RAILROAD NOTES

The first completely successful tests of the wireless telephone from a moving train, were made on the

A charter was granted at Dover, Del., to the Railway Safety Appliance Co., with a capital of $1,000,000.

Edward F. Kearney, first vice-president of the Texas and Pacific Railroad, is to become president of the Wabash on Feb. 15.

Delaware, Lackawanna & Western Railroad, when messages were clearly heard 26 miles, from Lounsberry to Binghamton, N.Y.

After a conference lasting weeks, the Alton has reached an agreement with its trainmen governing wages and working conditions.

Harry A. Bower, after nearly 50 years' service with the Reading as general foreman of car inspectors, has been placed on the pension roll.

An official circular from the freight department of the Lackawanna gives notice of the appointment of W. R. Kneiss as commercial agent at Los Angeles.

The appointment of D. J. Brinkman as freight claim agent of the Michigan Central at Detroit to succeed J. M. Edeson resigned has been officially announced.

Plans for the new $15,000,000 passenger terminal to replace the Union Station at St. Paul, Minn., destroyed by fire, were approved by the Council of that city.

New trespass signs the Pennsylvania is putting up give notice that trespassers will be prosecuted for violating the law, instead of merely warning them to keep off the property.

Mr. J. M. Warner, general manager of the Chicago, Western and Indiana Railway, whose death occurred yesterday, was well known in Canada, particularly to Grand Trunk officials.

The legal department of the various railways is busily engaged at present preparing their case for higher freight rates which is to be argued shortly before the Dominion Railway Commission.

Up to the present time the Pennsylvania has sold 243 pieces of unrequired real estate in various localities for $1,500,000 and the most valuable of that not yet disposed of is located in New York.

An extension of the Southern Pacific from Beeville to Fowlerton, Tex., is believed to be now assured. It would give Victoria, Tex., a through rail route to Mexico via Eagle Pass, a connection that has long been sought.

The Transcontinental Passenger Association, owing to the fact that so many of its members are busily engaged on Panama Exposition publicity, has postponed its next meeting, which was to have taken place this month, until June 2nd.

The C. P. R., which has huge quarters at the Windsor Station for handling immigration, is carrying little or none of this class of traffic at present, but when the war is over, officials look for a great stimulus in the class of business.

William McIntosh has entered suit against the Brotherhood of Railway Trainmen to enforce payment of a $2,000 policy issued to him by the order without its reference to the grand lodge. This is said to be the first time any such a case has come up.

The California Railroad Commission is threatened with an investigation and possible dissolution, it being charged that two members are stockholders in concerns which came under the jurisdiction of the board and its decisions having antagonized the people.

It is asserted by the state corporation commission of Oklahoma that railroads are making more money under the passenger rate of two cents a mile than they did when it was three cents. Statistics have been compiled to prove this and will be introduced in evidence when the two-cent cases are tried next month.

Official circulars announce the following appointments for the New York Central: Alexander S. Lyman, general attorney, New York; Frank J. Jerome, general counsel, Cleveland; Robert J. Cary and Bertrand Walker, general counsel, Chicago; Samuel H. West, general attorney, Cleveland; Charles C. Paulding, solicitor, New York; Frank V. Wenting, general claims attorney; Oscar G. Getzen-Danner and Herbert D. Howe, general land and tax agents, the former in New York and the latter in Chicago; Edwin E. Pettibone and Joseph Moses, assistant general land and tax agents in respectively Cleveland and Cincinnati; Leon C. James, land tax agents, Cleveland.

AUSTRO-GERMAN COPPER OUTPUT FAR BELOW THEIR REQUIREMENTS.

London, England, February 11.—From Switzerland comes an article by one of the first living authorities on the use and statistics on copper.

He figures that at the utmost the Austro-German output is 40,000 tons a year, against a need of 112,000 tons annually during the war. He bases the latter calculation on the probable present daily expenditure of ammunition on all fronts, but assumes that the expenditure will constantly increase as the Allies' artillery continually grows, and the main English strength has not yet been developed.

Germany must respond to the Allies increase, and the conclusion is obvious if the Allies keep control of the seas and cut off all copper from the Kaiser.

PENMAN'S GOOD EARNINGS.

Ample earnings for dividend requirements will, it is understood, be shown in the annual statement of Penmans, Ltd., to be presented to the shareholders in March.

A high official of the company declares that "No dividends will be reduced or passed."

Several large orders for the Imperial Government have been executed of late at satisfactory prices, and this has helped offset the falling off in general business.

