

RAILROAD NOTES

Li-Col. Lacey R. Johnston, general welfare agent of the C. P. R., died at his residence, 379 Wood Avenue, on Saturday night.

Mr. Ernest W. Brown, an employee of the Intercolonial Railway of Canada for nineteen years, died at his residence in Moncton, Ont., on Friday last.

Corporal John A. Mates, who was an employee of the G. T. R. at Brockville, Ont., has died at Salisbury, England. He leaves a widow and eight children.

Mr. W. P. Hinton, assistant passenger traffic manager of the Grand Trunk, is representing the company at the meeting of the American Association of Passenger Traffic Officers, now being held at San Francisco.

Yesterday afternoon, from the top of the Essex while temporarily insane, leaped 20 feet to his death yesterday afternoon, from the top of the Essex Terminal Railroad Company's bridge over the M. G. R. tracks at Windsor, Ont.

Nicholas Pollock, aged 50 years, of Windsor, Ont., died at his residence yesterday. Mr. Nanton started life as a banker, but later transferred his energies to railroad work, acting as treasurer of the old Ontario and Quebec railway and assistant to the late Sir William White, when the latter was with the Canadian Pacific at Montreal.

Suit has been brought in Austin, Tex., against 41 railroads in that State for the purpose of enjoining them from issuing free transportation. The carriers are accused of violating both federal and state constitutions by the Attorney-General. The court is asked to restrict the privilege of free transportation to officers, employees and agents of the railroad issuing it. This, it is declared, would make unnecessary the increase in freight rates which the railroads have asked.

Railroads in West Virginia are confident of being allowed on May 1 to advance their passenger rates from two to two and one-half cents per mile. They have filed the necessary application with the Public Service Commission and base their feeling of certainty upon a decision of the United States Supreme Court upholding the contention of the Norfolk and Western against the Commission which declined to allow the railroad to increase its rate to two and one-half cents per mile.

It is evident that the time for giving land grants to new railway enterprises has not yet passed. A glance at the railway statistics supplied in the blue book by the government reveals the fact that up to June 30, 1914, the Federal Government is down for \$1,864,074 acres: Quebec, 1,198,650; British Columbia, 8,119,221; New Brunswick, 1,647,772; Nova Scotia, 160,000; Ontario, 624,232, making in all 43,613,940, while the aid in cash amounted during the year 1914 to over \$16,000,000, of which the Dominion contributed over \$15,000,000.

In the Province of Alberta there is now one mile of railway for every 125 persons. The province guaranteed bonds last year for the construction of 2,426 miles of railway, of which there are now completed and in operation 1,230 miles, and 247 graded, and ready for track-laying. The mileage was last year distributed as follows: Canadian Northern, 656 miles; Grand Trunk Pacific Railway, 259; Edmonton and Dunvegan, 240; Alberta & Great Waterways Railway, 750; Lacombe & Blindman Valley Railway, 37. The total mileage in the province is 4,097, which is greater than in the older provinces with the exception of Ontario.

Since the opening of Grand Central Terminal in New York about two years ago facilities have been added from time to time for the convenience of the thousands of people by whom it is used daily. The latest of these, is the new entrance on 46th Street and Vanderbilt Avenue, a spacious marble corridor passing under the recently constructed Vanderbilt Concourse building and leading directly to the Main Concourse and adjoining rooms on the upper level of the terminal, and also connects with the ramp leading to the lower level thus accommodating both thorough and suburban travel. This saves several minutes' time and the necessity of entering on 42nd Street and Vanderbilt Avenue, on the part of passengers who come from or desire to go to points north of 46th Street.

RAILROADS HAVE TURNED CORNER.

New York, April 19.—The railroads have turned the corner in both gross and net earnings. That is evident from a comparison of the results for February with the returns for preceding months.

According to the figures for the month of February, the returns of 472 separate railroads, thrown into one account, show a decrease of \$1,302,000, or 0.6 per cent.; whereas the returns for January and December showed decreases of \$1,559,000, or 7 per cent., and \$2,885,000, or 10 per cent., respectively.

As for net, the returns for December showed a decrease of \$7,139,000, or 11.5 per cent.; in January the decrease in net was only \$890,000, or 1.7 per cent.; the figures published today for February indicate an increase of \$11,982,000, or 30%.

Thus in three months the decrease in gross has been cut down from \$25,886,000, or 10 per cent., to \$1,302,000, or 0.6 per cent., while a decrease of \$7,139,000, or 11.5 per cent., in net has been converted into an increase of 11.5 per cent.

