RAILROAD NOTES

Charles S. Mellen, former president of the New Haven Railroad Co., will retire from all business to conserve his health.

The Mobile and Ohio railroad shops at Murphysboro, Ill., employing about 1,000 men, resumed operations, after having been closed since November 6.

Directors of the Chicago Union Station Co., will meet Jan. 12 to decide on matters pertaining to the erection of the new passenger and freight terminal.

Number of men employed August 1, 1914, on railroads entering Chicago was 764,827, compared with 855,761 on August 1, 1913, a reduction of 10.8 per cent.

Stockholders of the Monongahela, a subsidiary of the Pennsylvania, have approved a consolidation with the Buckhannon & Northern, the latter losing its present name.

Myron Wood, general agent of the Pittsburgh & Lake Erie at Youngstown, O., who has been with the company since 1879, will go on the retired list January 1, having attained the age of 70 years.

The railroad circling the Gulf of Bothnia, and connecting Stockholm and Petrograd, in which there has been a gap of 10 miles, has been completed with the exception of a half-mile gap, which passengers cover on the frozen river.

Within the next 30 days the Pennsylvania's mammoth freight house and transfer station in Pittsburgh, built at a cost of more than $500,000, will be completed. It has a frontage covering the width of two city blocks.

J. H. Hustis, president of Boston & Maine, before Massachusetts Public Service Commission, said the road probably would not earn fixed charges this year, and pointed out that since 1901 gross revenue had increased 56 per cent., which operating expenses increased 83 per cent.

From July 28, 1913 to June 30, 1914, 1,161 persons were killed on steam and electric roads in Pennsylvania. Of these 575 were trespassers. The total number of casualties was 1,190 on steam roads with fatal results to 991. The list covers 328 employes, 15 passengers and 555 trespassers, 93 cases not being classified.

Henry Miller, general manager of the Wabash, has resigned, having held the position 10 years and previously for 25 years in the service of the Burlington. He will continue as a director and vice-president of the Wabash. It has been the general opinion that in the reorganization of the company he would become president.

No ruling has been made by the revenue department at Washington in a case submitted to it by the traffic manager of the Jacksonville Board of Trade where a shipper asked whether the railroad company could legally refuse to accept a shipment of freight if the shipper refused to attach war revenue stamp to the bill of lading. The Merchant's Association of New York is deeply interested and the question is one affecting many other localities that the section of the law applying may ultimately have to be tested.

Mr. A. A. Heard, for many years general passenger agent of the Delaware and Hudson Railroad, resigned his position on January 1 to accept a lucrative position as general sales manager for the mineral waters which come from Saratoga Springs, N.Y. Mr. M. J. Powers, for many years chief clerk to Mr. Heard, has been appointed as general passenger agent and his long experience and acquaintance with the workings and details of the department will qualify him for his new duties.

An official circular from W. T. Hardin, president of the New York Central Company, announces that P. E. Crowley has been appointed assistant vice-president of the operating department with headquarters in New York in charge of transportation, and equipment maintenance between New York and Chicago. Also that W. J. Fripp is appointed general manager of the lines east from New York to Buffalo, with headquarters in Albany, his former position of assistant general manager being abolished. Dewitt C. Moon, as general manager of the old Lake Shore, will retain his title and headquarters at Cleveland.

Mr. John Brown, of Moncton, N.B., assistant engineer at the I. C. R., New Shops, and a highly respected resident of Moncton, has retired under the provisions of the Provident Fund Act, his superannuation taking effect on January 1st. At the time of his retirement Mr. Brown had been twenty-eight years and six months in the service of the I. C. R. and during that time his record was one of which any man might be proud. Mr. Brown was born in Moncton in 1848. He entered the service of the I. C. R. in 1886, in the freight car repair shop. For several years he worked in this department, and then transferred to the planing mill, where he was employed in the engine room. He was for several years in the planing mill, and about 1907 was put in charge of one of the cranes working about the yard. He was crane engineer for five years and then was promoted to be assistant engineer at the new shops, a position which he has held with credit for the past two years.

AMERICAN LUMBERMAN LIKES SHIPPING THROUGH CANADA.

St. John, N.B., January 9.—"We can ship lumber from Cincinnati through St. John at the same rates we can ship through New York," said Ben. Rubenstein, president of the Benn Lumber Co. Inc., of Cincinnati, Ohio.

