

NEW ORLEANS RAILWAY'S GROSS EARNINGS INCREASED \$17,692

New Orleans, La., April 30.—Gross earnings of New Orleans Railway & Light Co., a subsidiary of American Cities Co., controlled by United Gas & Electric Corporation, for 1914 were \$7,012,123, an increase of \$17,692, or 1.71 per cent. over 1913.

Operating expenses of the year increased \$9,302. In the street railway department expenses were less by \$97,734 than for 1913, but electric light and power expenses increased \$5,919, and those of the gas department \$101,117.

Net earnings for 1914 were \$3,591,265, an increase of \$108,390, or about 3.12 per cent. Taxes in 1914 were \$761,223, an increase of \$36,888, and charges for uncollected accounts were \$9,000; and these, offset by miscellaneous income of \$45,551, left total income \$2,866,593, an increase of \$76,372.

Dividends paid in the year on common and preferred stock aggregated \$899,670. In addition to the dividends various charges were made against profit and loss surplus, leaving this as of date of December 31, 1914, \$1,428,407, compared with \$1,486,496 December 31, 1913.

Current assets of the company December 31, 1914, were \$2,141,120, of which \$120,244 was cash, while current liabilities were \$1,562,831. Maintenance charges for the year, included in operating expenses, were \$750,768, which with \$21,627 for renewals and replacements made a total charge for these purposes of \$772,396.

A new 5,000,000 cubic-foot gas holder, the largest in the South, was placed in commission December 15. The new South Calumet Street Railway Line was placed in operation February 22, 1915.

The company at the close of 1914 operated 206 miles of street railway, an increase of 16 miles, with 642 cars, an increase of 90 cars. The four generating stations now being operated have a capacity of 32,700 kilowatts compared with a capacity of 21,359 kilowatts in the six stations operated in 1905.

TORONTO STREET RAILWAY MEN WILL ASK FOR WAGE INCREASE

Toronto, Ont., April 30.—There is a feeling among Street Railway men in Toronto that the wage schedule under the present three-year agreement with the company, which expires on June 16th, is very low as compared with that of most other Canadian and American cities, and it is likely that the company will be asked to increase the scale.

Under the present scale, fixed by agreement three years ago, the men are started at 23 cents an hour, which increases to 25½ at the end of the first year, and to 27½ at the end of the second year, this being the maximum. In Detroit the men are started at 25, and at the end of eighteen months are getting the maximum of 32.

TWIN CITY EARNINGS IN MARCH

Table with 2 columns: 1915 and 1914. Rows include Total oper. revenue, Total oper. expenses, Net oper. revenue, and similar figures for March and January.

UNION TROUBLES

Chicago, Ill., April 30.—Insistence by Union heads on withdrawal of Chas. Nagel from Western Engineers' Arbitration Board is regarded as indicating a suspected adverse decision to employees.

DETROIT UNITED RAILWAY DIVIDEND

New York, April 30.—Detroit United Railway has declared the regular quarterly dividend of 1½ per cent., payable June 1 to stock of record May 15th.

TWIN CITY EARNINGS

Twin City earnings for the third week in April increased \$7,394 or at the rate of 4.35 per cent. For the month to date earnings have increased at the rate of 3.15 per cent., and for the year to date at the rate of 1.22 per cent.

SPENDING THE WEEK-END AT CALEDONIA SPRINGS

On Saturday May 1st and every Saturday thereafter the Canadian Pacific will operate a special train leaving Montreal Windsor Street Station at 1:29 p.m., arriving at Caledonia Springs 3:30 p.m.

SHIPPING NOTES

The Madonna has arrived at New York; the Northland is at Avonmouth; the Irishman at Portland, and the Kristianafjord at Christiania.

The three-masted schooner yacht Sea Gull, the largest ever built in America, will be launched today at Lawley's yard, Boston. The craft was built for Alexander Smith Cochran.

C. W. Morse will establish freight and steamship line between Stamford and New York. The line will be subsidiary for New York and Buffalo Steamship Co., organized for freight business between New York and Buffalo via new cargo canal.

