. P. R. car service, with headquarters in Montreal. Mr. Hutton began his connection with the C. P. R. as a telegraph operator 23 years ago.

In suit of Continental Securities Co. against New York Central to prevent merger with Lake Shore. President Smith testified that merger would result in an annual saving of \$400,000 instead of a loss of \$339,000, as claimed by the Securities Co. Saving, he said, would be attained through curtailment of operating payment of \$80,000 income tax on Lake Shore.

W. Lett Lauck, expert statistician for the Brotherhood of Engineers and Firemen at Chicago, said: "It is clearly evident that western roads in the last five years have had a surplus each year which is not only sufficient to pay higher wages to engineers and firemen, but will still leave a generous amount for the stockholders."

The order issued by Assistant General Manager Price of the C. P. R. calling for a reduction in expenses, does not mean, it is said, that there will be a reduction in salaries, but it does mean that a number of employees on every branch of the service will be dismissed. The net earnings of the company have been showing a falling off of \$75,000 per day.

During the two years ending January 1, 1915, the Illinois Central railroad did not kill a passenger. On its Chicago suburban system, which handles 10,000 passengers a day, the company says it has not killed a passenger for fifty-three years, or since the beginning of the suburban service. The company has not killed a revenue paying passenger on the Illinois Central proper, exclusive of the Yazoo and Mississippi Valley line, since March 6, 1910. During the year 28,000,000,271 passengers were carried on the system.

Long ago it was said to be the intention of the railroad to abolish the various city ticket offices in New York that are located along Broadway and Fifth Avenue and substituting therefor three Union offices. Nothing came of it and there are now probably 100 such offices. The idea, however, is reported to be more seriously considered than ever owing to the hints of the Interstate Commerce Commission for a conservation of revenues. If made effective the plan will be applied in other large cities. What saving could be made is evidenced by the fact that the rentals for some of the offices in this city are as high as \$32 per square foot.

COAST NAVIGATION INTERRUPTED.

New London, Conn., January 13.—The Fall River passenger steamer Plymouth was forced to put in here this morning on account of the heavy snowstorm and gale that is raging along the Long Island Sound.

The Providence Line freight steamer also put in here.

The coasting schooner Ruth was driven on the rocks at Ocean Beach.

ST. LAWRENCE NAVIGATION.

Toronto, Ont., January 13.—The St. Lawrence and Chicago Steam Navigation Company's profit and loss account compares as follows:—

	1914.	1913.
Brought forward	\$222,150	\$158,646
Earnings	54,639	150,161
Interest	4,141	1,500
	\$280,930	\$310,307
Cost of management	20,769	19,257
Dividends	28,992	68,800
Carried forward	\$231,169	\$222,150

The profits, which amounted to \$54,639, showed a very perceptible decline. A year ago they were \$150,161.

W. D. Matthews, the president, attributes the decline principally to cuts in rates on the part of competitors.

LITTLE BELGIUM THE COCKPIT OF EUROPE

(Continued from Page 1.)

In the early part of December about 80,000 tons of food were going through the American committee by permission of Germany and England. The people have been put on one-third rations. Every inhabitant of Belgium is allowed a pint of soup a day and about what would be the size of an American loaf of coarse brown bread.

Germany's War Tax Levies.

The German idea both of responsibility and power is that of force. They have ordered the people of Belgium to love them, co-operate with them and go about their business, but the Belgians refuse to love the Germans, refuse to co-operate with them and will not resume their work for the Germans to appropriate the results. The people of Antwerp were invited to come back from Holland and it was proclaimed that there would be no indemnity levied, yet a huge one came down upon the city. The Germans levied a war tax of 50,000,000 francs on Brussels and Rothschilds and Solway are not permitted to leave the city.

Payments on the tax was agreed to and then the Germans demanded 500,000,000 francs from the entire province of Brabant, which includes Louvain as well as Brussels. The inhabitants said it was impossible and the demand was reduced to 375,000,000 francs. The inference must be that the latter levy must cover a term of years.