"From our district we ship to England and Europe considerable quantities of hardwood, white oak, etc., and latterly we have been doing a good deal of that trade through Canadian ports, including St. John. We have been well satisfied with the way shipments through the port of St. John have been handled."

Mr. Rubenstein is making a trip through the Maritime Provinces to study conditions in the lumber business, though he said his firm did not have much competition here with the kind of timber they handled.

Speaking of the war, Mr. Rubenstein said the sympathy of the American people generally was with England, and that they did not expect the American note to Great Britain regarding interference with American shipping would cause any serious difficulties.

Hedley, B.C., January 9.—All the work on the V., V. & E. Railway line as far as Coldwater Junction is completed, and it is expected that the section from Hedley to Merritt will be put in operation in the near future, affording connections between the Similkameen valley and the coast.

SUES NEW YORK CENTRAL FOR TWO CENTS CAR FARE

Ossining, January 9.—Decision was reserved yesterday by Justice of the Peace Theodore C. Sherwood, in the action brought by Edgar L. Ryder, a lawyer residing in this village, against the New York Central Lines for the conversion of two cents.

Mr. Ryder tried his own case and Fred. L. Wheeler appeared for the company. Several witnesses were heard, among them being the plaintiff and Charles L. Dougherty, of Peekskill, the conductor who tried to collect an excess fare from Mr. Ryder.

Mr. Ryder testified that he was on his way to White Plains on December 11, and reached the Ossining station four minutes before train time. There were five women in front of the ticket window, and the agent was in the back of the office. He was unable to procure a ticket, and when the train arrived he ran down the stairs and boarded it. When the conductor came along he tendered him a dime and a nickel, intending to get off the train at Tarrytown, the fare thereto being thirteen cents. The conductor demanded eight cents more to pay the excess fare of ten cents which is provided for wheni passengers pay on the train. Mr. Ryder would not pay it, and when the conductor told him he would have to leave the train he said he woud go only when ejected, and in asking for his two cents change he said he woud sue the road if it were not forthcoming.

The law which provides for the collection of the excess fare says that "this section shall not apply to any passenger taking passage from a station or stopping place when tickets cannot be purchased during half an hour previous to the scheduled time for the departure of said train on which such passenger takes passage."

Mr. Ryder maintained that this means every minute of the half hour, but Mr. Wheeler placed a different construction upon it. Mr. Ryder also denied the truth of the testimony of the conductor that the latter offered him the two cents when he was alighting at Tarrytown.

The company set up a counter claim for eight cents to cover the full amount of the excess fare, and Mr. Ryder, in moving to dismiss this, made the point that after he had reached Tarrytown, having paid his fare, he owed the company nothing and that even had he paid his fare and the excess amount of ten cents he was entitled to the latter on demand at any ticket office.

PETITION FOR PERMIT TO BUILD HIGH SPEED TROLLEY BUFFALO TO NIAGARA.

The Public Service Commission for the Second District of New York has held a preliminary hearing, on the petition of the International Railway for approval of the construction of a high speed trolley line, on private right of way, from Buffalo to Niagara Falls, and for permission to issue $3,000,000 of securities therefor.

According to the company's witnesses, the new line would serve a population conservatively estimated at 565,000, distributed throughout Buffalo, Niagara Falls, the Tonowandas, La Salle, and other places, all existing under a community of interest, through the fact that manufacturing plants in the larger towns found homes for their people along the line.

E. C. Cornette, president of the International Railway, said that all necessary leases had been negotiated and all plans for starting actual construction are ready. Although the New York Central has intimated it might object to the new line, attorneys for the road communicated with the commission that they would not object to the road, providing the plans did not call for crossing the Central tracks, except after arrangement between the companies before the commission. The commission reserved devision, and asked the company to furnish more details.

JERSEY CENTRAL IN NOVEMBER.

Jersey Central—November gross $2,524,180; decrease, $207,072. Net $1,048,974; decrease $140,797.

Surplus after charges, tax $370,521; decrease $26,689. Five months' gross $13,925,999; decrease $591,844. Net $5,940,119; decrease $518,563. Surplus after charges, tax $2,524,737; decrease $292,982.

TO CHANGE STEAMER ROUTE.