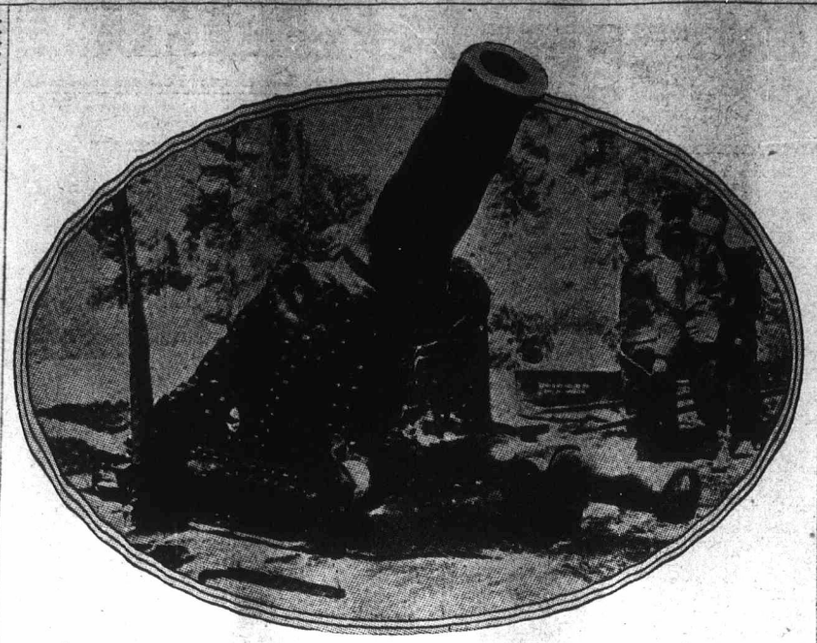
WEATHER MAP.

Cotton Belt—Partly cloudy, no moisture. Temperature 48 to 66.

Winter Wheat Belt—Partly cloudy, no moisture. Temperature 24 to 42.

American Northwest—Partly cloudy, no moisture. Temperature 12 to 34.

Canadian Northwest—Partly cloudy, no moisture. Temperature 4 to 18.



NEW FRENCH SIEGE GUN DESIGNED TO RIVAL THE GREAT GERMAN 42-CENTIMETER.

REORGANIZING THE MISSOURI PACIFIC RAILROAD BOARD

St. Louis, Mo., February 11.—Four St. Louis men are slated to go on Missouri Pacific Railway and St. Louis, Iron Mountain and Southern Railway board of directors when the contemplated programme is carried out at the annual meeting on March 9th.

They are: Frank O. Watts, president Third National Bank of St. Louis, W. H. Lee, president Merchant's Laclede National Bank; Edward H. Faust, of Anheuser Busch Brewing Company, and Festus J. Wade, president of the Mercantile Trust Company.

The New York members of the board, it is stated, will be Alex. J. Hemphill, chairman of the Guaranty Trust Company; Nicholas F. Brady, president New York Edison Company; Cornelius Vanderbilt, Newcombe Carleton, president Western Union Telegraph Company, and Robert Winsor, of Kidder Peabody and Company.

Seven of these eight men will serve on the Missouri Pacific Board and all on the Iron Mountain board.

Present Missouri Pacific directors who will be retained on the board are Edgar L. Marston, E. D. Adams, Edwin G. Merrill, R. Lancaster Williams, B. F. Bush, and Finley J. Sheppard.

Four of these are also directors of St. Louis, Iron Mountain and Southern Railway.

PENNSYLVANIA TO INCREASE DEBT.

New York, February 11.—Directors of the Pennsylvania Railroad Company at a meeting on Wednesday decided to request stockholders for authority to increase the indebtedness of the company at the next annual meeting to the extent of $40,000,000.

Authority already exists under the action of stockholders taken in March, 1909, to increase indebtedness $80,000,000, so that the total authorization, including the $40,000,000, will then be $120,000,000.

The $49,000,000 of consolidated mortgage bonds recently sold are a part of this authorization.

DEPOSITS OF ROCK ISLAND.

New York, February 11.— Deposits of Rock Island collateral 4 per cent. bonds with the Wallace Committee and the Special Master, to close of Wednesday totalled $69,231,000, or 97 per cent. of the $71,353,000 bonds outstanding.

Deposits now do not carry with them the right to subscribe for excess stock.

SOO LINE'S SEMI-ANNUAL DIVIDEND.

New York, February 11.—Minneapolis, St. Paul and Sault Ste. Marie declared regular semi-annual dividends of 3½ per cent. on common and preferred stocks, payable April 15th to stock of record March 19th.

SOUTHERN PACIFIC DIVIDEND.

New York, February 11.—Southern Pacific Railroad declared its regular quarterly dividend of 1½ per cent, payable April 1st to stock of record February 27th.