London, April 29.—A despatch to Lloyds from Stornoway, Scotland, says it is reported there that a British steamer has been sunk by a submarine off the Isle of Lewis, and that the crew landed at Carloway in the steamer's small boats.

Mr. Alexander G. Burns, in charge of the Sault Ste. Marie weather observatory, has just returned from White Fish Point, where he has completed the installation of an anemometer at the lighthouse there. The first weather report from the new station was received at the Sea Sunday morning.

The Montreal Transportation Company's steamer Rosemount, Northmont and Westmont, which arrived from Fort William with grain for Montreal, had to be lightered at Kingston owing to low water in the St. Lawrence. The water in the rapids is six inches lower than it was a year ago.

Mr. T. R. McCarthy, steamship and freight broker, reports that the Norwegian steamer Symra is expected in Montreal during the first few days in May to load a full cargo of grain for Europe. Towards the end of the month he also expects the British steamer Cardiff Hall for grain. Messrs. Thomas Harling & Son have chartered four steamers to carry grain during May and June.

Until yesterday it seems certain that the White Star-Dominion Line would only be represented on the St. Lawrence River by the Northland, but this great steamer will have a suitable conferee in the steamship Megantic, which, contrary to expectations, is returning to the Montreal route. The White Star-Dominion Line will therefore be able to maintain a fortnightly service from Montreal throughout the season.

A steamship line has been established between Iceland and New York with two and possibly three sailings a month. Merchants and bankers from that island are now en route for New York to establish commercial and banking relations. The war and closing of the North Sea has made so uncertain trading between Iceland and Europe that business interests there have decided to transfer commercial relations to the United States.

In the series of sailings which the Finland and the Kronland will make via the Panama Canal to San Francisco for the Panama-Pacific Line this year during the continuance of the San Francisco Exposition the first sailing will be from New York by the Finland on May 1st. In addition to the exposition at San Francisco, the San Diego Exposition, which began at the beginning of the year, is attracting considerable attention among intending tourists. It is on a smaller scale, but the attractions are said to be quite as varied as those of San Francisco.

Only 13 neutral merchant ships actually have been captured and thrown into prize courts by Great Britain and France, according to best obtainable figures. Five of these vessels were of American registry. In all 551 steamships have been detained by allies and parts of their cargoes removed. Probably half of that number were of British registry. England and her allies have detained, sunk or captured a total of 343 ships belonging to Germany and her allies. Against this score Germany and her allies are credited with disposing of 265 ships of England, France, Belgium and Russia. At the opening of war 80 English ships were detained in German ports. Fifty British vessels have been sunk by German ships other than submarines, and up to March 22, German submarines had sunk 29 British vessels.

C. P. R. LINER METAGAMA DUE IN MONTREAL SUNDAY MORNING

The new C. P. R. steamship Metagama reached Bird Rocks at 8 o'clock this morning, and is expected to arrive at Quebec at 6 p.m. this evening, and reach Montreal on Sunday morning. She carries 352 saloon passengers and 251 third class, and will be the first Atlantic steamer to navigate the St. Lawrence this season.

REUTER'S TELEGRAM COMPANY

London, April 30.—Mr. W. F. Bradshaw has been appointed general manager of Reuter's Telegram Co. in succession to the late Baron De Reuter.

As secretary of the company, Mr. Bradshaw has for years been actively associated with Baron De Reuter in the management of the enterprise.

ADVERSE TO MISSOURI PACIFIC RECEIVERSHIP IF AVOIDABLE

New York, April 30.—It is definitely stated that the new interests in control of Missouri Pacific have no intention of resorting to receivership proceedings if these can be avoided. Such a course has not been contemplated nor have any plans for financial rehabilitation been drawn up.

It is not beyond range of possibilities that some isolated creditor might, for stock market purposes, attempt to secure appointment of receivers through any one of the state courts having jurisdiction, but it is questionable whether any court would entertain such an application without first giving the Missouri Pacific management a hearing.

Nothing therefore but a surprise movement can occur prior to June 1 and that is a remote possibility in view of the fact that the company has no known obligations under which such a bill could be filed and that not only is money in the bank to pay its May 1st interest but all interest due June 1 is in sight, including interest on the \$25,000,000 notes.

