

## CONSTRUCTION OF HUDSON BAY LINE

Track Has Been Laid for 175 Miles on a Fairly Good Road-Bed

### LITTLE TIMBER VALUE

Construction Work is Generally of a Very Light Character and Very Little Work Rock Has Been Encountered.

(Special to the Journal of Commerce)

Le Pas, January 28th.—The surveying of the Hudson Bay Railway has been completed, and the construction has been progressing slowly for a long time. The southern terminus is Le Pas, a distance of four hundred and eighteen miles from Port Nelson, the northern terminus. The construction of terminals at Le Pas was continued throughout last summer, as well as the dock and harbour work at Port Nelson. The track has been laid for one hundred and seventy-five miles, but two or three more layers of ballast will be required to make a good roadbed, and to fill up the "sink holes," which are so common in the "muskeg," or swampy parts of Northern Canada. The track was only laid for about twenty miles between July 1st and December 1st, and it is not now believed that the "retel" will reach Manitou Rapids (the first crossing of the River Nelson, 245 miles from Le Pas) before May 1st, 1915. There is hardly any bridge work for the first two hundred miles from Le Pas (excepting the steel bridge over the river Saskatchewan at Le Pas, built by the Canadian Northern). But there are many timber trestles to be constructed between mile 200 and mile 245, and this work will involve considerable delay. But the greatest delays will be caused by the time that must be spent upon the construction of the two steel bridges over the two crossings of the River Nelson. It is proposed to build a 480 foot span steel structure over Manitou Rapids, but scarcely any work can be done before the track has been laid up to this point.

Of course, the possibilities of double-tracking the Hudson Bay Railway, as well as the line from Hudson Bay Junction to Le Pas; the probabilities of lines being constructed from Prince Albert and Edmonton after a few years; and the finding of gold at Beaver Lake (less than 100 miles from Le Pas); all these things had greatly increased the prospects in Northern Manitoba, and had made Le Pas the centre of much business activity, until the outbreak of the Great European War. Much surveying had also been done independently of that connected with the Hudson Bay Railway, and many people had hoped to see the river Saskatchewan made navigable for large steamers, between Edmonton and Le Pas, instead of leaving it to be of very small commercial value. But for the last four months, Le Pas and the Hudson Bay Railway have been almost at a standstill, excepting the construction work for a few miles beyond the "end of steel." (The "end of steel" is the last siding of a newly constructed track).

The greatest difficulty connected with the construction work is the lack of good transportation. Unfortunately, the sub-contractors for the construction of grade had only faced the difficulties of railway construction in the prairie before their work in Northern Manitoba; and Northern Manitoba is a swampy, and thickly wooded country of the worst type. Most of the freighting is naturally done in the winter, particularly in January, February and March; but when much work of this kind is left to be done in the summer, it means that there is a deal of unnecessary hardship through lack of food, and much discontent among the employees, many of whom live under the most distressing conditions. Of course, this is very common on railway construction, but I have never seen it so much in evidence as upon the construction of the Hudson Bay Railway.

The construction work is generally of a very light character, and very little rock work is encountered. Fortunately, Le Pas is situated on a ridge of dry elevated ground, whereas nearly all the land through which the line passes, from Le Pas to Port Nelson, is very low lying, and the cuts and fills are nearly always found to be either of clay or "muskeg." "Muskeg" is the common term for peat. A fair amount of rock occurs between mile 175 and mile 75, and also around the first crossing of the River Nelson, at mile 245. Most of the "muskeg" work is left to "station men," whose lives are absolutely tortured in the summer, particularly in June and July, with the black flies, the mosquitoes and other kinds of insects less virulent. The "day men" are paid directly by the sub-contractor. Their camps are built by him, and their food found by him, and their work is nearly always confined to heavier classes of material, such as clay, hard-pan, and rock. I found several gangs of Norwegians, Swedes and Northern Italians, who were "station men," and their favorite work, so entirely different from that of the Russians and Poles, is nearer to solid rock than "muskeg." But all these labourers have to undergo terrible hardships, especially in the summer; and I feel sure that should anyone be lucky enough to discover something that would lead to a "non fly-season," he would go a long way towards the improvement and the progress of the conditions of railway construction. Port Nelson is situated on the verge of an extensive swamp, and it will take a long time to drain the locality. I believe the flies are as bad here as anywhere in Northern Manitoba.