WINNIPEG ELECTRIC RAILWAY.

Winnipeg, Man., February 11.— The annual meeting of the Winnipeg Electric Railway Company, which was to have been held yesterday, has been adjourned to February 18th, when the statements for the past year will be presented.

C. P. R. DIVIDEND PAYMENTS.

C. P. R. dividends on both common and preferred are payable April 1 to shareholders of record at 3 p.m. on March 1.

DECISION PERMITS REDUCTION IN LONG HAUL RATES

Washington, February 11.—Because of competition through the Panama Canal, the trans-Continental railroads were permitted by the Inter-State Commerce Commission to charge lower rates from eastern points to the Pacific Coast terminals than to intermediate points.

With a few specific exceptions the decision permits a reduction in long haul rates.

The decision was in what was known as the Inter-Mountain Rate case and was regarded as second in importance only to the 5 per cent. case.

The Commission's decision means that trans-Continental carriers have won their fight for the principal of lower rates to the Pacific Coast terminals, where they have to meet the severe competition of the Panama Canal ship lines than to points in so-called Inter-mountain territory.

Just how much the decision means in revenue on a compromise rate basis laid down by the Commission remains to be figured out.

C. P. R. EARNINGS $1,440,000.

The Canadian Pacific for the first week in February reported gross earnings of $1,440,000 as compared with $1,752,000 for the corresponding week last year, a decrease of $312,000 or 16.6 per cent.

Not many weeks ago the decrease in earnings were at the rate of over 40 per cent.

STEEL BUSINESS WITH RAILROADS IS STILL SOMEWHAT BACKWARD

New York, February 11.—The Iron Age says:

Improvement in the steel trade is so gradual that it is well to look back to conditions prevailing last November and December to appreciate the present situation. Mill operations were then at only about 35 per cent. of capacity, while this week they are up to nearly 60 per cent.

Business originating with the railroads is still somewhat backward. Rail orders of the week include 6,000 tons from Chicago Great Western; 6,000 tons from Bessemer and Lake Erie, and small lots from St. Paul.

Burlington is in the market for about 20,000 tons, in addition to the former purchase.

Inquires for about 4,300 cars are out, this being an improvement over conditions two weeks ago.

An order for 5,300 tons of girder rails for a street railroad has been placed with a subsidiary of the Steel Corporation.

While domestic demand for pig iron is showing no substantial increase, much interest is taken in the present stream of inquires coming from abroad.

If ocean freights were not so high and cargo space could be secured, American pig iron manufacturers would be able to book considerable tonnage for export.

LARGE FRENCH INVESTMENTS.

New York, February 11.— The fact that the American railroad issues sold in France were brought out in francs, payable principal and interest in the currency of France, has aided in preventing liquidation by French holders.

The French holdings of American stocks and bonds is estimated at upward of $200,000,000.

The French investments in Russian securities is placed at $2,000,000,000.

MORE THAN EARNED DIVIDEND.

New York, February 11.—After the board meeting a Southern Pacific director said: Regular dividend just declared was more than earned. Decreases in earnings are smaller each month. There is no truth in the report that Southern Pacific contemplates selling preferred stock. We have no financing in mind. The company does not need to consider any financing for some time to come.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, February 11.—The steamer market was quiet due to a slight easing off in the demand for grain and cotton carriers. Freights of other kinds, however, continued to offer freely, but nothing of more than ordinary interest developed in charters.

In the sail tonnage market an increasing demand was encountered for tonnage for offshore business, and as vessels of suitable class are difficult to obtain, rates continue to gain in strength, particularly for March and April loading.

Charters: Grain—Dutch steamer Vesta, 11,000 quarters from New York to a Scandinavian port, p.t., March.

British steamer Sandsend, 26,000 quarters, from the Atlantic Range to west coast, Italy, 10s 3d; March.

British steamer Glenesk, 20,000 quarters from the Gulf to Naples, 20s demurrage guaranteed, March.

Coal—British steamer Badminton, 2,438 tons, from Baltimore to Buenos Ayres, p.t., February.

British steamer Allanton, 2,775 tons, from Baltimore to the Mediterranean, p.t., February.

British steamer Claveresk, 2,441 tons, from Newport News to Havana, p.t., prompt.

Schooner Charles A. Campbell, 1,493 tons, from Norfolk to Boston, $1.

Miscellaneous—Steamer Pleiades, 2,932 tons (sublet), from Bremen to New York with general cargo, p.t., March.

Steamer Oliver J. Olsen, 1,132 tons, same.

Schooner John B. Blemiller, 858 tons, from South Shore Cuba to North of Hatteras with sugar 20 cents.

