

SHIPPING NOTES

The Morgan liner Elmar cleared and departed from Galveston to-day with approximately 7,000 bales of cotton. She cleared for New York.

The committee which is asking gifts of fruit for the fleet, are prepared now to receive them at St. John. The Allan Line will carry them at nominal rates.

The American steamer A. A. Raven, which arrived at Rotterdam, December 24, from Wilmington, N.C., with 6,000 bales of cotton, was the first vessel since the outbreak of the war to reach a Dutch port with a cotton consignment for Germany.

The River St. Clair is blocked with heavy ice from Lake St. Clair to Courtright, and it is expected that Sarnia will be reached by the ice by morning. A large number of ferries have already stopped running. This is the earliest in many years that the river has been blocked with ice.

Hamburg-American Line's freight steamer Dacia, sold at Port Arthur, Texas, to be put under American registry in order that she might carry cotton to Germany, is said to have been bought by Edward N. Breitung. Mr. Breitung makes a denial, but William G. Sichel, director of the Hamburg-American Line, says the denial is merely "technical."

Laden with 3,500 sacks of mail, the Cunarder Lusitania left New York yesterday for Liverpool. She carried 317 first, 58 second and 200 steerage passengers.

In returning the Lusitania started on the last half of an excursion trip for which she was insured for an additional \$1,000,000, the premium of which cost the company \$50,000.

A telegram received by Messrs. J. T. Knight & Co., St. John, set at rest all anxiety as to the whereabouts of the SS. Colla, which has been more than 30 days on her way from Cardiff to St. John to load hay and oats. The long delay had occasioned a fear that the Colla had been captured by one of the German cruisers. The message to Messrs. Knight & Co. reports that the delay was due to injury to her propeller and to other injuries sustained in consequence of the rough weather. Repairs will be made at Newport News, and the steamer will then leave for St. John.

SUGAR MARKET UNCHANGED.

New York, December 31.—All sugar refiners continue to quote standard granulated at a basis of 4.95. The spot quotation for raw sugar remained unchanged at 4.01.

The Charter Market

New York, December 31.—The steamer market continues decidedly strong in all departments, although but little is doing in actual chartering owing to the exceptional scarcity of steamers of all sizes in position to make delivery before February.

Rates have advanced, and are notably higher in all trades, and the general demand for tonnage is far in excess of the available supply. For sailing vessels there is little or no demand in any except the transatlantic trade, but for business of the kind there are a considerable number of orders of various kinds, and the rates are far above the basis usually prevailing for business of the kind.

Charter: Grain—Steamer Great City, 42,000 quarters from New York to Falmouth, for orders, p.t. January.

Dutch steamer Waterwolk, 20,000 quarters, from Baltimore to Rotterdam or Amsterdam, p.t. prompt. Coal—Norwegian steamer Sangstad, 1,450 tons, from Baltimore to Port Limon, p.t. prompt.

Lumber—Schooner Margaret, 1,235 tons, from Mobile to Bilbao, \$16.50.

Schooner Mary E. H. G. Dow, 1,297 tons, from Mobile to Cadix, \$16.50.

Miscellaneous—Norwegian steamer Modiva, 778 tons, from Baltimore to Havana, with fertilizer, p.t. prompt.

ENTER NEW YEAR HOPEFULLY.

Washington, December 31.—The Bureau of Railway News and Statistics says that encouraged by the Interstate Commerce Commission's recent decision as indicating a changed attitude in regulation, the railroads enter the new year hopeful that a new era is doing and that 1914 may be the last lean year. Compared with 1913, this year's net operating income decreased \$124,410,000, notwithstanding an increase of 7,900 miles of lines, representing capital expenditures of \$520,000,000.

A Rome despatch says that Austria has abandoned her campaign. Italy may send ultimatum to Turkey to-day.