The difficulties connected with the construction beyond Manitou Rapids are far more formidable than those previously encountered. The swamps are far worse, and the "sink-holes" deeper and more numerous. It will be a wonderful feat to construct the two steel bridges over Manitou Rapids, and Kettle Rapids (the two crossings of the River Nelson), and when these bridges are completed, there is no doubt that the worst of the work will be over. But even if it is assumed that work starts again as usual next April (for about 95 per cent of the engineering staff and 70 per cent to 80 per cent of the contracting staff and laborers are now employed, or more probably unemployed elsewhere), the Canadian Government will be lucky if the construction of the Hudson Bay Railway is finished before 1917, and still more fortunate if a great portion of the grain crop of 1917 is successfully transported over the Hudson Bay route.

If the great European War finished in a few months the construction of the Hudson Bay Railway should be going ahead far quicker than ever, and it is possible that if more assistance is given by the Canadian Government, the contractors, and particularly the sub-contractors and laborers, will fare far better, and be far more energetic and enterprising than they have previously shown themselves. The people of Le Pas, and the people of many other places in Northern Manitoba will again revive their lost en-

## RAILROAD NOTES

A New York Central train was wrecked near Cayuga, N.Y., to-day. According to early reports, two persons were killed and a score injured.

Sir Edmund Osler and Mr. W. D. Matthews, the two Toronto directors of the C. P. R., rarely miss a monthly meeting of the Board of that system. They have been close personal friends for a great many years.

Canadian wheat having grown in demand in Australia, the contractors for the grain elevators at Burrard Inlet have been notified to hurry construction so that the new facilities may be available at the earliest possible moment.

Mr. Guy Toombs, who represents the Canadian Northern so capably at the centre, says that business, while quiet, is offering in considerable volume. "We are not, of course, doing an exciting business," he added, "but we are as active as can be expected at present."

New York interests bought a tract of 65,000 acres of coal land in Webster County, West Virginia, for over \$2,000,000. West Virginia Midland Railroad, in which Baltimore and Ohio is interested, will be changed from narrow to standard gauge and extended to tap coal fields.

The "Toronto Grade Separation," will be the subject of the address which Mr. J. R. W. Ambrose, the chief engineer of the Toronto Terminals Company, will deliver in the Ladies' Ordinary at the Windsor Hotel, before the members of the Canadian Railway Club at 8.30 this evening.

The C. P. R. announces that 218 homesteads were taken up in Western Canada during the last week in January, of which 39 were taken up by British, 52 by Canadians, 32 by Americans, 1 by French, 17 by Scandinavians, 29 by Austrians, 6 by Germans, 31 by Russians, 1 by a Dane, 6 by Icelanders, 2 by Belgians, and 2 by Roumanians.

Railroads placed orders for \$1,000 tons of rails last week, including 27,000 tons for Chicago & North-Western, 25,000 tons for Baltimore & Ohio, 14,000 tons additional for Erie, \$500 tons for Maine Central, 3,400 tons miscellaneous and 3,000 tons light sections. Contracts for 28,000 tons are still pending for domestic shipment.

H. Parker Willis, Secretary of Federal Reserve Board, told the Railroad Men's Improvement Society that it was imperative that railway obligations be turned into long term securities in the near future. He said: "Federal Reserve act is not a measure which has to do with long term investment of capital, and those who look to it as a direct means of relief for manufacturing enterprises, like those who look to it as a means of providing agricultural resources, must inevitably be disappointed."

### MILWAUKEE RAILWAY AND LIGHT.

The State Railroad Commission of Wisconsin has handed down a decision rescinding its order of Aug. 23, 1912, providing for the sale by the Milwaukee Railway and Electric Light Company of thirteen tickets for 50 cents. The rate charged by the company prior to August 23, 1912, was 5 tickets for a quarter. The Commission estimates that the effect of its recent order will be the restoration to the company of operating revenues amounting annually to between \$130,000 and \$140,000.

### MISSOURI PACIFIC BOARD.

New York, February 9.—It appears reasonably certain that the contemplated change in the board of directors of Missouri Pacific will be made at the annual meeting.

Under this plan seven of the present directors will retire to be replaced by others representing the new interests.

Those who will retire are Geo. F. Gould, Howard Gould, James Speyer, Klinger, Gould, J. G. Metcalfe, E. T. Jeffery and S. F. Prior. Those of present directors who will continue on the board are Ed. L. Marston, Ed. D. Adams, Edwin G. Merrill, R. Lancaster Williams, B. F. Bush and Finley J. Shephard.

