

# SCOPE OF LABOURS IS BEING BROADENED

## Inter-State Commerce Commission Funds Steady Tendency of Litigation to Expand

### INCREASING ITS STAFF

#### Scope of Last Year's Work Compared With Year Preceding—Reasons for Enlargement of Number of Cases Heard—Several Classes of Contests—Analysis of Situation.

Washington, D.C., February 17.—Instead of gradually curtailing the scope of its labors as railroad questions of the broader sort are disposed of, the Interstate Commerce Commission is enlarging its activities in many directions. This fact has been made clearly apparent by testimony offered by officers and members of the Commission in a statement before the House Committee on Appropriations, recently made public. In response to a question, the Secretary of the Commission said that there had been during the past year 35 special investigations, 8 of these as a result of resolutions of the Senate, 3 by request of the House Committee on Interstate Commerce, one a continuing investigation, while the rest were undertaken of the Commission's own motion. There was an increase of 139 formal complaints as compared with last year. During the year ending December 31, 1914, there were 1,169 complaints, as against 1,030 in 1913. During the last four months of the year there were 815 hearings, as compared with 545 during the same months a year ago, or an increase of 270 hearings. An addition of 18 attorneys to the staff at a total salary of \$77,120 per annum was another element in the situation.

#### Growth of Litigation.

Of course the striking showing thus made has aroused no little interest. When Commissioner Harlan was before the Committee on Appropriations, the case was clearly put to him, questions being raised whether the legislative conditions were such as in any way to invite contention. He was asked whether under existing circumstances there was danger of more and more litigation between shipper and railroad, and whether there was a chance of getting to the point where warfare of that sort would be shaken by reason of the establishment of more equitable conditions. Commissioner Harlan sought to explain the situation on the ground that pending cases involve broader and broader issues, that shippers are looking into rates more carefully than they used to; that traffic managers are employed by many concerns; and that there is a better understanding of the work of the Commission and of the scope of its power to secure an adjudication of disputed issues. Other circumstances of like nature are mentioned by others, but the fact remains that instead of establishing a state of things in which railroad questions are comparatively quiescent and settled the drift seems to be toward a larger volume of controversy and difference of opinion, even though this, as suggested by Mr. Harlan, may be due to a better understanding by shippers of the possibilities of defending their positions under the law.

#### Unnecessary Controversy.

That there is a good deal of unnecessary or artificial controversy is also believed by many persons. During the committee consideration already referred to, Representative Sherley asked Mr. Harlan: "Are you not really having a situation where the commercial clubs and boards of trade of various cities of the country are hiring men whose chief occupation is to find some way in which they can either do away with what they think is an inequality or get an advantage over some competitive city, and that practically the shipping fraternity has gone into various local combinations for the purpose of litigating rate-making, so that they may get different rates and differentials?" That the case is as thus suggested by Mr. Sherley was fully admitted by Commissioner Harlan for he said in reply: "Undoubtedly that is so"—then went on to say that many cases that are now coming before the Commission are brought by shippers' associations or leagues, which have hired rate experts, often from the railroads and sometimes from the Government service, to look into the rates of particular communities, and to find out what rate inequalities and discriminations exist and to bring them to the attention of the Commission. It appears also that there are many independent claim bureaus or "audit companies" that go to shippers and ask for their expense bills, often discovered overcharges and ultimately filing petitions for repayment. Such bureaus are compensated on a percentage of all money recovered. This tends to enlarge the number of cases before the Commission, so much so that some such suits are practically always pending.

#### Character of Contests.

The cases before the Commission are dealing to a less and less degree with rebates, and to a greater and greater degree with the larger problems of differentials between places, general issues like the five per cent. rate case, and others of a similar nature. This means that the Commission has to have a larger staff than formerly, and to keep it constantly at work. During the past year, for example, the only special or outside counsel employed was Louis D. Brandeis, of Boston (engaged on the five per cent. case), who received \$11,500 for salary and expenses. While, however, rebate work has fallen off and differentials have largely taken first place, there are still many claims for damage in transit that represent (probably) concealed rebates. Other damage claims are excessive or fraudulent. Complaints regarding coal car distribution have been numerous but are now slackening off. The accounting practices of the roads receive a good deal of attention from the Commission, although the lines are co-operating more and more with the Government officers. Depreciation problems are also numerous, and the establishment of reciprocal relations between roads calls for a good deal of study and adjustment. Safety device work also requires the service of a considerable staff, and the same is true of boiler inspection. The activities of the Commission are undoubtedly expanding largely; there having been during 1914 an increase of about 13 per cent. in the number of persons employed on the staff and of about 25 per cent. in salaries.