500 CANAL TRAFFIC 1914 FELL BELOW TOTAL OF 1913

According to the United States Army Corps of Engineers at St. Mary's canal, Mich., the freight traffic by the two water ways for the season of 1914 showed a total of 55,369,534 tons, of which 39,470,662 tons were eastbound and 15,898,872 westbound. The total tonnage through the United States canal was 27,771,457 tons compared with 27,598,487 tons through the Canadian. The east and west movement through the United States canal exhibited no great difference in tonnage, but the Canadian canal had a traffic of 24,952,822 eastbound, and only 2,794,845 tons westbound.

Items of traffic compared for 1914 and 1913, as follows: (Tons are of 2,000 pounds each.)

Table with columns for Vessels (1914, 1913, % Dec.), Freight (1914, 1913, % Dec.), Passengers (1914, 1913, % Dec.), Tonnage (Registered, Freight, Passengers), Soft coal, Flour, Wheat, Grain, Milk, Salt, Copper, Iron ore, Lumber, Building stones, General misc. tons.

FRESH AMENDMENTS TO UTAH TRACTION FRANCHISE APPROVED

In Final Draft Neither City Nor Company Secured All It Desired, But Officials Are Satisfied With the Result.

The city commission of Salt Lake City has passed the amendments to the old Utah Light & Railway franchise and the Merchants Light & Power franchise, now held by the Utah Light & Traction Co., which recently came into control of interests identified with the Electric Bond & Share Co. The amendments are designed to equalize the two franchises so that the company may operate under both.

In the final draft of the amendments neither the city nor the company secured all its desired but it is understood that the officials of the company are satisfied with the final result. The amendments provide for a reduction of about 12 per cent. in light rates and about 18 per cent. in power rates, a reduced rate on city lighting, an increased amount of free power for municipal purposes, payment by the company to the city of an annual tax and access to the books of the company by the city for determination of the gross earnings.

The company will supply the city 125 horsepower of energy free for power purposes and also an additional 125 horsepower if needed at 1 cent a kilowatt hour. Tax on gross earnings derived from lighting revenues will be 1/4 of 1 per cent. from January 1, 1915, to August 24, 1937, and for the remainder of the franchise period 1/2 of 1 per cent. Should the cost of production in the future be reduced then the city may require a further reduction in rates to be determined by a board of arbitration. The maximum lighting charge under the amended franchise will be 9 cents a kilowatt hour, with a minimum charge of \$1 per month and discount of 10 per cent. for payment of bills before the seventh of each month.

NEW YEAR HOLIDAYS.

Canadian Pacific will put into effect reduced rates and operate the undermentioned special trains in addition to regular service on account of the New Year holidays.

Single fare good going Dec. 31 and Jan. 1, good to return until Jan. 4.

Fare and one-third going Dec. 30, 31 and Jan. 1, good to return until Jan. 4.

Special train service Friday, Jan. 1st.

Lv. Calumet 7:20 p.m. for Place Viger.

Lv. Place Viger 9:15 a.m. for St. Lin.

Lv. St. Lin 8:00 p.m. for Place Viger.

Lv. St. Eustache 8:15 p.m. for Montreal.

Lv. St. Agathe 4:30 p.m. for Place Viger.

Lv. Labelle 5:00 p.m. for Place Viger.

Parlor car will leave Place Viger 4:00 p.m. for St. Agathe on Thursday, Dec. 31 instead of Jan. 1st.

EXTEND QUEBEC RAILWAY.

Quebec, Que., December 31.—Residents of St. Foy are agitating to have the electric street car line extended in their district, and it is understood that the parish council is considering the question of giving the Q. R. L. H. & P. Co right of way to construct the line.

ELECTRIC RAILWAYS STRIVE TO CUT OPERATING EXPENSES

New York, December 31.—In their monthly statements for the last few months several electric railway systems have been reporting decreases in their operating ratios, and it has been suggested in some quarters that this reduction has been effected by curtailment of maintenance charges.