Schooner Charles Whittemore, 583 tons, same.

Schooner Albert H. Willis, 487 tons, same.

TORONTO RAILWAY COMPANY PLEADS LACK OF FUNDS.

Toronto, Ont., February 11.—The Ontario Railway and Municipal Board has stretched the time to July, during which the Toronto Street Railway may reconstruct the 13.6 miles of track ordered some time ago by the board.

Application failed, however, to get more time for the fifty new cars which were ordered for June 1, and the Ossington avenue extension.

Mr. H. S. Osler, on behalf of the railway company, declared that the cars could not be completed by the time ordered, and he would be back again to ask for an extension.

The company had no money, he said, and when they had found themselves short of funds they had stopped work on the cars.

In the other instances also the objections were based on lack of funds.

SHIPPING NOTES

The new superdreadnought Pennsylvania, will be launched at Newport News, March 16.

Sir Thomas Lipton's yacht Erin is on a voyage to convey a Red Cross expedition to aid the Serbians and Montenegrins.

A chart of the Panama Canal and its immediate approaches has been published by the U. S. Hydrographic Office. It is in two sheets.

The schooner W. H. Yerkes, of Maine, laden with phosphorate rock, was sunk off Frying Pan Shoals, N.C. The crew was saved by the revenue cutter Seminole.

A report from the commanding officer of the U. S. S. Tennessee, December 28, 1914, states that the navigation lights from Beirut to Jaffa, both inclusive, are extinguished.

The Orduna and America have arrived at New York; the Pretorian is at Boston; the Roma at Marseilles, and the Manchester Miller at St. John, N.B.

Arrangements are being made to establish a regular steamship service between Spain and Canada. A commission representing Spain recently visited the Dominion to look into the opportunities for an exchange of products.

The steamer Dacia, whose departure on the second stage of her voyage for Rotterdam, has been delayed several days, will sail to-day, her master, Captain McDonald, announced last night. Collector Hamilton and Shipping Commissioner Bullock boarded the Dacia and personally informed members of her crew of the chances of detention by a British warship.

Standard Oil steamer Richmond, towing barge No. 95, sailed from San Francisco for New York with a cargo consisting of 1,016,578 gallons lubricating oil, 227,122 gallons refined oil, and 982,930 gallons distillate. This is the first bulk shipment through the Panama Canal from the Pacific to the Atlantic Coast.

Norton, Lilly & Co., of the New York Produce Exchange, have announced the establishment of a first-class through passenger service from New York to Montevideo and Buenos Ayres beginning March 10. The steamship to make the first voyage is the Crofton Hall, which will be first through passenger vessel flying the American flag to ply regularly between New York and River Plate.

The Fore River Shipbuilding Corporation has received contract from the Texas Oil Company for the construction of two oil tank steamers to cost about $1,250,000, and to have a capacity of 2,750,000 gallons. The vessels will be 415 feet long, 56 feet wide and 31 feet deep, with an average speed of 11½ knots. This order makes the eighteenth steamer ordered by American steamship companies from American ship yards since December 1.

Work on repairing the Canadian fishery cruiser Galiano has been commenced at Yarrows' Yard, Victoria. The damaged vessel was hauled out on the marine slip at Esquimalt on Saturday afternoon. Owing to the extensive repairs which will have to be made to the ship, it is not likely that she will be in the water for at least three weeks. If it is decided to cast and fit a new stern-post to the Galiano instead of scarfing it, there is a probability that she will be on the slip for over a month.

WILLYS-OVERLAND COMPANY.

New York, February 11.—Willys-Overland Company has had an exceptional growth. This current year it will make 60,000 cars, against 48,468 in 1914, and 37,129 in 1913.

In the year ended June 30th, 1914, the company earned surplus after preferred dividend and sinking fund of $4,631,275, equivalent to 23.16 per cent. on $20,000,000 common.

In the first five months of the current fiscal period the company earned 15 per cent. on the common, which would indicate surplus for year of 35 per cent.

In two years ended June 30th in 1914 and 1913, the company earned aggregate surplus on its common of $50 a share, and including probable results of current year the company will have earned 85 per cent. on its common in three years.

WISCONSIN CENTRAL'S DIVIDEND.

New York, February 11.—Wisconsin Central declared regular semi-annual dividend of 2 per cent. on preferred stock, payable April 1st to stock of record March 11th.

WILL HOLD CONFERENCE.

Berlin, Germany, February 11.—Rulers of three Scandinavian countries will hold a second conference to discuss the question of floating mines, Germany's declaration of sea war zone, and British Admiralty's views on use of neutral flags.

