

RAILROADS BOOST PASSENGER RATES WEST OF CHICAGO

Chicago, Ill., February 3.—The railroads have a plan which will add another \$15,000,000 to their treasuries annually. Twenty-five companies, operating 60,000 miles of track west of Chicago, will file new tariffs to-day with the Interstate Commerce Commission in Washington increasing their passenger rates from 2 cents to 2 1/2 cents per mile.

The new interstate fares will become effective on March 1, and were filed by the roads of the western passenger association territory at this time so complaints against them could be investigated by the Commission during the freight rate hearing which will start in Chicago on February 15.

Similar advances have been made by the railroads in central freight association territory without any action by the Board and the Commission has advised increases in a former rate decision to the 2 1/2 cent a mile basis.

The increases will affect all interstate fares west of Chicago and St. Louis north of the Kansas-Missouri line, west to the Rocky Mountains, and north to the Canadian border.

The following table shows the increases from Chicago to various important cities in the western territory:—

Table with 3 columns: City, Present rate, Proposed rate. Includes St. Paul, Omaha, Kansas City, Duluth, Sioux City, Des Moines.

Rates to several far western points, including Denver, El Paso, Colorado Springs, Pueblo, and Trinidad, it is understood, will be raised later.

CHICAGO CONNECTING RAILWAYS. Chicago, February 3.—Chicago City and Connecting Railways Collateral Trust annual report for the year ending December 31st, shows a gross income of \$2,652,925, and a net income of \$890,912; surplus after dividends, \$15,912.

ILLINOIS CENTRAL IN JANUARY. Chicago, February 3.—Illinois Central's January earnings decreased over 5 per cent, but show considerable improvement over preceding months.

GRAND TRUNK EARNINGS. The Grand Trunk Railway System's traffic earnings from January 22nd to 31st, 1915, are as follows:—

Table with 2 columns: Month, Earnings. Shows increase from December to January 1915.

WIDE VARIETY OF QUOTATIONS ON COPPER AT NEW YORK. New York, February 3.—The copper trade is submitting a wide variety of quotations for electrolytic copper.

Australia has 11,500,000 head of cattle; the United Kingdom, 11,867,000; Germany, 20,600,000; Russia, 53,000,000; British India, 72,000,000.

TIES LAID 15 YEARS, AFTER CHLORIDE TREATMENT, WELL PRESERVED. Chicago, Ill., February 3.—J. H. Waterman, superintendent of timber preservation, Chicago, Burlington & Quincy, presents some observations he has made during the past year on the service of treated ties.

Out of 550 red oak ties treated with zinc chloride, which were placed in the Burlington experimental track near Myrtle S. D., in 1900, fifty were taken out at the last inspection on October 7, 1914, on account of decay.

On the Chicago and Eastern Illinois, 24,271 red oak ties treated by the Wetlhouse process using zinc, glue and tannin, were inserted in 1900 between Cypress, Ill., and Joppa. A count of these ties in June, 1914, showed 18,045, or practically 75 per cent, still in the track.

SEABOARD CLEARANCES. New York, February 3.—Seaboard clearances to-day amounted to 5,000 barrels of flour, 941,000 bushels of corn, 172,000 bushels of wheat and 238,000 bushels of other grain.

SHIPPING NOTES

The Transylvania has arrived at Liverpool; the Rotterdam is at Maastricht, and the Finland is at Genoa.

With six hundred marines aboard, the cruiser Montana is steaming for Haiti to aid in the protection of American interests there.

Twenty-three men from the Norwegian steamer Anita, which went ashore near Turks Island, were landed at Norfolk by a tug.

The fishing schooner Loran Snow, Captain Roy Longmire, which was anchored off Digby last night ready for sea, fouled her anchor and drifted ashore on Hardy's Point on the southeast side of the basin and now lies in a bad position.

The new Northern Pacific steamship Great Northern and the American Line steamer Kronland, the two largest passenger boats yet to use the Panama Canal, passed through the waterway yesterday afternoon, both of them making fast time.