Managers of the roads say that, while in some instances maintenance charges have been curtailed, the greater part of the saving in cost of operation has been made by putting in effect economies which have reduced expenses without impairing either operating efficiency or maintenance of way or equipment. Recently the Hagerstown & Frederick Railway explained the manner in which its operating ratio had been brought down from 61.70 per cent. for the four months ended October 31, 1913, to 56.07 per cent. for the four months ended October 31, 1914.

For the four months ended October 31, 1914, gross revenues of the company increased \$7,683 over the corresponding four months of the preceding year, the increase being made up of \$4,065 gain in the railway department, \$4,618 in the light and power department and \$192 in the gas department. For the same period net operating revenues increased \$12,053, made up of a gain of \$3,840 in the railway department, \$7,163 in the light and power department and \$1,050 in the gas department.

In the statement it was said that some inexpensive changes made in the power generating department cut fuel costs one-third and the consumption of power was reduced by training motormen to conserve current. All layovers of cars were cut out, which resulted in a reduction of 6 per cent. in car mileage with a slight increase in running time. The maintenance of way force was redistributed so that time was saved in starting work.

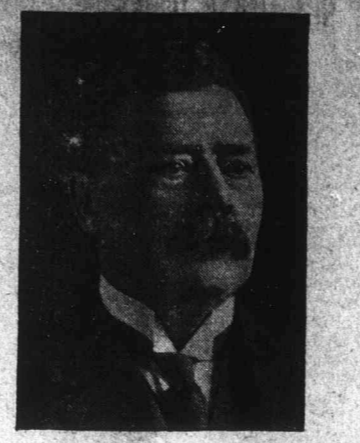
No reductions were made in maintenance of passenger equipment, but there was a saving in maintenance of freight equipment. In conclusion officials of the company state that the reduction in operating ratio was largely effected by better organization, by abolishing useless departments and combining departments, by the elimination of duplication of work and by the lessening of useless red tape. It is probable that other electric companies have been working along the same lines, with the results being seen in the reduction of their operating ratios.

TO TAKE UP NEW DUTIES AT VANCOUVER.

Superintendent Camezon, who has been directing the Canadian Pacific Railway at Medicine Hat, for the past four years, leaves to-day to take up his new duties at Vancouver. In Vancouver he will be Assistant General Superintendent of the British Columbia Division. Mr. Cameron's rise in the service of the C. P. R. has been a rapid one. Twelve years ago he came to Nelson, B.C., from the States, where he had been a conductor on one of the big roads and started in on the C. P. R. as brakeman. He was made conductor on the Spokane run and later returned to Vancouver as trainmaster. From Nelson he went to Vancouver as trainmaster, to which office he now returns as assistant general superintendent. From Nelson he was sent to Moose Jaw in the capacity of superintendent, and on January 1st, 1911, was removed to Medicine Hat as superintendent.

Russians are maintaining their offensive west of Warsaw and the Germans are believed to be withdrawing from the Bzura River.

In western Galicia the Austrians continue to fall back along the whole line.



FARQUHAR ROBERTSON, Of the Montreal Harbour Commission, who has just returned from an inspection of the port of St. John.

RAILROAD NOTES

The opening of the Lake Erie & Eastern for regular traffic is scheduled for next month.

The passenger department of the Southern Pacific has issued a map of San Francisco as an aid to people who visit the exposition next year.

Reading, total all-company's November surplus \$779,748; decrease \$224,773. Five months' surplus \$3,526,611; decrease \$465,446.

F. Tapley, L. C. R. freight agent, at St. John, N.B., who has been in the employ of the railway for forty-four years, is to be superannuated in a short time, and his place will be taken by H. H. Hatch.

The Canadian Northern Railway Company has announced its intention of constructing a branch line from Edmonton to Peace River Landing, in the heart of the Peace River, and Grand Prairie country.

Lines in the Central Freight Association will make a charge of \$5 per car for switching live stock and from yards. Loading and unloading and feed furnished will be charged for.