Albany, February 18.—The Mills Corporation, of Otsego County, has been chartered with a capital of \$1,000,000 to manufacture cloth, yarns, etc.

SALESMANAGER—Export Trade, South Africa, South American and West Indian markets. Energetic worker, experienced organization and advertising, seeks position with manufacturer or exporter. Machinery, Chemicals, general trade. Reply Box S. M., c/o Journal of Commerce.

# MOVEMENT TO MAKE OTTAWA AND SUBURBS A FEDERAL DISTRICT

## Expectation is That Something of a Definite Nature in This Connection Will Take Place During the Present Year.

Messrs. Wood, Gundy and Company, of Toronto, are offering \$1,275,000 City of Ottawa 4 1/2 per cent. debentures on a basis to yield 4.50 per cent. and 4 1/2 per cent. according to maturity.

The City of Ottawa has the distinct advantage of being the capital of the Dominion of Canada, and this feature is a permanent asset that is in no wise jeopardized by whatever unfortunate conditions may arise and prevail in other cities. The Federal Government employs over 5,000 people, and the buildings, numbering nineteen, cost \$22,875,000. The annual payroll amounts to \$5,125,000.

There is a movement on foot at the present time to make Ottawa and the immediately adjacent suburbs a Federal district, similar to that of the City of Washington, D.C., in which case the affairs of the district would be administered by a commission appointed by the Federal Government. In the municipal election of 1914 the question was voted on and passed by a large majority. Since then a commission has been appointed by the Government to report on the matter, and it is expected that something of a definite nature in this connection will take place this year.

According to the records of the Ottawa city authorities, this is the most attractive price at which City of Ottawa securities have ever sold to the investor. Owing to the fact that the city is the seat of Government for Canada, and that its finances are exceptionally well managed, Ottawa bonds have always had a very ready market. As a matter of fact, until this year their issues have gone abroad to be listed on the

# MILITARISM OF LEMON GROWERS

Business partakes to a large extent of the character of war, and even the agriculturists have at times to wage battle. Instead of sitting down and depending upon Providence, the farmer now fights the grasshopper and the boll-weevil and the worm. The fruit growers' enemy is Jack Frost, and the Seattle Daily Bulletin tells interestingly how the campaign is carried on. Its Los Angeles correspondent says:

"Intrenched under cover of a battery of 1,000,000 firepots, with videttes hourly scanning the thermometers for signs of a sally of Jack Frost from his mountain lair, the fruit growers of the State stand ready to battle to the death for the safety of their \$35,000,000 citrus crop.

"According to the white paper of the United States weather bureau and the rule of averages, there is real danger from the great white terror after Christmas.

"Though counselling growers to be continually on their guard, United States Weather Forecaster Carpenter says the records show that killing frost in Southern California is usually more a case of nerves than real danger.

"The freeze of 1913-14 is the only one of its kind on record," he said. "Yet our records, by inference, run back 145 years to the time when the padres planted a cactus hedge at San Diego Mission. This hedge went unscathed through frost after frost until the winter of 1912-13, when it was severely damaged. In the Weather Bureau's own records from 1846 to date, the 1912-13 frost period stands out as the only one in which severe damage occurred."

London Stock Exchange, and it is a very great while since Ottawa bonds in any amount have been offered on this side. The last sale made by the city was in September 1913, when the bonds were offered to the investor in London at about a 4.65 per cent. and 4.70 per cent.

# EXCLUSIVE INTERVIEW WITH GOVERNOR BANK OF ENGLAND

## James Creelman, Noted American Correspondent, Introduced Change in Attitude of That Functionary Toward the Press.

(Wall Street Journal.)

James Creelman's death in Germany while still in the prime of life, recalls an exploit of which any newspaper reporter might be proud. He was in London at the time of the Baring crisis in 1890, and performed the unheard-of feat of securing for the New York Herald, an exclusive interview with the Governor of the Bank of England.

It is matter of history how the Governor, the Right Honorable William H. Lidderdale handled that crisis. He lived to see the Barings successfully liquidated and stronger than ever, with the financial situation in Argentina restored. The £3,000,000 gold, which he borrowed by means of acceptances from the Bank of France, returned in due course with the seals of the packages unbroken. The London market was "tided over" a desperate emergency, with the minimum of disturbance, although there were some forty failures in the Stock Exchange.

Lidderdale did not long ago, leaving an estate valued at only £2,000. He was a strong man and an honest one. But the idea of interviewing him was so remote that only an irreverent American would have thought of it. Creelman had no pass key or letters of introduction. He simply went to the Bank of England, and starting with the astonished "beadle" worked his way up. He was sent from department to department, to the secret amusement of various heads, until he actually found himself in the presence of the Governor.