CANNOT STOP "JITNEYS."

Richmond, Va., April 19.—Judge Crump, of the Law and Equity Court, ruled that the courts have no right to interfere with operation of "jitney" buses. This was a defeat for the traction companies which had sought an injunction against the "jitneys."

A FIRST-CLASS PAPER

A Cornwall Manufacturer writing to the "Journal of Commerce" said:

"Thank you for the Journal. It is a First-class Paper"

CANADIAN CAR CONTRACT WITH RUSSIA WORTH \$70,000,000

Few Canadian trade emissaries has ever met with quite the same amount of success as has crowned the efforts of Mr. W. W. Butler on the recent trip which he made to Petrograd in the interests of the Canadian Car and Foundry Company, Limited, of which he is the senior vice-president. It is not every day that an order for \$70,000,000 worth of goods is secured, no matter what their character, and perhaps it is only an order for munitions of war, urgently needed at the present time, that could have reached this magnitude. In order to compass the work in as short a time as possible, (the order involving half a million each of shrapnel and explosive shells) it is likely that a portion of the contract will be farmed out, especially as the Canadian Car plants are busily engaged on the work of turning out British shells. Mr. Butler will now visit Paris.

LARGEST AQUEDUCT IN WORLD

Bari, Italy, April 19.—Water from the Apennines has been distributed for the first time to the Province of Bari, Foggia and Lecce through the Apulia aqueduct, the largest in the world, which was begun in 1905. More than 2,000,000 persons now are assured of a supply fresh from mountain streams, brought through 1,875 miles of pipe. The territory served has suffered for centuries from lack of an adequate supply.

For the construction of the aqueduct, the cost of which is estimated at \$30,000,000 and upon which 4,000 workmen have been engaged nearly ten years, the course of the Sele River has been diverted. A collecting basin has been built at its source 1,270 feet above the level of the sea, whence the water is conveyed by tunnel for seven and one-half miles, penetrating a water-shed, and then through the aqueduct, which is 155 miles long. While the most important parts of the aqueduct have been completed, it will take a year longer to finish all the minor details.

CUNARD COMPANY'S SUCCESS

NOT DUE TO BRITISH MAELS.

Liverpool, April 19.—Speaking at the annual meeting of the Cunard Steamship Company, Alfred A. Booth, chairman of the board of directors, said that it was sometimes said that the Cunard Company owed its success to the agreement made with the Government in 1902.

Mail matter had increased enormously since this agreement was signed, Mr. Booth added, and if Great Britain paid at the same rate as the American Government the company would receive \$350,000 per annum more than was fixed by the agreement.

UPPER LAKE NAVIGATION OPEN.

Fort William, Ont., April 19.—The steamer Beaver-ton, which sailed on Saturday, was the first vessel to make open water from this port. She is loaded with pulp wood.

The J. H. Plummer, Fordonian, Empress of Midland, and Grant Morden, with grain also cleared for the East.

The remaining six steamers which wintered here are coaling and will clear to-day. They are the Agawa, A. E. Ames, E. D. Carter, Donnacona, Glenmavis and W. A. Rogers.

PACIFIC POWER & LIGHT CO. DIVIDEND.

New York, April 19.—Pacific Power & Light Co. has declared the regular quarterly dividend of 1 1/2 per cent. on the preferred stock, payable May 1 to stock of record April 23.

COPPER 17 1/2 CENTS.

New York, April 19.—A large copper agency is quoting 17 1/2 cents a pound for electrolytic and it was said that prices may advance further during the day.

SUGAR FUTURES QUIET.

New York, April 19.—Sugar futures market opened quiet and steady. June, 3.85 bid; July, 3.93 to 3.95; August, 4.00 bid; Sept., 4.05 to 4.06; Oct., 4.20; Nov., 4.34 bid; December 3.86 to 3.87.

Happenings in the World of Automobiles

New Tyre and Accessory Association to Affiliate With M. A. T. A. --- Two Associations will Enter System for Regulation of Prices --- Annual Meeting will Decide Much of Future-Present Directors Having Ambitious Plans --- to Hold Endurance Race

Following the meeting of the tyre and accessory dealers of Montreal on Wednesday night for their opening assembly since the inauguration of their association, plans were considered for affiliating with the Automobile Trade Association. A delegation of the former, composed of Messrs. W. Cavers, H. Lauzon and J. Tuckwell accordingly waited upon the directors of the latter body yesterday and discussed the matter. It will be taken up as new business at the annual meeting on Monday night.