W. S. Napier, general baggage agent of the Sunbelt-Central Lines of the Southern Pacific, is dead after an illness of several months. He had been in the company's service 33 years, and was 66 years old.

If quota obligations are not met within a brief period the Ocala Northern is to be disposed of at public sale. Its heaviest creditor is the Assets Realization Co., a New Jersey corporation.

How far retrenchment and economy has been and is being carried by the railroads is shown in the discontinuance by western roads of illuminated signs on the rear ends of passenger trains.

Employees of the Bessemer and Lake Erie have organized a Water Wagon Club, in response to an appeal from the company for sobriety, and it promises to have a big membership.

The Board of Trade of Peterborough has held an indignation meeting in regard to the poor passenger service alleged to be now provided by the C. P. R. Peterborough wants a Sunday train, and are determined to have one. The Board will take the matter up with the G. T. R. in an effort to provide Sunday traffic.

The Houston Belt and Terminal has been re-organized, with J. W. Robbins, receiver of the Trinity and Brazos Valley as its executive head in place of J. J. Flynn, and F. J. Pettibone, president of the Belt re-signing to give Mr. Robbins a free hand, but remaining at the head of the Santa Fe in Texas. The road was originally built to serve the Santa Fe, the Rock Island and the Frisco lines.

Owing to protests against its findings in the computation rate case, the Public Service Commission of Pennsylvania has complied with a strong demand for a rehearing and appointed January 8 as the date. In the meantime proof has been obtained that the commission gave the railroads advance information of their decision, which enabled the carriers to file schedules eight days before it was made known to the public. The commission made itself in hot water and in danger of proceedings to oust the members from office.

PROPOSED ELECTRIC LINE FROM GEORGIAN BAY TO NIAGARA

Hamilton, Ont., December 31.—Controller Morris is taking an active interest in radial railways and hopes to make Hamilton the hub of a system of radial lines and concrete roads to all parts of the province. He received another letter from Chief Engineer F. A. Gaby of the Hydro-Electric Power Commission asking him to call at Toronto and see some plans of the proposed railway from the Georgian bay, through the Niagara peninsula and to Queenston and Dunnville. Surveys will be reopened in January, and when this is done J. H. Stanley, who will be in charge of the Hamilton section, will see Controller Morris about the matter.

ROCK ISLAND INTEREST WILL BE PAID.

New York, December 31.—Interest due on Rock Island bonds January 1st, including general mortgage 4's will be paid January 2nd as usual. Interest on debenture 5's will be paid on January 15th when it falls due.

BRITISH AND AMERICAN STEAMSHIP LINES ARE MAKING GOOD MONEY

Outside of German Companies There Are No Complaints of Hard Times to be Heard. 1914 Returns Will Compare Favorably With Previous Year, It is Thought.

(Exclusive Leased Wire to the Journal of Commerce.)

Boston, Mass., December 31.—Outside of the German companies, there is no complaint of hard times in transatlantic steamship circles. With rates the highest in years, lines operating under the British and American flags are making good profits and there is business for every boat they can sail. It is believed that final 1914 returns for these companies will compare very favorably with the more remunerative among their recent twelvemonths—even with their record profits in 1913.

Present high freight rates are largely a reflection of the law of supply and demand. But the companies realize that they must "make hay while the sun shines." During recent wars it has been their fortune to realize good profits, but every such period has been followed by a decided slump in earnings.

Demand for shipping accommodations upon the British and American lines in the north Atlantic trade is to-day probably 25 per cent. greater than before the outbreak of the war. Actual cargo space in boats being run by them is considerably greater than was the case, say last July. Their sailings are more frequent, and the freight-carrying capacity of the boats now being run exceeds that of the larger passenger steamships.

Many of the biggest and best passenger boats of the British lines have been taken by England for war purposes, but, in the event of any failure satisfactorily to arbitrate with their owners, liberal compensation will undoubtedly be awarded by admiralty courts. Somewhat over 80 ships, of 300,000 gross tonnage, have so far been transferred from foreign to United States registry since the enabling legislation by Congress.