The contract for repairing the California Belgian Relief steamer Camino, which was towed to Halifax disabled, has been awarded to the Halifax Graving Dock Co. The steamer will dock to-day. It will take two weeks to complete the repairs.

With the Lusitania now on her way to England from New York, the question is being debated in shipping circles whether the giant Cunarder is in any danger from a German submarine lurking in the Irish Sea. Liverpool mercantile authorities show no alarm.

Preparatory to resuming service on the Canadian Pacific trans-Pacific route between the Far East and British Columbia, the liner Montague, Captain F. L. Davison, R.N.R., is being refitted and overhauled at Hong Kong, according to advices received from the Orient.

The Brazilian steamship Sao Paulo, which arrived at New York yesterday from Rio Janeiro, was nearly run down by a British warship cruiser outside Ambrose Channel on Monday night. The steamer was running slowly through the fog, and her fog horn was going, when suddenly the cruiser loomed out of the mist.

German and Austrian merchant steamers of more than half a million tons are "interned" in United States ports. Fifty-five of them fly the German flag, and the other eleven are Austrian vessels.

Little copper to offer. New York, February 3.—Sales of copper have been made at 14.50 cents and two larger agencies are almost out of the market, having very little copper to offer before May.

MACHINERY MARKET IMPROVES. Cleveland, February 3.—The Iron Trade Review says: A decided increase in activity in the machinery market in the east and some improvement in Central West have taken place.

OUTLOOK FOR PROSPERITY. New York, February 3.—On Wednesday night, February 10th, at the Hotel Astor, the Economic Club of New York will discuss "The Outlook For Prosperity."

SAN TOY MINING COMPANY. New York, February 3.—San Toy Mining—Year ended December 31st, 1914.—Deficit after all expenses \$92,379.

Advertisement for 'The Charter Market' featuring a testimonial about zinc chloride treated ties. The testimonial states that ties laid 15 years ago are still well preserved and that the advertiser is successful because of his wisdom and analytical mind.

RAILROAD NOTES

The Cleveland Freight Traffic Association has been organized with John B. Sanford of the Burlington as president.

E. B. Thomas, president of the Lehigh Valley, will see President Wilson Wednesday to discuss general business conditions.

The Legislature in New Hampshire has passed a bill giving the public service commission authority to increase railroad mileage.

All Monon shops have been closed until February 15. At Lafayette, Ind., alone, 600 men have thus been thrown temporarily out of work.

Traffic was delayed on the G. T. R. for about three hours yesterday by the derailment of the Montreal-Portland express. The tender, baggage car and dining car left the rails. None of the passengers were injured.

Appeals have been filed by the Lehigh Valley, Jersey Central and the Lackawanna from the order of the Public Service Commission of Pennsylvania in the anthracite cases requiring a reduction in freight rates.

It is said that no fewer than 3,000 carloads of wheat have been held up in freight yards in Pennsylvania and neighboring States waiting for steamer room at eastern points. The embargo wheat amounts to 4,000,000 bushels.

Last week a train of 82 cars of automobiles valued at \$200,000 came east over the Pennsylvania and its connections from Flint, Mich. The weight of the shipment approximates 1,000,000 pounds, the lion's share of the revenue going to the Pennsylvania.

A protective committee has been formed to care for interests of holders of first mortgages on p.c. bonds of Cincinnati, Hamilton & Dayton, Equitable Trust Co. of New York or the Union Trust Co. of Hartford, Conn., are depositaries.

Union Pacific has asked injunction in Council Bluffs, Ia., to prevent Rock Island doing local passenger business on trains operated over Union Pacific tracks between Kansas City, Kan., and Topeka, claiming that only through business is provided for in agreement.

Frederick C. Cruger, general manager of the Northern Steamship Co. and for more than 33 years connected with that corporation and the Great Northern, is dead from a nervous breakdown which came on two months ago. He was 62 years old and formerly lived in New York.