Extension of the June 1 notes, it is believed, can be safely negotiated. When the bankers come to formulate a plan for financial rehabilitation, it may possibly develop that a temporary and friendly receivership may be necessary, although every effort will be made to avoid this step if any way can possibly be found to do so.

BALDWIN LOCOMOTIVE NOT TRYING TO GET WAR ORDERS

Boston, Mass., April 30.—It is understood that American Locomotive is figuring on another big war order said to be 75 per cent. as large as the order already booked. There is reason to believe that the size of the first order was considerably exaggerated and that the net profits which the company will realize have been seriously over-stated.

In contrast with the policy of American Locomotive is that of the Baldwin Co., which has so far made no special attempt to corral any huge war orders. It is doing a small amount of work on certain classes of steel going into shrapnel and ammunition, but the total is said to be only about \$2,500,000. The company is following the policy of keeping its plants free and clear of outside manufacturing operations in order to catch the coming revival in buying of locomotives which it is believed cannot be deferred much beyond next September or October. Baldwin has taken some fairly large export orders including locomotives for Russia and South America.

LACKAWANNA APRIL RESULTS

New York, April 30.—A director of the Lackawanna says that April results will be even better than those for March which showed net of \$810,793, compared with \$490,443 year ago.

THE CHARTER MARKET

New York, April 30.—A limited amount of business was reported in steamer chartering, with rates slightly below the basis of the last previous figures of the kind.

There is a moderate inquiry for coal and grain boats to European ports, and for coal carriers to South America, but in all other trades freights are momentarily scarce.

The supply of boats available for fairly early loading is sufficient for present necessities and the general inclination of rates is slightly in the shippers favor.

The sailing vessels market continues slow despite the fact that there is a good demand in several of the trans-Atlantic and South American trades for both prompt and forward vessels.

Rates are firmly sustained and tonnage is scarce and sparingly tendered.

Charters—Grain—British steamer Benheather, 25,000 quarters, from the Atlantic Range to a French Atlantic port, 9s., May.

British steamer Wakefield, 27,000 quarters, same option, Galveston, loading, 10s., May.

British steamer Reading, 26,000 quarters, same. Greek steamer Andreas, 40,000 quarters, same, prompt.

Coal—Dutch steamer Maasdijk, 2,935 tons, from the Atlantic Range to Rio Janeiro, 29s., May.

Lumber—British steamer Brookwood, 1,987 tons, from the Gulf to the River Plate, 27s., June-July.

Norwegian ship Songvig, 2,100 tons, from the Gulf to West Britain with timber, etc., lump sum £10,000, \$2 form, June.

Norwegian bark Kotka, 857 tons, from Stockholm, Maine, to West Britain or East Ireland with deals, pt., May-June.

RAILROAD NOTES

E. D. Moore, vice-president of the Rock Island, has declined a re-election.

Mr. W. H. Snell, general passenger agent of the C. P. R., who has been away on a brief business trip has returned to Montreal.

The Oregon Short Line is holding a number of large cars in reserve for the shipment of Idaho wool clip to the East next month and which is expected to be very heavy.

The C. P. R. natural resources department report that during the past three months \$38,000,000 of American capital has been invested in Canada and particularly in the west.

Mr. Morley Donaldson, vice-president and general manager of the Grand Trunk Pacific, predicts that when the war is over British capital will again seek Canada as an investment field.

It is understood that the Government will commence operation of the National Transcontinental Railway early next month. Details have not yet been arranged but are being worked out.

Grade crossings in Youngstown, O., are to be abolished by depressing the tracks at a cost of \$2,000,000, of which the city will pay \$800,000. The Erie, incidental to the work, will build a new freight and passenger station.

If the Government, in its operation of the National Transcontinental Railway, cannot make a suitable arrangement for a right of way over the Lake Superior branch of the G. T. P., it has authority from Parliament to take over that line.

The C. P. R. natural resources department state that during the past year exports from Western Canada to the United States showed increases. The export of cattle increased by over \$1,500,000, fish \$140,000, wheat \$350,000, and hogs by \$532,219.