The Germans are provoked that the bank money got out of Belgium. The Bank of Belgium sent its gold reserve to the Bank of England, 600,000,000 francs, and Germany demanded that this reserve be transferred from England to a neutral country, but, of course, England refused. There are some banks still doing business in Belgium, but the Belgians reject the German money except when they are forced to take it.

Irreconcilable.

The Belgian stores remain closed for the major part and the Germans threaten unless the Belgians accept their terms and proceed with business they will confiscate them and sell them to Germans who will proceed with business. The people of Antwerp must be in bed by 9 o'clock. The people of Liege are ordered to retire at 7 p.m. No Belgian is permitted the use of a telephone, the entire system having been appropriated by the military authorities.

The Germans have decreed German time, which is one hour different from that of London, but the Belgian people refuse to set over their watches or clocks. The Belgian railroad system is different from that of the Germans, left-handed tracks and a different system of signalling. The Belgians refuse to do the bidding of the Germans and operate the railroads. The Germans must move the trains themselves.

The Germans do not hate the Belgians. They simply pity them that they were so short-sighted as not to accept German gold for right of passage through the country. The hatred of the Germans is reserved entirely for the English above all people on the surface of the globe. In Belgium they offer 200 marks reward for the capture of any Englishman found in that domain.

The latest response to Bernhardi's latest book "England the Vassal of Germany" is Kipling's poem in the King Albert book issued December 16th to augment the Belgian relief fund. I clip two verses: They traded with the careless earth, And good return it gave; They plotted by their neighbors' hearth, The means to make him slave.

When all was readied to their hand They loosed their hidden sword, And utterly laid waste a land, Their oath was pledged to guard.

The Army.

After the German Kaiser sounded the battle sentiment of Europe by sending the warship "Panther" to Agadir three years ago in violation of the treaty of Algeiras, it was intimated by the French and the English that Belgian neutrality might be in danger; also that the Lord and the allies helped those who were themselves.

Therefore, a bill was introduced in Belgium's capital providing for the raising of an army of 600,000 men where before were 48,000 and a war footing of 147,000. The leader of the Catholic party opposed the program, declaring that Belgian neutrality was guaranteed by Germany, France and England. A compromise was effected by which an army of less than half this number was authorized.

When on Sunday evening, Aug. 3, at 7 p.m., the German ultimatum was handed to Belgium, she was given five hours or until midnight to declare whether or not the country would be surrendered to the free passage of the German war battalions. Belgium had an army of 200,000 men, 60,000 volunteers sprang to arms and that 250,000 was the maximum Belgian army that attempted to withstand the millions of Germany's armed forces. Even these were not effectively placed. The 30,000 men at the frontier were not sufficient to permit of any effective sorties to protect the approaches to the Liege fortification. It was a forlorn hope from a military standpoint, but for three weeks the Belgians with shrinking forces held in check the war power of Germany. Every week help was expected from the allies, but no help came, for no country in Europe outside of Germany and Austria had any expectation of war.

The history of the unpreparedness of both England and France has yet to be written. It would not be useful to print much that is already known. There are yet two political sentiments in both countries and political issues in both countries that will again arise after the war.

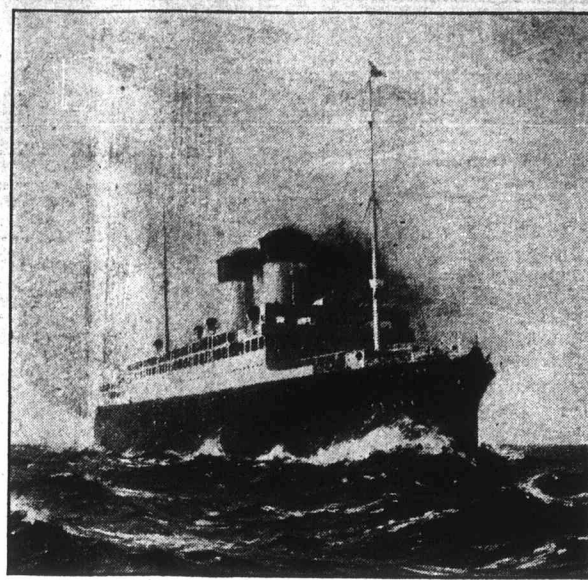
Down to the ground and their graves fought the plucky little Belgians until they numbered not 250,000 but nearer 60,000. After the able-bodied men in Belgium was demanded by King Albert the ranks of the Belgians began to swell and to-day, with able-bodied refugees returned from England, there are now about 150,000 men in the ten divisions of the Belgian ranks.