The question of price regulation will also be taken up again on Monday. As soon as the officers of the Automobile Trade Association are elected for the coming year arrangements will be made for consulting the manufacturers. The new association will negotiate in the same way through its sub-committees and it is expected that plans can be drawn up before long whereby a system of price regulation can be enforced.

The annual meeting of the Montreal Automobile Trade Association to be held at the Windsor Hotel on Monday night is of more than ordinary significance. There is a possibility of a change in the directorate, although this is not thought probable. The present board headed by Mr. J. G. Sheppard was elected before the last show and through its energies the show was brought to a successful conclusion. It seems likely that these directors will be returned to office on account of their good work and so permitted to continue the plans they have prepared for the development and progress of the association and its aims.

An endurance race of 1,900 miles starting from Montreal and including some points in the United States is being planned by the association. It is expected to be arranged for the latter part of June.

In the seven months ended with January, the United States exported 3,972 commercial motor vehicles valued at \$10,984,442. This is an increase of 61 per cent. over the same period a year ago, when only 426 trucks worth \$714,261 were sent abroad, as computed by the National Automobile Chamber of Commerce from the monthly summary of the Department of Commerce for January, just issued. Foreign purchases of passenger cars fell off from 12,553, worth \$12,540,593, in the seven months ended with January, 1914, to 5,904, valued at \$5,808,099, in the corresponding period just passed. This is a decrease of 53 per cent. There was an aggregate gain for the year in all classes of motor vehicles, for the respective periods, of \$3,546,687, although the actual number of cars exported was less by 3,113.

In order to demonstrate to the Canadian War department the utility of the motorcycle for military purposes, the Motorcycle club is planning a relay race from Windsor to Ottawa, a distance of 400 miles. It is proposed that the riders deliver a message from Windsor to the minister of militia, Major General the Hon. Sam Hughes, at Ottawa, Canada is considering the establishment of a military motorcycle corps which, it is hoped, will develop a Dominion wide organization.

The Jack O'Brien Automobile Company of Quebec City has come to Montreal and will be opened up at 11 Phillips Square. Their office and garage at this address will be devoted exclusively to the sale of the Hupmobile car, a low priced two-seated machine which has established a great reputation in America and Europe. The company has already many orders and is looking to a good season.

Only four countries in the world have more automobiles than the Province of Ontario—the United States, the British Isles, France and Germany. No other country can boast as many cars as this province. This interesting fact is shown by the registration figures of the provincial secretary. Close to 34,000 cars are now registered in Ontario, which seems an amazing figure for only one province of the Dominion.

The visible improvement in truck design and the hopeful aspect of the truck exhibition as a class may be traced in no small part to the effects of the war. In at least one case a truck of a new type not heretofore disclosed is declared to be of the same design as has been shipped abroad in quantities, while in other instances recent activities in building to foreign requirements have resulted in important changes for the better.



HON. FRANK COCHRANE,
Minister of Railways and Canals. A strike is threatened by the Intercolonial employees.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, April 19.—The steamer market was quiet in all departments and only a limited amount of business was reported in chartering. Freight contracts to offer in limited numbers only, with the bulk of the demand coming from shippers of coal to Italy and South American ports.

Tonnage offers moderately for May and later delivery, and rates are easy and a trifle lower than the basis recently quoted in all trades.

For sailing vessels there continues a good demand in the offshore trades, but the scarcity of suitable vessels limits chartering and serves to strengthen rates.

In the coasting trades the demand is unusually light for both outward and homeward cargoes but rates are steadily sustained by the limited offerings of tonnage.

Charterers—Petroleum: Danish steamer Freja 100,000 case from New York to South America, basis 46c. one party prompt.

Coal—Norwegian steamer Ruth, 2,222 tons from Baltimore or Virginia to lower River Plate ports 38c April-May.

British steamer Eastwood, 2,335 tons, same, p.t. prompt.

Lumber—Schooner F. & T. Lupton, 797 tons, from Gulf to Montevideo or Buenos Ayres, \$26; option Bahia Llanca, \$27, June.

Miscellaneous—Dutch steamer Maashaven, 1,685 tons, from New York to Rotterdam and Amsterdam with general cargo, p.t. April-May.

British steamer Rensselaer, 2,365 tons, from New York to Cardiff with general cargo, p.t. May 15.

British schooner Poonhook, 198 tons, from Ruatua to New York with coconuts, p.t.

British schooner Crescendo, 196 tons, same.