ALASKA SHIP CHANNELS FOUND VERY DANGEROUS

Washington, February 11.— The startling information that twenty-one dangerous pinnacle rocks in 42 miles of ship channel had been discovered in Alaska during last season by Field Engineer John A. Daniels of the Coast and Geodetic Survey, has been made public by Secretary of Commerce Redfield.

These rocks were located by means of a wire drag more than a mile long, the wire being supported at the desired depths by cables to surface buoys and towed along by power boats.

The ship channels covered by the wire-drag survey are located in Southeastern Alaska. They form a section of the well known inside passage followed by all steamers going up and down the coast. The main thoroughfares included in the survey operations were Revilagigedo Channel, Nicholas Passage and Tongass Narrows.

The rock walls of the channels of this part of Alaska are nearly straight up and down, both above and below the level of the water. Depths from twenty to one hundred fathoms are within one hundred yards of shore. Yet it was in these waters the twenty-one dangerous pinnacles were discovered.

One of these rocks is of pyramid shape and rises over 600 feet from the bottom of the channel to within seventeen feet of the surface. It is surrounded by deep water on all sides, and is now located on the chart where a 109-fathom sounding was formerly recorded.

FREIGHT RATE INCREASES WILL BE DEALT WITH TOGETHER

Railway Commission Sets March 1 For Hearing.—Unwise For Board to Officially Encourage Move at Present Time.

Ottawa, February 11.—Chairman Drayton, of the Dominion Railway Commission, drew from the railway representatives yesterday afternoon a straight pronouncement as to their intentions with regard to the increase of rates. It was stated by Counsel Kirkpatrick for the Canadian Pacific Railway that an application for a general increase is now under preparation, and will be forwarded to the board at an early date. The increases outlined will be on commodity rates almost entirely, and not upon the straight blanket percentage system granted to the Trunk lines recently in the United States.

The tariffs recently filed by the railways calling for an increase upon the rates on wheat and wheat products from the head of the lakes to Eastern points were under consideration yesterday afternoon, and several representatives of influential Eastern bodies were present to protest against them. Chairman Drayton took the matter into his own hands.

"Although there is no application on file with the board," he remarked, "I notice from the newspapers that you are meditating a general advance in rates. Are the newspapers right?"

"I think the papers are correct," replied Mr. Fitzpatrick. "We are working on the proposition at present."

"Well it seems to me," said Chairman Drayton, "that under the circumstances as the companies are contemplating a general application for an increase of rates, it would be very unwise for the board to officially do anything which might encourage you at the present time, until we know what the real facts are, and that we should take no action one way or the other, upon these tariffs.

"I certainly do not want to be put in the position of doing anything to-day which will look as if we were endorsing advances which in some instances are as high as three and a half cents per hundred pounds. While it is perfectly clear that any such action might hereafter be used for the purpose of endorsing an advance in a subsequent application, on the other hand I do not think we should do anything one way or the other which would prejudice that application."

Chairman Drayton stated that it was in the interests of the public generally that if such application were to be made it should be made at the earliest possible moment so that before the spring trade opened the public and the shippers would be able to form some idea "as to what claims are going to be advanced to contribute to your revenue."

Referring to the International rate increases Chairman Drayton stated that "even with the idea which seems to be becoming somewhat prevalent that the railways are not making enough money," some of the rates might be out of line, and it was only fair that a hearing should be set at an early date in the case of the shippers whose interests might be prejudicially affected. March 1 was set as the date upon which the railways would be called upon to justify the international increases.

Mr. Kirkpatrick stated for the knowledge of the board that the general application would be in the form of a letter with exhibits attached "setting forth in detail the proposed advances in each commodity."

It was not stated whether the application would be confined to Eastern lines.

SHIPBUILDERS ARE PROSPEROUS.

Cleveland, Ohio, February 11.— The Iron Trade Review says:—

Shipbuilding in the east has assumed proportions of times of great prosperity.

The Fore River Yard has taken two tank boats for the Texas Company and Newport Shipbuilding Company received another $900,000 vessel.

One Atlantic coast yard now has $21,000,000 worth of work on its books, sufficient to run it until 1916.

Pig iron business is dull and the demand for most kinds of finished materials is limited.

STEAMSHIPS.

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—

ALAUNIA (13,400 tons) ..... March 8th, 1 a.m. After
Orduna (15,500 tons) ..... March 22
Transylvania (15,000 tons) ..... April 5
Orduna (15,500 tons) ..... April 19

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Toronto (Yonge St.)
Via Tweed, Peterboro.
†7.25 a.m. *10.50 p.m.
Observation-Compartment and Standard Sleepers on night trains.
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