But England carries, as she ought, the financial burden. She feeds, clothes and equips the Belgians and furnishes the money supply. The Germans still strive not so much against the allies as against the English in Belgium. In the fighting is fiercest, casualties are greatest; here the reinforcements on both sides are the greatest per mile of line.

Trenches Not Forth of Defense.

Meanwhile the more than a million Germans in Belgium have been across the whole country, rebuilt the forts at Namur, Liege, Antwerp and other places and are digging themselves into the ground doggedly and determinedly and with as great precision and more science than the allies. The German trenches are rather better made and the machinery for trenching has been, of course, better prepared by the Germans.

The great surprise of the war was the demonstration in Belgium that forts costing millions in defence of cities are absolutely useless against the big Ger-



The C. P. R. liner Missanabie, which has completed her maiden voyage to Halifax.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, January 13.—Chartering in the steamship market continues to be greatly restricted by the scarcity of boats offering for charter. There continues an urgent demand for carriers, particularly in the trans-Atlantic trade and charterers in some cases have turned their attention to sailing vessels in an endeavor to cover their requirements. Rates are exceptionally strong, and in some instances are notably higher than was recently paid.

For sailing vessels there is an increasing demand in several of the off shore trades and a few were reported closed for lumber and case oil to South America. Charterers—Grain—British steamer Thistlehead, 34,000 quarters oats, from Baltimore to Bordeaux or St. Nazaire, 78s, February.

British steamer Helredale, 25,000 quarters, from the Gulf to Marseilles 5s. 6d, February.

Petroleum—Japan steamer Kongosan Maru, 200,000 cases, from New York or Philadelphia to two ports in Japan, 46 cents, April-May.

Bar Windrush, 60,000 cases, from New York to Rio Janeiro, 30 cents, February.

Coal—Italian steamer Angiolina, 2,262 tons, from Baltimore to West Central Italy, p.t. prompt.

Lumber—Schooner Northland, 1,548 tons, from the Gulf to the River Plate, \$18.00, March.

Norwegian bark King Oscar, 11,752 tons, same.

Norwegian bark Queen of Scots, 1,296 tons, same, \$18.

Miscellaneous—Steamer Newton, 3,572 tons, from Galveston to Rotterdam with cotton, p.t., February.

Schooner T. W. Dunn, 635 tons, from Hayti, to New York, or Stamford, with logwood, p.t.

MONTREAL POWER EARNINGS.

Earnings of the Montreal Light, Heat and Power Company over a period of seven months show consistent increases, as follows:—

	1914.	1913.	Incr.
May	\$284,647	\$282,921	\$2,726
June	249,486	233,869	15,616
July	233,992	233,707	10,285
August	271,873	248,116	23,756
September	298,467	278,116	19,709
October	340,174	216,591	23,482
November	362,338	346,018	16,320

man shells. The defence at Liege was prolonged because the Germans could not at first find the exact location of the central defence. Finally a German approached bearing a large white flag of truce. Belgian officers were given to receive him. The German under his flag of truce, signalled the desired information, and then fell. Soon after fell the fort. The Germans had found the desired range and shot. At Antwerp a single shell was able to put an entire fortress out of business.

It is the landrum and the older men that have been called by Germany to do duty in Belgium, while the younger troops are sent back and forth between the eastern and western frontier defenses.

No Neutrality Over Belgium.