### RAY CONSOLIDATED COPPER.

New York, February 9.—Ray Consolidated Copper Company report for quarter ended December 31st, 1914, compares with previous quarter as follows:

Dec. 31, 1914. Sept. 30, 1914.  
Total income..... \$218,427 \$463,550  
Surplus after charges..... 154,945 429,922  
Earnings are based on price of 18.66 cents per pound for copper, as compared with 12.48 cents for third quarter.

Production for quarter in pounds was 9,563,113, a decrease of 2,912,040 from previous quarter.

A new low price for copper in 1914 is given by Ray Consolidated Copper Company at 18.66 cents, the basis on which earnings for the quarter ended last December were computed.

Heretofore 11 cents cash had been regarded as low price last year by copper trade.

### POSITION OF N. Y. C. THOUGHT TO BE WEAKER THAN WAS SUPPOSED.

New York, February 9.—During the second hour the stock market was dull and the pressure exerted on a few stocks caused sporadic weakness but the general list did not decline much.

At about this time of the year the market usually backs and fills, awaiting the new impulse resulting from increased activity in general trade which generally comes at the opening of the spring.

Traders sold Seaboard Air Line and Erie on the death of Norman B. Read, who was a director in both companies and supposed to be a large holder of their stocks.

Traders said that as New York Central will pay 8 per cent for new capital, the position of company must be weaker than was commonly supposed. For that reason they sold the stock down to 86 3/4.

### COTTON AT LIVERPOOL.

Liverpool, February 9.—Cotton futures closed steady 4 to 4 1/4 points net advance. May-June 4.39 3/4; July-Aug. 5.06; Oct.-Nov. 5.20; Jan.-Feb. 5.24.

thusiasm, and if minerals are found around these localities there is still a chance of the Hudson Bay Railway being the chief factor in the development of great natural resources, as well as being the most important feature in a new transportation route. There is hardly any timber of value, but fisheries are extensive, and there are many fur bearing animals in the country. But if the war does not terminate shortly, and if there are not found many valuable mineral deposits, I believe that the Hudson Bay route will be only valuable as a transportation route, and that transportation will not be valuable until after many years.



MR. S. M. BROOKFIELD,  
President, Maritime Telegraph and Telephone Company, Ltd., who presided at the annual meeting held to-day at Halifax.

## The Charter Market

New York, February 9.—Steamer rates continue decidedly strong, and material advances were paid on grain carriers for February and March delivery. There continues a steady inquiry for tonnage for grain for March loading, and freights offer freely in other of the trans-Atlantic and other trades, but the scarcity of boats available for fairly prompt delivery and the light offerings of boats for forward loading continue to limit chartering generally.

Sailing vessels are in steady demand for off-shore account, and when available, command full recent rates or better. In the coastwise trades the demands of shippers continue limited, but rates are stronger and quotably higher.

Charters: Grain—British steamer Chiverstone, (re-let), 20,000 quarters, from the Gulf to west coast of Italy, 115 3d; February-March.

British steamer Glen, 20,000 quarters, same, March.

British steamer City of, 40,000 quarters, same, 10s 9d, March.

Lumber—Schooner D. H. Rivers, 563 tons, from Mobile to Buenos Ayres, \$20, March-April.

British schooner Gypsum Express, 723 tons, from Mobile to West Britain with timber, p.t. prompt.

British bark Calburga, 1,350 tons, from Halifax to West Britain, or East Ireland, with deals, 90s, prompt.

Coal—Schooner Laura C. Anderson, 766 tons, from Baltimore to Key West, p.t.

Miscellaneous—American steamer A. A. Raven, 1,995 tons, from New York to Rotterdam with general cargo, p.t. February.

Norwegian steamer Stavn, 1,109 tons, from New York to Copenhagen with general cargo, p.t. February.

### HALIFAX TRAMWAYS CO.

Halifax, N.S., February 9.—While the gross earnings of the Halifax Electric Tramways Company last year were substantially higher than in the previous year the operating expenses were appreciably greater, the net for 1914 being thus only \$893 higher than in 1913. The profit and loss statement for the two years compares as follows:—

1914.	1913.	
Tram.....	\$318,880	\$301,771
Power.....	234,045	232,554
Gas.....	61,678	62,076
Miscellaneous.....	6,637	9,531
Total gross.....	\$645,241	\$605,932
Expenses.....	375,423	337,008
Net.....	\$269,818	\$268,925
Interest.....	30,223	30,000
Balance.....	\$239,594	\$238,925
Renewals, etc.....	780	8,617
Balance.....	\$238,814	\$230,307
Dividends.....	112,000	112,000
Surplus.....	\$126,813	\$118,306

Moderate wage increases granted to ALTON RAILROAD EMPLOYEES.