British schooner King Joshua, 194 tons, same.

MORE BIG ORDERS PENDING.

New York, April 19.—An equipment man points out that the announcement of Pennsylvania Railroad's big order for \$20,000,000 equipment is but a forerunner of other orders which have been pending and predicts a scramble by railroads to get their equipment built in time to take care of the increased traffic which must come later on this year.

DULUTH-SUPERIOR TRACTION.

The Duluth-Superior Traction Co.'s comparative weekly statement of gross passenger earnings for the month of April, 1915, are as follows:

	1915.	1914.	Dec.	% of dec.
1st week	\$21,462.90	\$24,976.90	\$3,514.00	14.1
2nd week	20,108.17	25,432.53	\$5,324.36	20.9
Month to date	41,571.07	50,409.43	\$8,838.36	17.5

have been purchased on the edge of the city limits

LAST YEAR'S EASTER HOLIDAYS
LARGE FACTOR IN EARNINGS

The earnings of the three Canadian railways for the second week in April amounted in the aggregate to \$2,908,058, a total decrease of \$718,857, or 19.8 per cent.

In the returns for the corresponding week last year a large part of the traffic resulting from the Easter holidays of 1914 was included.

Here are comparative figures since the first of the year:

	1915.	1914.	Decrease	%
Jan. 7.....	\$1,316,000	\$1,850,000	534,000	28.3
Jan. 14.....	1,321,000	1,563,000	242,000	18.4
Jan. 21.....	1,391,000	1,772,000	381,000	21.5
Jan. 28.....	1,880,000	2,534,000	654,000	25.5
Feb. 7.....	1,440,000	1,752,000	312,000	17.2
Feb. 14.....	1,634,000	1,738,000	99,000	5.7
Feb. 21.....	1,614,000	1,796,000	182,000	10.1
Mar. 7.....	1,667,000	1,902,000	235,000	12.3
Mar. 14.....	1,731,000	2,168,000	437,000	20.2
Mar. 21.....	1,738,000	3,096,000	532,000	21.2
Mar. 28.....	1,768,000	2,237,000	471,000	21.0
April 7.....	1,701,000	2,134,000	433,000	24.3

Grand Trunk Railway.

	1915.	1914.	Decrease	%
Jan. 7.....	\$743,322	\$797,368	\$53,746	6.8
Jan. 14.....	779,745	803,119	24,174	3.0
Jan. 21.....	795,830	879,948	84,118	9.5
Jan. 28.....	1,091,716	1,285,798	194,082	14.9
Feb. 7.....	789,158	873,338	87,189	9.9
Feb. 14.....	817,255	868,432	51,177	5.8
Feb. 21.....	833,436	853,582	20,146	2.4
Feb. 28.....	898,187	948,664	50,477	5.3
Mar. 7.....	852,151	900,706	48,555	5.5
Mar. 14.....	857,147	1,016,088	158,941	15.6
Mar. 21.....	857,937	1,044,181	186,244	17.8
Mar. 28.....	1,446,696	1,462,696	15,727	1.0
April 7.....	1,008,320	1,041,360	33,040	3.1
April 14.....	861,658	1,025,515	160,857	15.8

Canadian Northern Railway.

	1915.	1914.	Decrease	%
Jan. 7.....	\$205,400	\$364,700	\$159,300	43.7
Jan. 14.....	239,000	362,800	123,800	33.8
Jan. 21.....	212,200	313,300	101,000	32.2
Jan. 28.....	294,200	530,200	236,000	44.5
Feb. 7.....	237,000	303,100	70,200	23.0
Feb. 14.....	256,300	312,700	56,200	18.0
Feb. 21.....	294,000	336,600	42,600	12.6
Feb. 28.....	321,900	371,200	50,300	13.6
Mar. 7.....	283,700	319,400	35,700	11.1
Mar. 14.....	293,800	330,500	36,700	11.1
Mar. 21.....	304,000	330,600	26,600	8.0
Mar. 28.....	497,100	552,400	55,300	10.0
April 7.....	335,700	371,000	35,300	9.5
April 14.....	342,400	367,400	25,000	6.7

AVERAGE OF ARTIFICIAL ICE

WILL BE GREATER THIS YEAR.

Boston, Mass., April 19.—It is understood that American Ice Company has on hand less than 50 per cent. of its normal stock of natural ice. The situation is such that the company will have to run its artificial ice plants, especially those in New York, on night and day shifts, to take care of the demand.