Judge O. M. Spencer, general solicitor for the Burlington, said a few days ago before the Public Service Commission of Missouri that railroad regulation in these days retards and never advances, and that if present sentiment on that point continues much longer "most roads will go to the scrap heap."

The New York Central has been engaged in a campaign to restrict the use of commutation and family tickets to their lawful holders, as a result of which no fewer than 50 tickets were lifted by conductors when presented by persons not entitled to them.

Plans have been disclosed for the extension of the lines of the Carolina, Atlantic & Western from Charleston to Savannah, Ga. The road is a subsidiary of the Seaboard Air Line its main line running from Hamlet, N.C., to Boston S.C., 78.9 miles.

Fear has been expressed that the general business derangement following the outbreak of war would interfere with the building of the new Union Station in Chicago, but the recent action of the Baltimore & Ohio, in professing its willingness to transfer the site, on which the new station is to be built, to the Pennsylvania Railroad, so that it may be made ready for beginning construction. All other arrangements, including the financing of the project, are completed.

A conference of representatives of the Central Freight and the Lake Lines associations is to be held in Pittsburgh with a view of arriving at an agreement on rail-and-lake traffic from Central Traffic points, including Pittsburgh and the Twin Cities.

WHAT RAILROADS NEED IS LESS REGULATION. Washington, February 3.—The railroad situation in the United States is showing steady improvement, according to President E. B. Thomas, of Lehigh Valley Railroad, who conferred with President Wilson.

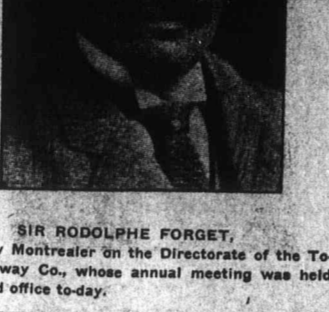
Mr. Thomas said the 5 per cent. increase recently granted by the Interstate Commerce Commission had been of decided benefit to eastern railroads.

He asserted that the pending Adamson Bill in the House, making more rigid the commodities clause of the Hepburn Act, would be harmful to all the coal carrying roads.

ADVOCATED SHIP OWNERSHIP. Washington, February 3.—Secretary of State Bryan, addressing the Chamber of Commerce of the United States, advocated strongly the establishment of branch banks in foreign countries, particularly in South America, and also spoke for the ship purchase bill, saying the government had greater opportunities for opening up new lines than could be secured by private owners.

FAIR TONNAGE OF RAILS. New York, February 3.—The Daily Iron Trade says: The Burlington Railroad has entered the market for 1,200 box and 200 gondolas and foreign and home railroads inquire for fair tonnages of rails.

LIVERPOOL CORN UP. Liverpool, February 3.—Corn closed up 1 from Tuesday; Feb. 7s 3/4; March 7s 10d.



SIR RODOLPHE FORGET, The only Montrealer on the Directorate of the Toronto Railway Co., whose annual meeting was held at the head office to-day.

B. AND M. SPENT \$25,000,000 FOR EQUIPMENT OF SYSTEM

Boston, Mass., February 3.—One of the important items requiring an increase in the capitalization and fixed charges of Boston and Maine proper since the fiscal year 1901, when the Fitchburg, the last road to be leased, entered the system, has been the necessity of spending over \$25,000,000 for the system's equipment.

None of the above figures include the equipment belonging to the leased roads, and inventoried at the inception of the leases at \$8,194,707. The Millis report of last year states that the Fitchburg would be likely to need to spend some \$4,000,000 for equipment if independent and that, if the Boston & Lowell lines were independent, they would likely need to spend some \$16,848,000 for equipment.

RECORD SHIPMENT OF VEHICLES. The Grand Trunk and Grand Trunk Pacific Railways have just handled the largest single shipment of motor cars and carriages ever made by a Canadian vehicle factory.

The Grand Trunk Pacific Railroad is to have a train of 45 cars, a solid train, of their McLaughlin automobiles and carriages for Winnipeg, Regina, Saskatoon, Moose Jaw, Edmonton and Calgary over the Grand Trunk lines.