Chicago, Ill., February 9.—The Alton has granted moderate wage increase to brakemen, flagmen and baggage men and some revision of working rules and conditions, with tentative promise of a few more concessions if the western engineers' wage arbitration board decides certain disputed points in favor of the men. Alton conductors did not ask for any concessions at this time and all concerned seem to understand that traffic prospects do not justify large demands. Some time ago the Burlington and North-western granted some substantial concessions to their trainmen, but general conditions there were very different. The Alton's wage concessions just granted will aggregate only a few thousand dollars annually.

## "THE MOST DEPENDABLE PAPER"

A Prominent  
Kingstonian  
writes:—

"I believe in your paper—it is the liveliest, most instructive and most dependable financial paper in the country."

## SHIPPING NOTES

The schooner Dauntless, a famous American racing yacht, sank at her moorings in North Cove Channel, off Essex, Conn.

The Philadelphia has arrived at New York; the Cameronia at Glasgow; the Gramplan at Liverpool; the Potsdam at Rotterdam; the Duca degli Abruzzi at Gibraltar, and the Manuel Calvo at Genoa.

The Manchester steamship Manchester Citizen, from Halifax, N.S., arrived at St. John, N.B., on February 6th, at 6.30 a.m. Manchester line steamship Manchester Port, sailed from Manchester, for St. John, N.B., on February 6th.

The twenty-eight men who came ashore from the British bark Houghmont which ran aground in a fog on Saturday at Fire Island, N.Y., walked over dry land to the bark to-day. The vessel had been driven 400 feet shoreward yesterday, and at low tide was high and dry.

The American steamer Segurana, recently purchased from the Ward Line by E. N. Breitung, owner of the Dacia, is in drydock being converted into a cotton carrier. It is planned to take the vessel to Galveston within two weeks, and thereafter her with cotton for Bremen.

The Anchor Line's new 14,000-ton steamship Tuscania sailed from Glasgow on Saturday on her maiden voyage to New York, calling at Liverpool to take on the Transylvania's passengers. She is due on Monday, February 15, and will leave for her first trip from New York on Saturday, February 20.

The pressure of naval work is so great in Great Britain that shipbuilders are practically doing no work on mercantile orders, and therefore contract dates are liable to be deferred from nine months to a year. Notwithstanding this it is reported that ship construction contracts are selling at substantial premiums in London.

According to reports in steamship circles, the former German steamer Energie, now flying the American flag, is to load a cargo of oil for England. Much interest is shown in the prospective voyage and its outcome, as it is the first instance of a German tank steamer transferred to American registry, to take cargo to an English port since the war began.

Insurance underwriters have been informed that the steamer Schneefels, renamed the Gibraltar, has sailed from Gibraltar, February 2, for Boston and New York, thus settling one of the most difficult questions that has come up with respect to German shipping captured by England, or held up in neutral ports. The steamer now flies the British flag, and the negotiations for shipping the cargo occupied nearly six months.

The steamer Dacia, cotton laden, from Galveston, was held up on the second stage of her voyage to Rotterdam last night, after 11 of her crew refused to continue in service. A fireman, who said he represented several others of the crew, told United States Commissioner Hamilton at Norfolk that some of the sailors feared the Dacia would be detained by a British warship. Captain McDonald said he did not know when the Dacia would sail, but her agents said she would probably proceed to-day.

The Boston American says the Fore River Shipbuilding Co. is rushing orders on 20 submarines for the British navy, contracts for which were secured by Charles M. Schwab, on his recent trip to England. Men and tools were taken from Fore River to Canada and submarines are being built at the Canadian branch of the Vickers Co., the English shipbuilders. In construction of these submarines there is a penalty of \$150,000 a week for delay, and a bonus of \$250,000 a week for speed. Contract for the 20 submarines at \$350,000 each thus involves about \$7,000,000, exclusive of bonuses and penalties.