It is not expected that the Southern Counties Railway will extend its line to Granby this summer as was hoped. To reach that place means that sixteen miles would have to be laid down and the company has no money for that purpose at present.

The Maryland Court of Appeals has sustained the order of the State Public Service Commission fixing passenger rates higher than in a number of years yet lower than those which the railroads had scheduled. Commuters having appealed to the Commission from the schedules.

Samuel H. Hardwick, passenger traffic manager of the Southern and for 40 years in the company's service, has retired from his position on account of ill health, and will serve as general agent at his old home, Montgomery, Ala. His successor is W. H. Taylor, who for some time has been traffic manager of the Chesapeake Steamship Co.

The international railway bridge between Van Buren, Maine, and St. Leonard, New Brunswick, is now rapidly approaching completion and provided that the Public Utilities commission of Maine and the Board of Railway Commissioners for Canada approve of the work, it is expected to have the formal opening the latter part of this week.

The proposal of the C. P. R. that the city of Brantford, Ont., give to the Lake Erie and Northern Railway the entry of the Grand Valley Railway into Paris and Galt in return for the promise of electrification of the Lake Erie from Galt to Brantford and possibly from Brantford to Port Dover, has met with little favor from the city council, but a committee has been appointed to go thoroughly into the matter.

MERCANTILE MARINE FORECLOSURE

New York, April 30.—Fidelity Trust Co., of Philadelphia trustee of mortgage securing 5 per cent. bonds of International Mercantile Marine Co., has filed a foreclosure cross bill in the suit pending by the New York Trust Co. to foreclose under the mortgage for the first lien 4½ per cent. bonds.

Judge Hough, of the Federal District Court, has extended receivership of P. A. S. Franklin so as to apply to foreclosure proceedings with regard to the 5 per cent. bonds. As foreclosure proceedings are now pending against both issues of bonds, it is presumed that the respective protective committees will proceed without delay to prepare and endeavor to agree upon a plan of reorganization.

MONTREAL — CORNWALL

The Grand Trunk Railway will, effective May 1st, operate a special train between Montreal and Cornwall, in connection with week-end excursion reduced rates. Train will leave Montreal 1:59 p.m. Saturday only, arriving Cornwall at 3:34 p.m. Returning train will leave Cornwall Monday only at 7:05 a.m. and arrive Montreal at 9:10 a.m., stopping at intermediate stations, as shown in Grand Trunk time table effective May 2nd, 1915.

NORTHERN OHIO FOR THREE MONTHS

The Northern Ohio Traction & Light Co.'s statement of earnings, operating expenses and net income, from January 1st, compares as follows:—

Table comparing 1914 and 1915 earnings and expenses for Northern Ohio Traction & Light Co.

INT.-METROPOLITAN READJUSTMENT

New York, April 30.—Regarding proposed inquiry which will be made by the P. S. Commission into the recently announced plan of Int.-Metropolitan for capital readjustment, it is stated authoritatively that the plan submitted to shareholders has the approval of Lewis Cass Ledyard, Francis Lynde Stetson and Delancy Nicoll, and that any investigation by the P. S. Commission will be met with cordial assistance from the company.

SUBURBAN SERVICE STE. ROSE & STE. EUSTACHE

Commencing Saturday, May 1st, additional trains leaving Place Viger and Mile End at convenient hours in the evening and likewise returning to the city in the morning, suitable for business people, spending the summer months at Ste. Rose, Rosemead, St. Eustache, etc., will be run, full particulars of which are to be found in local time tables. This service will again be enlarged with the introduction of the summer time bill, to take effect shortly.

MARKED DECREASE IN BRITISH INDIA TRADE PAST FIVE MONTHS

The sea-borne trade of British India declined sharply in 1914, according to a report of the American Consul-General at Calcutta, printed in the Commerce Reports of the Department of Commerce. The consul writes:

"Although the first seven months of the year showed some decline in the trade, the marked decrease during the last five months was mainly responsible for the poor showing made. Primarily the decrease can be attributed to the closing of certain markets, especially Germany, which is, after the United Kingdom, India's best customer, both in the export and import trade, the curtailment of the trade with France and Belgium, restriction of trade with neutral countries, scarcity of tonnage, and dislocation of the world's exchanges.