But the joke failed to explode. Lidderdale was a

# GLASS OUTLOOK POOR

Glassboro, N.J., February 18.—While there has been a slight resumption in the glass trade throughout South Jersey in the past few weeks, other plants have shut down, or are under "blocked frost," and it is said that the situation is worse than at the end of 1914.

In Millville, where a slump has been a thing unheard of in the past quarter of a century, business still is dull.

It is said that machines are knocking out the hand-made plants, yet Swedesboro, where every bottle was made by machines, is not running, while at Cape May Court House, where hand-made were only produced, the plant is running full-handed.

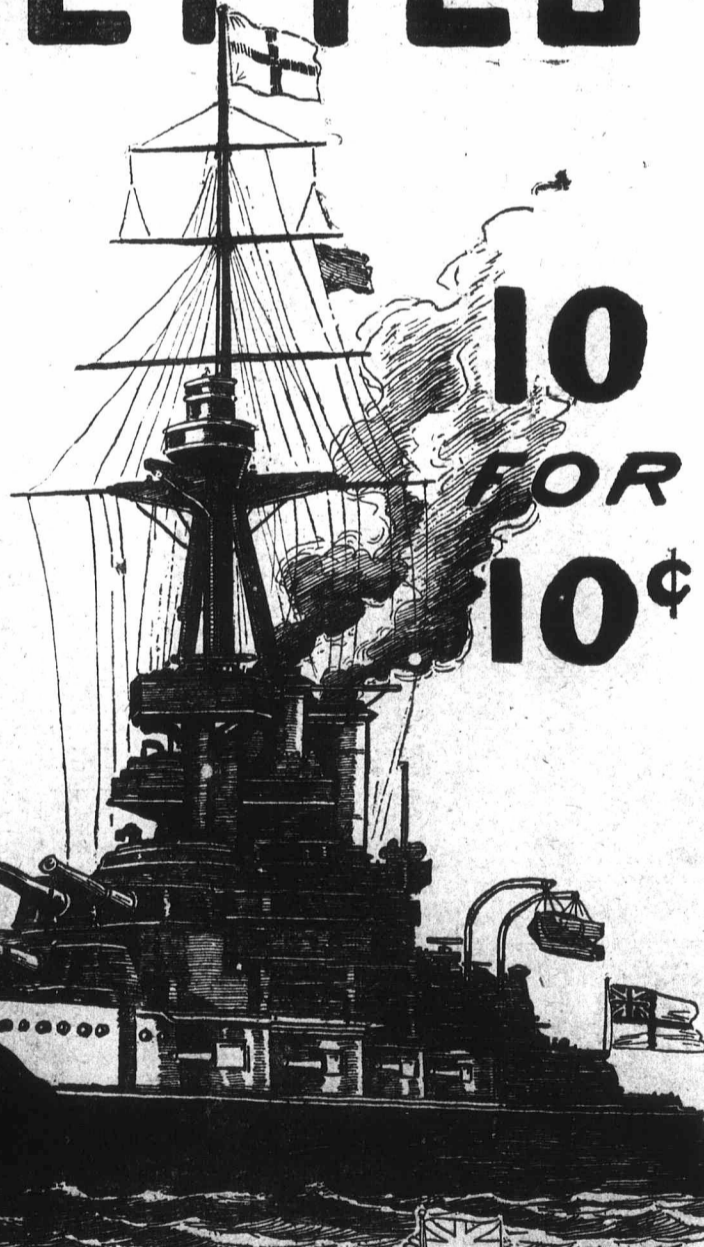
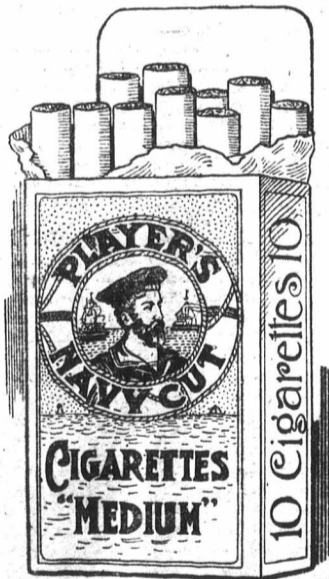
The North Clayton plant, hand-made ware, has not had its fires lighted since last June.

Rumor comes to Clayton that owners of the defunct Moore Brothers' plant have said that if a certain order is landed, one or two of the factories will start this season. This order is one that positively requires hand-made ware.

long headed Scotchman, much too intelligent not to see the value of publicity at such a time. He was no slave to precedent. He gave Creelman an excellent interview of a frank and interesting character, which was published in the following Sunday's New York Herald. It was a great scoop; and the London papers spent money frantically on cable tolls, getting facts on their own situation from New York for their Monday morning issue.