With practically all available tonnage on the Atlantic seaboard and the Gulf under actual charter to end of March, shippers of grain and cotton, particularly the latter, have invaded Pacific coast markets for suitable tonnage. Several steamers have already been "fixed" to carry cotton from Galveston to Bremen or Rotterdam. It is understood that Pacific coast steamers will receive slightly higher compensation than Atlantic steamers, because many of the steamers will have to sail some 3,000 miles without cargo, thereby foregoing the chance to earn sufficient revenue to pay for vessel maintenance on trip to the loading port.

### KUHN-LOEB IN MISSOURI PACIFIC.

The annual meeting of stockholders of the Missouri Pacific Railroad will be held on March 9. It is reported that sufficient proxies have been received by the committee of which A. J. Hemphill is chairman to make changes in the board of directors sufficient to put into effect a financial readjustment plan incorporating the ideas of Kuhn, Loeb & Co.

### GREAT LAKES DREDGE DIVIDEND.

The Great Lakes Dredge and Dock Company yesterday declared an 8 per cent cash dividend on the \$6,000,000 capitalization of the company, amounting to \$480,000, payable February 15.

The directors also decided to place the stock on a regular 5 per cent. annual basis, payable in quarterly installments of 2 per cent. The latter payments are expected to begin in either March or May.

### ORDERS FOR RAILS.

New York, February 9.—Orders for rails actually placed by the New York Central Lines for early 1915 delivery total 55,000 tons to date with reservation made at the mills for May, June and July rolling of 13,500 additional tons.

All these rails are open hearth to be specially rolled to specifications prepared by the Central Systems Metallurgist, Dr. P. H. Dudley.

### CANADIAN CAR COMPANY.

The old Board of Directors was elected by the Canadian Car and Foundry Company at its annual meeting. Senator Nathaniel Curry, the president, said that war orders were coming in quite satisfactorily.

### WEATHER MAP.

Cotton Belt.—Partly cloudy, no moisture. Temperature 24 to 52.  
Winter Wheat Belt.—Partly cloudy, no moisture except in Lake sections. Temperature 12 to 32.  
American Northwest.—Partly cloudy. No moisture. Temperature 14 to 22.  
Canadian Northwest.—Partly cloudy. No moisture. Temperature 8 to 20.

## QUIETUDE IS VERY PRONOUNCED NOW

But Outward Trade Between Liverpool and Canada is Usually Small at This Season

### ACTIVE ENQUIRY FOR BOATS

These Who Happened to Have Steamers on Their Hands Last September Are Reported to Have Re-let Them at 100 Per Cent. Profit.

Liverpool, January 26.—(By mail).—The congested state of the docks here continues to be the all absorbing topic. In addition to the difficulties experienced owing to the congestion of the quays, there is also a block of traffic on the railways when previous goods intended for the country being moved promptly. Scarcity of labor and the lack of cartage facilities are also adding to shipowners' difficulties. In view of this state of affairs, the Transatlantic shipping companies refuse to assume responsibility for demurrage on lighters, carts or railway trucks, or for losses arising from delay. A notice to this effect has been sent to all shippers doing business with Canada.

Shipowners contend that the rise in rates of freight is due very largely to this congestion at ports, and point out that there is really no dearth of tonnage to carry the greatly reduced volume of trade but only an unequal distribution of it, which prevents an equilibrium between supply and demand.

However, this may be, the fact remains, as I have pointed out previously, the delay and holding up of ships at English ports, and off the Italian and French coasts is equivalent to taking so much tonnage off the market for the time being.

Here is a notable increase in freight rates recorded in the Liverpool market. In September and October cargoes of flour for Liverpool to the French Bay ports were fixed at 10s 6d to 12s. This week 25s to 28s has been paid for the same business.

As regards outward trade from this port Canada is, of course, usually quiet at this period of the year, and naturally this quietude is very pronounced now. But with the exception of Canadian and American trade the outward general cargo trades are satisfactory.

It is interesting to note that the sailing ship is coming back into favor. Several of this class have obtained 40s from the River Plate home. About September or October last sailing ships began to accumulate at Liverpool and other home ports owing to the refusal of the government to allow the insurance of 60 per cent. (which was the cover arranged for sailing ships) to attach to outward voyages. Now, however, charterers are snapping them up in lieu of anything better.