An American who has lately been all through Belgium representing both commercial interests and charity work tells me: "I left America absolutely neutral. I was not a student of the war or the cause of the war. What I saw in Belgium convinced me that the allies must win and will win. I am no longer neutral. What I saw in Belgium of the wanton destruction of villages, towns and cities has prejudiced me as no argument could have done. I cannot believe that General Joffre said as reported that he could drive out the Germans in six weeks. The allies losses will begin when they take the offensive against the German works which are now being constructed. In February England will have 400,000 more men on the Continent and there will then be more doing. In February also the French will have another million reserves up against the Belgian line, but next year Germany will also have another million men or more coming of age for military service. The losses of the Germans have been two or three times the losses of the allies in the Belgian trenches because the Germans have been the attacking parties. If the allies become the attacking parties they will have to sustain the heavy losses in the attempt to oust the Germans. But I cannot see it otherwise than that the allies must win. The crime of Germany against Belgium is the greatest crime since Calvary and it has set the whole world against Germany."

A Military Error.

"It is not only a crime but it was a military error for to-day Germany has 400 miles of front to defend, 200 east and 200 west, and her losses have been enormous. At Liege 7,000 Germans went down in a single day's fighting. One man I met assisted to bury 500 Germans in front of a single trench."

"I do not believe Brussels is mined, but if ever the Germans got into Paris they would destroy the whole city before they left."

"I shudder to think what the Germans will suffer at the hands of the Belgians when once the rout of the Germans has begun by the allies. The Belgians are unreconciled and if they ever get weapons in their hands—well, I will not predict, I will tell you one fact. I travelled the length and breadth of the land, saw the women and the children sitting by their ruined hearthstones, but I never saw a tear on the cheek of a Belgian."

SHIPPING NOTES

The Minnetonka has arrived at New York from London.

Vessels which hired for \$5,000 a month in peaceful times now bring as high as \$40,000 for the same period.

A total of 11 vessels of 396,930 gross tons, have been granted American registry under the emergency ship registry act.

A report received at Tokio says the Japanese liner Nile, which plies between England and Japanese ports ran ashore on a reef in the inland sea.

The new C. P. R. liner Missanabie has arrived at Halifax on her maiden voyage to that port. She carried 2,774 bales and 661 packages of mail and 200 passengers.

The steamship Vulture, of the Lamport & Holt line, arrived at New York with the largest cargo of Argentine beef, 35,000 tons, that has ever come into that port.

Secretary of the United States Navy Daniels announced that 57 naval vessels make up the fleet which will go to San Francisco by way of the Panama Canal, next March.

The steamship John Hardie, carrying Maryland's contribution for the Belgians, was floated after having gone aground in Back River, near Norfolk, Va. It is apparently undamaged.

At the board of trade offices at Halifax, Lieutenant Vivian O'Reilly, R.N.R., commander of the C. P. R. liner "Montreal" was presented by the board of trade with a handsome silver salver in recognition of his humanity and good seamanship in rescuing the master, mate and seaman of the brig "Evelyn," under circumstances of considerable difficulty, in the North Atlantic on November 30, 1913.

The Alsatian crack liner of the Allan fleet, recently commandeered by the admiralty, has been made flagship of the British mercantile cruiser squadron, under the command of Admiral de Chair. The big passenger liner has been fitted with eight six-inch guns and a number of quick-firing guns, and is now heading the formidable fleet of armed merchantmen in the British service.

A newly organized corporation has taken over the steamers Dispatch and Fulton and the motor barge Wakena, operated by the Border Line Transportation Company, and the steamships Al-Ki and Northland, operated by the Northland Steamship Company, as the result of a consolidation of these two corporations. The new company will bear the name of the Border Line Transportation Company and will operate vessels to both Southeastern Alaska and British Columbia ports.

A new service of steamers to Vancouver has been inaugurated by the Russian Volunteer Fleet, a co-operative government subsidized service. The fleet at present numbers 31 vessels. The first vessel to Vancouver was the Novogorod, 5,285 tons gross, followed by the Kiev, 5,566 tons, the Tambov, 4,441 and the Koursk, 6,254 tons. The steamers of the fleet were mostly built in Glasgow and Newcastle, the Novgorod coming from the yards of Armstrong, Mitchell & Co., and the Kiev from J. & S. Thompson. The route of the new service is Vladivostok, Kobe, Yokohama to Vancouver and reverse, connecting with the Trans-Siberian Railroad.