St. John, N.B. January 9.—The New Zealand Shipping Company are reported taking two of their steamships, the Ruaphen and the Rangatira off the Australia-London passenger line, and sending them to St. John. The first will arrive next month.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, January 9.—The tonnage market continues to gain in strength, due to the urgent demand prevailing for steamers in almost every trade and sailing vessels for trans-Atalntic business of various kinds and to the limited supply of boats available for delivery within the next three months.

Rates continue to advance steadily, and, at the present basis, some charterers consider it as cheap to buy tonnage as to charter for some lines of business, particularly for cotton to Bremen. The sail tonnage market, aside from the trans-Atlantic trades continues exceedingly dull with rates showing little or no appreciable change from the basis prevailing for some time past.

Charters: Grain—British steamer Baron ——, 45,000 quarters oats from Baltimore to London, 6s, February.

British steamer Iddesleigh, 34,000 quarters oats, from Baltimore to a French Atlantic port, 6s 9d, February.

British steamer Glenbridge, 26,000 quarters, from the Gulf to Marseilles, 9s 6d, February.

Foreign ship ——, ——— tons, from the Atlantic Range to a Scandinavian port 35s per ton.

Lumber—Ship Rhine, 1,556 tons, from Boston to Buenos Ayres with spruce, $12, prompt.

Schooner Frederic A. Duggan, 981 tons, from Sapelo to West Britain with timber, 140s option, London 150s, April.

Barque Normandy, 1,097 tons, from the Gulf to Liverpool, $16, March.

Schooner Lejok, 297 tons, from Pensacola to St. Croix, then Hayti to New York or Stamford with logwood, p.t.

Miscellaneous—Brazilian steamer Campeiro, 1,605 tons, from New York to Brazil ports with general cargo, lump sum, prompt.

Steamer Southerner, 2,767 tons, from Savannah to Bremen with cotton, owners' account, January.

Norwegian barque Fiery Cross, 1,344 tons, from Rosario to New York or Philadelphia with bones, $4.87½, January.

British schooner Emily Anderson, 211 tons, from Philadelphia to Cienfuegos with pipe, p.t.

MR. ANDREW A. ALLAN,
A Prominent figure in the shipping world.

SHIPPING NOTES

The Johnson Line of Swedish motor ships will begin service between Europe and North Pacific ports via the canal on May 1.

The 1,450-ton schooner Henry W. Cramp, towed into harbor at Savannah, after it became waterlogged in a storm at sea, will be a total loss.

The American steamer Denver, bound for Bremen, Germany, with only cotton, has been detained at Kirkwall, Orkney Islands, north of Scotland.

It is reported from Port au Prince, Hayti, that the German cruiser Karlsruhe has established a base of supplies at port of Mole Saint Nicolas, on that island.

Messrs. Workman, Clark & Co., Ltd., the well-known Belfast shipbuilders, have just issued a report of their tonnage output for the year, which shows that, including the Royal Mail Line steamship Pembrokeshire, yet to be launched, their 1914 total is 75,188 tons, made up by nine steamships.

Increased steamship service between ports in the United Kingdom and Vancouver and other North Pacific ports is announced by two British shipping corporations, the Royal Mail Steam Packet Company and the Harrison Direct Line. An important addition to the present trans-Pacific fleet of the Royal Mail will be made on January 9, when the new liner Carnarvonshire is returned to this run. She is being preceded to this coast by the Royal Mail steamers Glenroy, Glenlochy and Glengyle.

In view of the establishment of a protectorate over Egypt by Great Britain, it is not without interest to note that of late several big improvements have either been carried out or are in progress for the purpose of increasing the shipping facilities of the country. At Alexandria a beginning has been made on work which is intended to transform the Mahmondieh Canal into a great fluvial harbor. This waterway is under an extraordinary variety of conflicting administrations, and what is now suggested is the formation of a conservancy department in order to control navigation.

C.P.R. PLANNING SEPARATION OF SHIPPING FROM RAILWAY

Will Apply for Bill Authorizing it to Lease or Charter Its Vessels to Incorporated Company.

The first step towards the long discussed proposal of a segregation of C. P. R. steamships from the railroad property of the company is indicated in the notice of a bill which will be introduced at the coming session of the Dominion Parliament.