Local charterers, who happened to have steamers on their hands when they booked on time charter last Sept., are reported to have re-let them at 100 per cent. profit. There continues to be an active enquiry for chartering, but owners are not disposed to enter into any contracts. The liner companies who have a great many of their boats requisitioned find great difficulty in chartering tonnage, as there is very little prompt tonnage available.

A rich harvest is being reaped by owners of coal boats owing to the enormous use in coal freights to France and Italy. As regards the liner class the increased rates of freight secured compare very poorly with what the trampers are getting, for the general cargo rates have made no sensational advance. Shippers are being reminded that if the steamers were taken out of the liner trade and chartered on the market they could make a good deal more money.

C.N.R. OR SOO LINE MAY GET MINNEAPOLIS AND ST. LOUIS.

New York, February 9.—Strength in bonds and stocks of the Minneapolis and St. Louis is reported to be due to the contemplated acquisition of the road by a big Canadian system.

The Soo Line and the Canadian Northern are mentioned as possible purchasers.

Officials of the Minneapolis and St. Louis when interviewed discredited these rumors.

### STEAMSHIPS.

Sailings from Halifax to Liverpool:—  
Ordnua (15,500 tons)..... Feb. 18th, 1 a.m.  
TRANSYLVANIA (15,000 tons)..... March 1st, 1 a.m.  
Alumina (13,400 tons)..... March 12th, after 1 a.m.  
Ordnua (15,500 tons)..... March 22nd, after 1 a.m.

For information apply to THE ROBERT REFORM CO., LIMITED, General Agents, 20 Hospital Street. Steamer Branch, 20 Sacramento St. Uptown Agency, 530 St. Catharines Street West.

### RAILROADS.

Toronto—Detroit—Chicago  
Via Belleville, Port Hope and Oshawa.  
\*8.45 a.m. \*10.00 p.m.

Toronto (Yonge St.)  
Via Tweed, Peterboro.  
\*7.25 a.m. \*10.30 p.m.

Observation-Compartment and Standard Sleeping on night trains.  
\*Daily ex. Sun. \*Daily.

TICKET OFFICES:  
141-143 St. James Street. Phone Main 815.  
Windsor Hotel, Place Viger and Windsor St. Station.

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DOUBLE TRACK ALL THE WAY  
Montreal—Toronto—Detroit—Chicago.  
MONTREAL AND CHICAGO LIMITED.

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## COMPENSATION LAW CHANGES PROVIDE FOR AG

Y. State Legislature Again Amended to be Paid Like Wages—Sum Appropriated.

Albany, N.Y., February 9.—General Assembly's Compensation Law has been amended in the Assembly and will be enacted within the next few days. It is said to favor the passage of the law with the suggestions made by the State of Insurance.

Another section is amended to provide that the compensation shall be paid periodically in accordance with the method of payment of the wages of the employee at the time of his injury or death, but not more than the compensation may be made monthly or at any other time and the commission may commute payment to a lump sum when in the interest of justice.

The sum of \$425,000, or so much thereof as may be necessary, is appropriated for the commission to be available immediately after the 1st of February and each month thereafter including September 15th. Of this sum not more than \$36,000 shall be used for the administration and expenses of the commission, and not more than \$140,000 shall be used for the administration of the State Insurance Fund.

The change is to take effect immediately.

MONTREAL MAN INSURED HIS LIFE

The announcement was recently made by the Union Central Life, Mr. J. R. Bennett, beginning January 11, the company placed insurance upon the life of one person, a resident of Montreal. There has just been the insurance of the life of one man, the risk is, however, divided between many companies.

RESPONSIBILITY FOR FINE

Chicago, February 9.—The Credit Men's and business organizations are indorsing forcing personal responsibility for preventing the bill was prepared by the State Insurance Commission and the fire marshals, acting with the Fire Protection Association. As soon as the Legislature is organized the bill will be introduced through State Fire Marshal Bennett.

ADDITION TO HOTEL MCALP

New York, February 9.—Plans have been a new \$100,000 addition to the Hotel McAlp will be the present structure on the Tenth street side. It will occupy a plot 100 by contain 200 rooms.

CHINA EXTENDS OPTION.

New York, February 9.—Because of unusual conditions, China has extended for January last an option held by Americans to raise a loan of \$20,000,000 to eliminate the Hui River Valley.

ROCK ISLAND HEARING.

Washington, February 9.—Commission will hold further hearings in the case of Rock Island and Pacific Railway Company, February 25th in this city.

OPPOSED TO CONSOLIDATION