SUITS AGAINST BRAZILIAN STEAMSHIP CONFERENCE DISMISSED. New York, February 3.—Judge Lacombe in the United States District Court rendered a decision dismissing the suits of the government against the Brazilian Steamship Conference and the Far Eastern Steamship Conference.

ROCK ISLAND DEPOSITS. New York, February 3.—To the close of business on Tuesday, deposits of Rock Island Collateral Fund with the Wallace committee amounted to \$64,830,000, and with the special master \$1,221,000, a total of \$66,051,000, or 96 per cent. of gross amount outstanding, leaving \$2,792,000 still undeposited.

The Charter Market

New York, February 3.—The steamer market was quiet in all departments and only a limited business was done in chartering, owing entirely to the scarcity of boats in position to give February or March delivery at the loading ports.

French steamer Constance, 16,000 quarters, same, to W. C. Italy, 11s. prompt. Spanish steamer Mar Caspio, 16,000 quarters, same, to Barcelona, 10s. option Marselles, 10s. 4 1/2d, or Bayonne, 10s. 6d., prompt.

Petroleum—Foreign steamer (guarantee), 135,000 cases, from New York to two ports, Yang Tse River, 42 cents, June-July. Foreign steamer (guarantee), 150,000 cases, from New York to Chinkiang or Shanghai, 41 cents, June-July.

British ship Nina, 70,000 cases, from New York to Australia, basis 38 cents, one port, March-April. Coal—British steamer St. Gothard, 1,790 tons, from Baltimore to W. C. Italy, p.L., February.

Lumber—Norwegian Bark Mosvol, 1,747 tons, from the Gulf to London with timber, 170s. March-April. Miscellaneous—American steamer Suriname, 2,102 tons (previously), New York and River Plate trade, six months, p.L., prompt.

American steamer Saramacca, 2,101 tons, same. Norwegian steamer Norfolk, 2,349 tons (previously), from Savannah to Rotterdam with cotton, 200 shillings, prompt.

British Bark Invermay, 1,337 tons, from New York to Australia with general cargo, basis about 42s. 6d., March-April. British Bark Howth, 2,166 tons, same, April-May.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE. Sailings from Halifax to Liverpool: ALAUNIA (13,400 tons) Feb. 5th 1.15; Orduna (16,500 tons) Feb. 15, after 1.15; Transylvania (15,000 tons) Feb. 27, after 1.15.

ALLAN LINE

PROPOSED WINTER SAILINGS—1915. St. John, N.B. — Halifax, N.S. — Liverpool ROYAL MAIL SERVICE. Steamers: CORSIKIAN, HESPERIAN, SCANDINAVIAN, CORSIKIAN.

Boston -- Portland -- Glasgow. Steamers: CARTHAGIAN, PRETORIAN, MONGOLIAN, CARTHAGIAN.

RAILROADS. CANADIAN PACIFIC. OTTAWA. SHERBROOKE-LENOXVILLE.

GRAND TRUNK RAILWAY SYSTEM. DOUBLE TRACK ALL THE WAY. Montreal—Toronto—Detroit—Chicago.

THE INTERNATIONAL LIMITED. Canada's Train of Superior Service. Leaves Montreal 9.00 a.m. daily.

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CITY TICKET OFFICES: 123 St. James St., cor. Front St. Windsor Hotel, Place Viger and Windsor St. Station.

FURNISHING LUBRICATING OILS. New York, February 3.—According to an oil trader who has recently returned from Europe, the Vacuum Oil Company, Limited, the English subsidiary, has benefited greatly from war orders and is supplying the Allies with a large part of their requirements of lubricating oils.

OFF-ROCK ISLAND BOARD. New York, February 3.—Directors of the Chicago, Rock Island and Pacific Railway have accepted the resignation of D. G. Reid as a member of the Board.

CAVALRY ATTACKS REPULSED. Berlin, February 3.—By wireless.—The capture of 4,000 Russian prisoners and six machine guns since February 1st in fighting west of Warsaw is announced in an official report from the German General Staff.

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