The American Ice Company in 1914 is understood to have sold about 2,500,000 tons of natural ice. This year its supply is less than 1,200,000 tons. And the independent ice companies who cater to New York and are dependent upon Hudson River supplies cannot buy from American Ice for the good reason that the big company will have to produce to its utmost to take care of its own customers. Something like 60 per cent. of the ice American Ice sells in the New York market is artificially produced in its own plants. This year the percentage will be greater. In Philadelphia the percentage is around 75. In Baltimore it gets up to 90 per cent. or more and in Washington all of the company's sales in that city represent artificial product.

TO FORM MEXICAN PETROLEUM

ENGLISH COMPANY IS ANNOUNCEMENT.

New York, April 19.—Before sailing from Liverpool Saturday on the Lusitania, E. L. Doherty, president Mexican Petroleum authorized by cable the announcement that arrangements had been completed with important British interest for formation of an English company to handle a considerable proportion of output of Mexican Petroleum Company in foreign markets. Mr. Doherty stated that he thought this would result in large sales of oil to English interests particularly steamship companies.

New York, April 19.—Mexican Petroleum opened at 86 1/2 to 87 and in first few minutes trading sold to 91 accompanied by the report that important contracts had been closed by the officials who are abroad. Upon the official announcement from company that contracts had been closed with the British government the stock receded to 89 1/2.

COPPER MARKET HIGHER.

New York, April 19.—Copper market opened a quarter of a cent higher than best figures reported on Saturday. One agency is quoting 17 1/2 cents compared with close last week. An official of the company says that the quotation is for prompt acceptance only, as further advances are looked for at any hour of the day.

Sales of copper have been made to-day at 17 1/2 cents a lb. which is the asking price of several large concerns.

KERR LAKE HAS DISTRIBUTED

\$5,820,000 IN DIVIDENDS.

Toronto, Ont., April 19.—The usual quarterly dividend of 5 per cent., or 25 cents a share, declared on Kerr Lake and payable June 15th, means a disbursement of \$150,000, or \$300,000 for the year so far. It brings the Kerr Lakes total dividend declarations up to 194 per cent. for a total of \$5,820,000.

CONIAGAS HAS PAID SHAREHOLDERS

\$7,720,000 SO FAR IN DIVIDENDS.

Toronto, Ont., April 19.—The second six per cent. dividend for 1915 has just been declared on Coniagas stock, payable May 1st.

The last one was in February. This calls for a payment of \$240,000 or \$480,000 for the year so far and will bring the total dividends up to 193 per cent. or \$7,720,000.

EDMONTON RADIAL RAILWAY.

The statement of traffic for the Edmonton Radial Railway for the week ending Wednesday, April 7th, 1915, is as follows:—

Passengers	227,105
Earnings	\$10,946.47

ELECTROLYTIC COPPER PRICE.

New York, April 19.—The New York Equivalent of electrolytic copper at 281 1/8 in the London market is 17 1/2 cents. From this price there must be deducted approximately 1/4 cent to represent freight and insurance.

SHIPPING NOTES

The Panama Canal has again been cleared at Culebra, with every prospect, the authorities believe, of maintaining the channel.

The Holland-America Line steamer Maartensdyk arrived at New York from Rotterdam, bringing \$400,000 in gold, consigned to the Guaranty Trust Co.

The St. Paul has arrived at New York; the Mis-sissippi at Halifax; the Georgian at Liverpool; the Roma at Providence; the Potsdam at Falmouth.

The Lusitania, with practically every cabin taken, sailed from Liverpool on Saturday. A large gathering of Americans was at Euston, for the special boat-train.

Present freight rates are conferring enormous profits upon British steamers. A 6,000-ton steamer which would earn \$4,000 per voyage before the war is now earning \$13,000 per trip, or \$200,000 a year. In some cases charter rates have gone up 400 per cent.

A Berlin despatch says the stock market has become firmer on rumors of peace, such stocks as Hamburg-American Steamship, North German Lloyd and other shipping companies sharing in the improvement.

The output of Clyde shipyards during March was 43,301 tons of merchant vessels, and for the quarter ended March 31, 1915, 136,703. These totals compare with 24,061 tons, and 95,985 tons for the corresponding periods in 1914.

The Royal Dutch West India Mail Steamship Co., which has had under consideration making Puerto Plata in the Dominican Republic a port of call for its vessels, has decided that no steamers are available at present for this service.

The Pacific Mail Steamship Company, operating one of the largest fleets in foreign trade under the American flag, announces that all sailings after November 2, 1915, have been cancelled, because