Approximately 3,500,000 gross tonnage of German ships has been withdrawn from the war from the Boston and New York transatlantic services. This, with interned ships of the allies, has contributed to a reduction of about 25 per cent. in the total freight tonnage available therefore.

The transatlantic passenger movement is practically nil as contrasted with its volume at the opening of the European conflict. Steamship men do not believe that the German war crafts which a fortnight ago bombarded the English coast are in the Atlantic. It is thought, rather, that they escaped into the North Sea. Much caution has been manifested by the English navy relative to fearless venturing into the North Sea, owing to fear of submarines.

N. Y. C. EARNINGS.

New York Central—Total all lines, November gross \$21,581,894; decrease \$2,676,913. Net after tax \$3,869,840; increase \$924,813.

11 months' gross \$253,806,063; decrease \$27,416,027. Net after tax \$49,426,481; decrease \$6,568,168.

MR. JOHN LORRANCE GENERAL MANAGER WHITE STAR LINE

Mr. P. V. G. Mitchell Also Received an Appointment to Assistant General Manager—Appreciation of Late Manager James Thom Issued by Company.

Important changes were announced yesterday in connection with the White Star-Dominion Line. It has been decided to merge their Portland and Montreal offices, and for this purpose, Mr. John Lorrance has been appointed General Manager, and Mr. P. V. G. Mitchell, Assistant General Manager. The appointments take effect to-morrow. Mr. Lorrance will remain in Portland during the winter season, but will make Montreal his headquarters in the summer time. He is a well-known shipping man, having inherited a taste for the business, his father, the late John Torrance, being for many years General Agent of the Dominion Line in Canada.

Mr. Mitchell, who becomes Assistant General Manager, has been connected with the White Star Line since 1893, when he entered the company's offices in New York. He has served in various capacities in both the freight and passenger departments of the New York office, and in 1908 was appointed manager of the company's tourist and cruising department. In 1910 Mr. Mitchell was sent to Montreal as assistant to the late Mr. James Thom, manager of the White Star-Dominion Line. He has filled that position ever since, but after January 1st he will be assistant general manager of the company's large interests in Canada. The White Star-Dominion Line yesterday issued the following tribute on a black bordered obituary card: "We deeply regret to announce the death of Mr. James Thom, the company's manager at Montreal, which occurred on Thursday, November 26th, after an illness of several months' duration."

Mr. Thom has long been a highly esteemed and honored representative of the company, in the conduct of its Canadian business, and his loss will be greatly lamented by all who knew him. "It is fitting at this time that we record our appreciation of his long and faithful services during which the company's interests under his charge have shown remarkable development and progress, and we are sure that all who knew Mr. Thom share the respect and esteem in which we held him, and our sense of the loss we have all sustained."

NO WORD FROM NAVARRA.

Yarmouth, N.S., December 30.—There is as yet no further news from the wrecked steamer Navarra. At the towboat office, it is said they do not look for any news before morning. The tugs Wanta and Hugh D., and the wrecking barge Mule are at the wreck, and as far as is known, the crew are still on board. A tug arrived from the wreck of the Navarra about ten o'clock this morning, bringing up Capt. McMillan, of the stranded vessel. He reports that the vessel struck at 12:10 Wednesday morning. She pounded heavily, and in a short time her bottom was punctured in several places, and she filled. He thinks, however, that with fair weather there is a chance of saving her. The water is too rough to permit of much salvage operations at present. But as the vessel is in no immediate danger, the crew is still on board. She had a large number of automobiles and blankets on board.

DISCONTINUE OCEAN LIMITED.