A precedent was set, and since that time English financiers have been more approachable. It may be said also that publicity there, as in Wall Street, has done much to clean up admitted evils, and to set honest finance right with public opinion. The story is well worth recalling, for it has an obvious moral which should never be forgotten.

# PLAYER'S NAVY CUT CIGARETTES



## 10 FOR 10¢

THE IRON DUKE  
Flagship of Great Britain's Home Fleet.

# ENGLISH WOOL DE IS DECIDEDLY

## Insufficient New Orders Com ward to Keep Manufactur for Balance of Year

### MANY DIFFICULTIES

No Solution to Troubles and Ports and Supplies are Extremely Hard to

Dwysares Troublesome Also.)

(Specially Written for the Journal of C

Bradford, February 4 (by mail).—The

be but small let-up to the demands being

woolen manufacturers, and with the

firmness of the London and Australian

tone of the wool market continues very

whole energy of the mills seems to be

the combined needs of the British, and

It appears that there have been au

orders coming forward to keep most

thought that the present rate of ou

maintained throughout, as it is a gr

the workers and they would welcome so

"Dramatic houses do not seem to

large stocks on hand, and there is a gr

fruitly in replacing the necessary mater

ever, manufacturers who are in a positio

private orders are booked a long way al

its appearance, the War Office is maki

to be sent to the front, and it looks as th

more immediate requirements have been

anticipated that the supply will have to

for some time to come.

There are a great many difficulties to

however, one of these being the

securing supplies of wool. The position

and on the railways shows practically r

ment, and in view of the enormous c

wool is coming forward altogether too slo

as in a position to make much mo

erful than is reaching them, and spinne

holding of tardy deliveries of tops. The

extremely unsatisfactory, in view of t

that is being applied for the completion

ment contracts, and representations are

to the Government to see if the transi

is expedited.

Another great difficulty, according to s

the Government is imposing conditions

shades which are almost impossible of

the present state of the dye-ware trad

shrinkage in the output of blue-grey shi

pending to the increase in the productio

lines for the French Army.

In regard to raw materials, the posi

but little change from the time of last

prices continuing to prevail, and the si

circumstances still very apparent. A har

dency has been apparent for some time

for merinos and crossbreds, and topm

him in their quotations. Very few of the

at all for spot delivery, and some are b

stead that they are hard to deal with, e

ture delivery. Dealers are not slow to c

with the huge requirements for military

there will be a big demand for a long ti

and prices are likely to be fully maintaine

sition in crossbreds is difficult.

### THE HIDE MARKET

New York, February 18.—The market lacked new features yesterday. The quotations for common dry hides was light, and were reported.

The market remained firm on the basis of the Mountain Bogotas.

No changes were reported in wet or

hides.

The city packer hides were firm:—

Brinoco	32 1/2
La Guayna	32 1/2
Puerto Cabello	32 1/2
Caracas	32 1/2
Maracaibo	32 1/2
Guatemala	32 1/2
Central America	32 1/2
Boatlor	32 1/2
Bogota	32 1/2
Vera Cruz	32 1/2
Tampico	32 1/2
Talasco	32 1/2
Tuxpam	32 1/2

#### Dry Salted Selected:—

Patia	17 1/2
Maracaibo	17 1/2
Penamaboco	17 1/2
Matamoros	17 1/2

#### Wet Salted:—

Vera Cruz	17 1/2
Mexico	16 1/2
Santiago	16 1/2
Castroguos	16 1/2
Havana	18
City slaughtered spreads	19
Native steers, selected 60 or over	19
Do, branded	19
Do, bull	18 1/2
Do, cow, all weights	19
Country slaughter, steers, 60 or over	20
Do, cow	19
Do, bull, 60 or over	18 1/2

A SESSION OF THE COURT OF KING (Crown Side), holding criminal jurisdiction in the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY OF MONTREAL, on MONDAY, the FIRST DAY OF MARCH, at 10 o'clock in the forenoon.

In consequence, I give PUBLIC NOTICE issued to proceed against any prisoners in the Common Jail of the said District, and all of them must be present then and there; and I order to all Justices of the Peace, Coroner, Peace Officers, and for the said District Court, to be present then and there with their Rolls, Indictments and other Documents, in order to those things which belong to them in the three capacities.

Sherriff's Office,  
Montreal, 10th February, 1915.  
L. J. LEMAYEUR,  
Sherriff.