The company is to apply for authority "to lease or charter any of its ships, vessels, or ferries, to any incorporated company having for one of its objects the acquiring, owning or maintaining or operating of ships, vessels or other water craft, and to subscribe for, acquire, hold, guarantee, pledge and dispose of shares, bonds and other securities of such company."

The question of a segregation of steamship and other subsidiary enterprises from the railroad has been discussed from time to time in the past few years, both officially and unofficially. In October, 1913, addressing the shareholders at the annual meeting, Sir Thomas Shaughnessy stated that:

"The formation of a steamship company to acquire the vessels whose cost has not been capitalized, to charter or lease those purchased with the proceeds of securities, and to provide means for the construction or purchase, from time to time, of additional vessel of a suitable type to maintain the character of the fleet and to strengthen its earning power, is receiving some consideration."

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OFFICERS ON STEAMER NAVARRA GUILTY OF ERRORS OF JUDGMENT

Three of Their Certificates Have Been Suspended for Ten Months—Under Influence of Liquor.

Yarmouth, N.S., January 9.—The court of enquiry into the stranding of the British steamer Navarra completed its work last evening, and Captain L. A. Demers, Dominion Wreck Commissioner, gave his decision.

He explained the conduct of Captain Milliken and officers as culpable errors of judgment, and, in view of the trust that had been placed in these men on this special voyage with a ship loaded with provisions, supplies and materials for the Allied armies in France, it was their duty as Britishers to have taken especially exceptional precautions.

In view of the conflicting evidence which was submitted, the Court tempered justice with mercy, and suspended the certificate of the Master, Robert Milliken for ten months, the second officer, Alexander Coull Alexander, a mate's certificate for six months, Chief Officer William Shaw Miller, a master's certificate for three months, the suspensions dating from January 8th, 1915.

Yarmouth, N.S., January 9.—The enquiry into the loss of the Navarra was resumed yesterday. Three members of the crew were examined, and their evidence in the main corroborated that previously obtained, as regards the special circumstances, condition of the weather and the lights passed. The first witness was the helmsman, who was on duty from 8 to 10 on the night of the wreck. In addition to giving the courses steered, he also added that he could not help but notice that the officer was under the influence of liquor, so much so that he staggered when he walked. He could not say as to the Captain, who was on the bridge. He was not close to him. The pilot who brought the vessel out of St. John was recalled, and is now on the stand.

CAPE BRETON ELECTRIC AND THE GRANTING OF PASSES.

Halifax, N.S., January 9.—Under the laws of Nova Scotia it is illegal for any street railway to give free transportation to any one except an employe and to those only when on duty. The penalty is a fine of $50 on the company who woud give such transportation and $25 to the person who takes it. The Cape Breton Electric Company is the means of making this fact generally known, for the public were not before aware of it.

The Cape Breton Electric had got into the habit of issuing passes to almost everybody who had any official position. It would look as if the company had become weary of carrying this heavy burden. Whatever the reason, Walter Crowe, the company's solicitor, came before the Public Utilities Commission with an application that they give a ruling as to the legality of this practise of pass giving.

In their petition the company stated that they had some reason to believe that the giving of free passes was a contravention of the statutes of Nova Scotia. The board replied that there was no doubt about the contravention of the law when free passes were furnished, for the Act constituting the board sets forth that any street railway company granting a free pass is liable to the penalties already mentioned. The passes issued last year numbered about 300.

The public utility commissioners called the attention of the company to the clauses in the statute which prohibit pass giving and they ordered that no passes whatever be issued except to employes of the company and these to be used ony when the recipient was in discharge of duty. The company is to keep a record of all trips made on such passes and file them with the board.

DENY RIGHT TO ISSUE PASSES TO EMPLOYES OF STEAMSHIP LINES.

New York, January 9.—Whether the Erie had the right to issue passes to employes and officers of trans-Atlantic steamship lines will be decided in a suit pending before the United States Supreme Court.

The brief of the Department of Justice asserts that if this could be lawfully done it would "enable the railroads to give passes to almost any one they chose, causing depletion of their own revenues, unfairly burdening the rest of the public to pay the cost of transporting pass holders, favoring individual shippers to secure their traffic and prominent persons generally, and particularly public officials, to obtain their influence, thus restoring in large measure the same corrupt and demoralizing conditions which the anti-pass legislation was enacted to destroy."

The point herein is that the right to issue free transportation to employes and representatives of steamships and railroads not subject to the jurisdiction of the Inter-State Commerce Commission, is denied.