In round figures the value of the total sea-borne trade in 1914, including treasure and re-exports, was \$1,299,000,000, as against \$1,538,000,000 the previous year. Imports, excluding treasure, were valued at approximately \$608,000,000, in comparison with \$584,000,000 the previous year, while exports, including some \$15,000,000 worth of re-exports but excluding treasure, reached a total of \$688,000,000, as against \$797,000,000 during 1913. The value of the trade in treasure, both import and export, was about \$102,000,000."

BRIDGE TO CONNECT HAMILTON WITH HAMILTON-TORONTO ROADWAY

Hamilton, Ont., April 30.—Information has been given out to the effect that not only will the Hamilton-Toronto Highway Commission agree to aid in the construction of a long high level bridge over the south-west arm of the bay to connect the city and the Hamilton-Toronto concrete roadway, but is preparing such advantageous terms that the work of building the bridge will be done this year.

This exceeds the fondest expectations of all the city officials. They had a hard time getting the commission interested in the bridge, but it has been shown that it will be a good thing for the road.

RAILROADS

CANADIAN PACIFIC North Toronto (Yonge Street)

Table showing train times for Canadian Pacific North Toronto via Yonge Street.

Toronto Detroit Chicago

Table showing train times for Toronto Detroit Chicago via Cobourg, Port Hope, Whitby.

WEEK END TICKETS NOW ON SALE

CHANGE IN TIME MAY 1ST

Folders on Application.

SHERBROOKE — ST. JOHN — HALIFAX

Commencing May 2nd, 6:35 p.m. daily. Commencing May 30th, this train will leave Windsor St., 7:15 p.m. daily.

HOMESEEKERS' EXCURSIONS

Every Tuesday. Winnipeg, Edmonton and Int. Stations.

Preliminary Change in Time

May 1st, 1915. Folders on Application.

TICKET OFFICES

141-143 St. James Street. Phone Main 3152. Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRACK ALL THE WAY MONTREAL - DETROIT - CHICAGO INTERNATIONAL LIMITED.

Canada's train of superior service. Leaves Montreal 9:00 a.m. daily. Arrives Toronto 1:30 p.m. daily. Arrives Detroit 3:55 p.m. daily. Arrives Chicago 6:00 a.m. daily. Pullman Sleeping and Observation Cars and Toilet Library and Dining Cars.

CHICAGO LIMITED

Leaves Montreal 11:00 p.m. daily. Arrives Toronto 1:30 a.m. daily. Arrives Detroit 3:45 p.m. daily. Arrives Chicago 6:00 a.m. daily. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

TIME TABLE CHANGES

A change of time will be made on May 2nd. Time tables containing full particulars and all information may be had on application to Agents.

CITY TICKET OFFICES

122 St. James St., Cor. St. Francois-Xavier—Phone Main 6925. Windsor Hotel "Uptown 1187. Bonaventure Station "Main 8223.

STEAMSHIPS

ALLAN ROYAL MAIL LINES

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.

REAL ESTATE

Mederic Duquette sold to 145-1882, Hochelaga ward, w. and 101 Montgomery street.

Clement Lacombe and others sold lots Nos. 1299-14-1 and Mary Ward, with all buildings.

Willie Lassalle sold to 145-2018, 2019 and 2020, buildings Nos. 71 to 81 Brodie by 80 feet, for \$21,000.

Claude Bordier sold to E. J. L. Lacombe, with all buildings, Laurier Boulevard, for \$10,000.

James J. Jackson sold to the northwest half of lots N. Parish of Montreal, with full front avenue, Westmount, for \$14,750.

Raoul Labranche sold to T. 1650 and 1081, Cote de la Ville Nos. 2201 to 2217 Bordeaux s. each measuring 25 by 75 feet.

Norwood M. Lash sold to O. land situated in the Parish of St. Eustache, forming part of lot 14 buildings fronting on the public highway.