Moncton, N.B., December 31.—On Jan. 10 the winter time table of the I.C.R. will come into effect. The Ocean Limited will be discontinued. The C. P. R. express will run only six days a week, but the Maritime express will run daily. Trains Nos. 123 and 134 will give connection on Sunday with the Maritime to the St. John end.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE. Sailings from Halifax to Liverpool:— Franconia (18,000 tons) Jan. 11th 1 a.m. Orduna (15,500 tons) Jan. 18th 1 p.m. Transylvania (15,000 tons) Jan. 25th 1 a.m.

ALLAN LINE

ROYAL MAIL SERVICE. 1914—PROPOSED WINTER SAILINGS.—St. John -- Halifax -- Liverpool. Steamer "PRETORIAN" Friday, 1st Jan. 1914. Steamer "HERPESIAN" Friday, 8th Jan. 1914. Steamer "SCANDINAVIAN" Friday, 15th Jan. 1914.

St. John -- Havre -- London. Steamer "SICILIAN" From St. John Thurs. 31st Dec.

Boston -- Portland -- Glasgow. Steamer "POMERANIAN" From Portland Thurs. 14th Jan. Steamer "CARTHAGINIAN" Thurs. 4th Feb.

H. & A. ALLAN. 2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. M. Henry, 238 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

RAILROADS

CANADIAN PACIFIC NEW YEAR HOLIDAYS.

SINGLE FIRST CLASS FARE. Going Dec. 31, and Jan. 1, Limit Jan. 2. Fare and One-Third. Going Dec. 30, 31 and Jan. 1. Return limit Jan. 4.

PARLOR CAR TO STE. AGATHE. Lv. Place Viger 4:00 p.m., Dec. 31. Car will not be operated on Jan. 1.

TICKET OFFICES: 141-143 St. James Street, Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRACK ALL THE WAY Montreal - Toronto - Chicago

NEW YEAR HOLIDAYS. Single First Class Fare. Going Dec. 31, Jan. 1, return Jan. 2. First Class Fare and One-Third. Going Dec. 31, Jan. 1, return Jan. 4.

CANADIAN NORTHERN NEW YEAR EXCURSIONS.

SINGLE FARE. Going December 31st, 1914, and January 1st, 1915. Return limit January 2nd, 1915. FARE AND ONE-THIRD. Going December 20th and 21st, 1914, and January 1st, 1915. Return limit January 4th, 1915.

For rail and steamship tickets apply to City Ticket Agent, Canadian Northern, 50 1/2 Ave. 328-230 St. James Street, Montreal, P.Q.

BELIEVES MUTUAL UNDERSTANDING WILL BE REACHED.

Washington, December 31.—No concern was expressed by Administration officials over reports from London that the answer of British government to the protest of the United States against the interference with American shipping will be delayed and that guarantees may be demanded from this government as to the honesty of the bills of lading. It was generally believed that a mutual understanding will be reached between the two governments after a diplomatic interchange of views.

MR. McNICOLL RETIRES TO-DAY.

Mr. David McNicoll, who retires from active participation in the affairs of the Canadian Pacific Railway Company to-day, is now holidaying at Hot Springs, Va. Mr. McNicoll came east in a few days to assume George Bury's duties. When Mr. McNicoll returns to Montreal next summer he will still retain a connection with the Canadian Pacific Railway in an advisory capacity. He also remains as a director of the company.

W. C. DONALDSON'S DEATH REGRETTED.

Shipping men in Montreal learned yesterday with regret of the death of Mr. W. C. Donaldson, one of the directors of the Donaldson Line. Mr. Donaldson, who was only forty-five years of age, was in his usual good health when he made his last trip to Canada, now about a year ago. He is a son of John Donaldson, the founder of the company. The Donaldson Line is represented here by the Robert Reford Company.

Advertisements for various insurance and financial companies, including British America Assurance Co., The Law Union and Insurance Co., Commercial Union Assurance Co., An Ideal Inc., North American Assurance Co., Union Assurance Society, The British Canadian Real Estate and Investment Co., Sun Life of Canada, and J. T. Bethune.