If this is not sustained it will mean that passes may be lawfully given to an army of people, including employes and members of their families of every common carrier in the world.

The test is upon very broad ground ,and exceeds in that respect every attempt heretofore made to defeat the anti-pass clause of the interstate law in its full application by the commission.

INSURANCE AGENTS MUST GIVE INFORMATION OF PESTS.

Chicago, January 9. — Insurance Commissioner Ekern, of Wisconsin, has long been an advocate of higher qualifications for insurance agents. He prepared a bill providing rigid requirements to guarantee experience, honesty and ability on the part of those to whom licenses were issued, but this did not pass. He has therefore decided to enforce as many as possible of his requirements through his general authority as insurance commissioner pending the enactment of laws.

Mr. Ekern has issued a notice to all companies that certain information will be required from all new agents appointed by fire insurance companies for the year beginning February 1st, and for all life, casualty and other agents for the year beginning March 1st. This information covers the occupations of the applicant during the last five years, the proportion of time he intends to devote to insurance, and a statement that he has read and understands the forms of riders and policies he is to issue as agent.

He must also name any company whose agency he has discontinued within the past three months, with the reason therefore and a statement as to his financial obligations to the company and its policyholders. The latter clause is intended to prevent the twisting of policies.

TURKISH TRANSPORT SANK WITH 900 TURKISH SOLDIERS ABOARD.

Petrograd, January 9.—The sinking of a Turkish transport by a Russian warship was announced in an official statement issued by the Admiralty.

The vessel carried 900 Turkish soldiers and all were lost. She was convoyed by the cruiser Medjidieh, which escaped, though it is believed she was badly damaged.

The transport was sunk near Sinope, on the northern coast of Asia-Minor on January 3rd.

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6.15 p.m. to St. Jerome daily instead of 9.00 a.m.
3.25 a.m. from Labelle Mon. instead of 5.00 a.m.
6.25 a.m. from St. Jerome daily instead of 8.00 a.m.
Train now leaving Mont. Laurier for Montreal at 12.30 p.m. daily will run from Ste. Agathe only daily except Sun., and from Labelle, Mon., Wed., and Fri.
Train now leaving Labelle at 6.30 a.m. daily except Sun. will start from Mont. Laurier at 4.05 a.m. arriving Montreal at 11.00 a.m.
4.40 p.m. to Calumet instead of 6.15 p.m.
4.45 from Point Fortune Saturday and Sunday instead of 5.00 p.m.
Train from St. Eustache at 6.30 a.m. will run Sunday only.
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FAILURE TO SWITCH TRAINS WITH AIR BRAKES SUBJECT OF SUIT

New York, January 8.—Suit against the Burlington to recover penalties aggregating $300 for violating the safety appliance law by not switching trains with air brakes has been entered against the Burlington in the United States Supreme Court.

The railroad company has contended that the law is applicable only to through trains and that otherwise, in addition to the large expenditure that would be required for the extra equipment, train operation would also be retarded.

This is a test case in which the Government won its point through the lower courts, but was overruled in the Federal Court of Appeals, which ordered a new trial. From the latter decision appeal is now taken.

The proceedings grew out of failure to provide air brakes in switching trains in the Kansas City freight yards.

Should the higher tribunal rule against the Burlington, it will affect other railroads in various localities.

It is recognized that in switching operations in yards there is risk and danger, and therefore the Government insists that there is as much need of safety first as in the running of trains on main line tracks, perhaps more.

It has not been successfully disputed that it is in the making of trains and other switching employes receive injuries which often maim them for life, and in many instances wtih fatal results.

The Burlington's position is therefore regarded as a bold one to take because of the sacrifice to the men employed in such work.

PERE MARQUETTE RECEIVERS REPORT DEFICIT IN NOVEMBER

Detroit, January 9.—Receivers report of the Pere Marquette Railroad for November shows a total deficit of $64,950 compared with the corresponding month in 1913. Contributing to the deficit were decreases of $17,088 and $8,785 in passenger and express incomes respectively. The decrease for the five months ending November 30 was only $39,281.

The express revenue also decreased to an alarming extent, while the mail revenue including parcel post increased only $864. Freight revenues for the five months show an increase of $420,808. November quota to the increase being only $32,507.

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