KETTLE VALLEY RAILWAY TO BE IN OPERATION BY JUNE 15TH NEXT.

Princeton, B.C., January 13.—The concrete piers of the Kettle Valley railway bridge across the Tulameen river in town are complete, and are now ready for the wooden Howe truss superstructure.

Promise is made by Vice-President Bury of the Canadian Pacific Railway, that this line will be open to traffic to Nelson by June 1.

TO RETIRE CARS FROM SUBWAY.

New York, January 13.—At a meeting of the Public Service Commission a resolution was adopted requiring the Interborough Rapid Transit Company to retire from operation in the subway all of the 478 composite cars now in use in carrying passengers. Resolution also embodied an order requiring the Interborough Company to begin replacing composite cars thus removed with steel cars not later than May 1st and to complete replacement of the 478 cars before December 1st of the present year.

James R. Quackenbush, counsel for the Interborough Company, announced that the company would not accept such an order. He stated it was physically impossible to have 478 steel cars built and placed in commission in the subway between May 1st and December 1st. In all probability the matter will be carried to Appellate Division by the Interborough Company.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—

ORDUNA (15,500 tons) Jan. 18th, 1 a.m.
TRANSYLVANIA (15,000 tons) Jan. 25th 1 a.m.

For information apply to

THE ROBERT REFORM CO. LIMITED,
General Agents, 30 Hospital Street. Stearns Branch,
23 St. Sacramento St., Uptown Agency, 530 St. Catherine Street West.

ALLAN LINE

PROPOSED WINTER SAILINGS—1915.

St. John, N.B. — Halifax, N.S. — Liverpool
ROYAL MAIL SERVICE

Steamer. From St. John. From St. John.
SCANDINAVIAN January 22nd.
PRETORIAN February 5th.
HESPERIAN February 12th.
SCANDINAVIAN February 26th.
PRETORIAN March 12th.

Steamers call at Halifax the following day.

St. John, N.B. — Havre — London
Steamer. From St. John. From St. John.
SICILIAN February 17th.
CORINTHIAN February 18th.

Boston — Portland — Glasgow
Steamer. From Portland. From Glasgow.
SCARATHAGHIAN January 14th.
POMERANIAN February 18th.
SCANDINAVIAN February 25th.

For particulars of rates and all further information apply to

H. & A. ALLAN

2 St. Peter Street and 575 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

RAILROADS

CANADIAN PACIFIC

TORONTO—DETROIT—CHICAGO.

Via Belleville, Cobourg and Port Hope.

*8:45 a.m. *10:00 p.m.

TORONTO (YONGE ST.)

Via Tweed and Peterboro.

*7:25 a.m. *10:50 p.m.

Compartment—Observation and Standard Sleepers on

*Daily. *Night Trains. *Sunday

IMPORTANT CHANGE IN TIME.

Effective January 17.

FOLDERS ON APPLICATION.

TICKET OFFICES:

141-143 St. James Street. Phone Main 8123

Windsor Hotel, Place Victor and Windsor St. Station

Windsor Hotel Bonaventure Station

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

Phone Main 8123

AFFAIRS OF CENTRAL CANADA CO. EXPLAINED

Bulletin Issued by Insurance Superintendent Tells of Liquidation and Arrangements Being Made

RE-INSURED IN MONTREAL

Liability of Fire Contracts Assured by British Columbia Insurance Co.—Losses of \$15,000 Covered by Government Deposit.

The condition of the affairs of the Central Canada Insurance Company, now in liquidation, the liability of the fire contracts of which has been assured by the British Columbia Fire Insurance Company of Montreal, is explained in a bulletin which has just been issued. It was issued at Regina by Mr. A. E. Fildes, superintendent of insurance for Saskatchewan. The Central Canada Insurance Company went into voluntary liquidation on December 10 last, and was appointed