George E. Jacques sold to O. 62, 283-83, 208-81 and 208-77, with dwellings Nos. 1, 3, 7 and Westmont, each measuring 40 by 75 feet.

Heurt Simard sold to Edouard in Outremont, composed of lot No. 83, 208-81 and 208-77, No. 35-342, Parish of Montreal, with buildings constituting Nos. 40, 42 and 44 Cyrille street.

The Montreal Realty Company three vacant emplacement, known as lots Nos. 221, northwest part of lot No. 221, real, containing a superficial of 47.435 and other considerations.

Of yesterday's thirty-four most important was a transaction of \$48,000, in which Dr. J. A. I. Fred A. Handfield twelve lots, Nos. 6, 7, 8, 9, 10, 11 and 12, St. James parish area of 24,000 square feet, Nos. 2 to 20 Hubert avenue, street, Nos. 520 to 542 Beaudry Beaudry street.

VANCOUVER BRIDGE FIRES INCENDI

Vancouver, April 30.—Accidents little progress was made mystery surrounding two fires involving two of the most important. The loss sustained at C. comparatively small, but at G. will cost all of \$100,000, and months to complete.

Assistant Chief Thompson, with the fire brigade, declares that but that the fires were of incendiary nature. He says that the police have been told that would lead to an investigation. He says that the fires started from sparks, and says the bridges were set afire at the same time.

There are rumors that the woman sympathizers, but beyond this has occurred to throw another.

HAMILTON'S UNEMPLOYMENT

Hamilton, Ont., April 30.—Seven men will be thrown out of employment during the month of May when Harvester Company's wheels will be taken to the shops. H. H. Biggert attributes the closure of foreign trade, but expects the pay again before the summer is over.

STEWART TUPPER

London, April 30.—Stewart Tupper, of Sir Charles Tupper, is dead. He had been ill for several months under the care of Sir William Osler. Called to the Bar in 1875, a great part of his life was spent in Winnipeg.

MARQUIS OF ABERDEEN IS CHAIRMAN OF

The Most Honorable the Marquis has again joined the board of the Assurance Company in London as chairman.

SEVENTY-ONE BARS

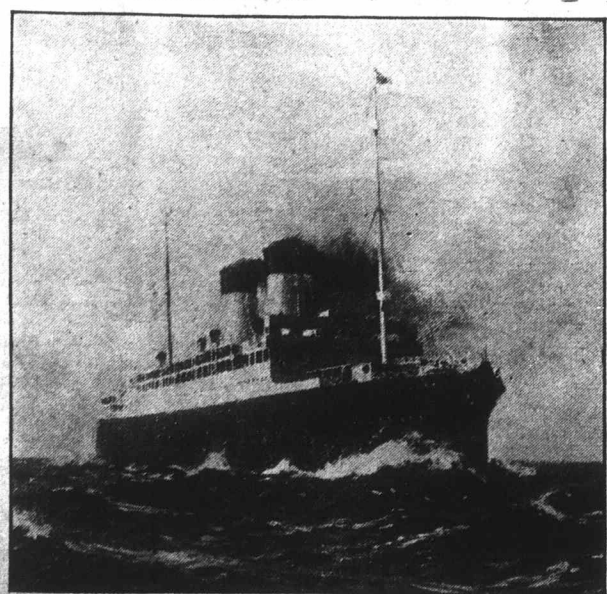
Seventy-one licensed liquor establishments their doors at 11 o'clock to-night. The total number of licenses being prescribed number of four hundred.

MARITIME PROVINCE SOCIETY

(Quotations furnished by J. C. Members Montreal Stock Exchange Halifax, N.S.)

Eastern Canada Savings & Loan

Eastern Trust Company, Maritime Tel. and Tel. pfd., xMar. Tel. and Tel. common, Nova Scotia Underwear, pfd., Do, common, Porto Rico Tel. pfd., Porto Rico Telephone Common, Staufeld's, Limited, pfd., Do, common, Trinidad Electric, 5 p.c., x Ex-dividend.



C. P. R. LINER METAGAMA.