

SHIPPING NOTES

It is reported that the New York Porto Rico Steamship Company has placed an order with the Newport News Shipbuilding and Dry Docking Company for a freight steamer to be a duplicate to the Lorenzo. The vessel is to cost \$4,000, displacing 7,000 tons, with a contract speed of ten knots.

The steamer Itasca, recently purchased by Captain Theodore Krum, is now at Stockton, Me., loading a cargo of potatoes for Norfolk. Captain Krum has a contract to carry 300,000 bushels of potatoes from Stockton to Norfolk, after which the vessel will carry paper from Stockton to Philadelphia.

Strachan & Co., of Savannah, have purchased the British steamer Harlequin from the Union Navigation Company of Montreal. The vessel has been renamed Georgiana and placed under the American flag. The vessel is of 4,596 tons gross, 2,847 tons net register and was built in 1909 at West Hartlepool.

P. H. Graham, of Snow's United States Express Company, sailed yesterday from New York on the steamer Ryndam for Rotterdam, to proceed from there to Bremen, where he will arrange for the arrival of the steamer City of Macon, which steamer will sail from here on Wednesday with a cargo of cotton.

The Norwegian-American Line has purchased two British steamers and will place them in the transatlantic service in the near future. The steamer Cotswold Range has been renamed Trondhjemfjord and the Chiltern Range is now the Drammensfjord. The steamers were built in 1911 and were formerly owned by Furness, Withy & Co.

The Quebec liner Bermudian and the Oceana of the new Bermuda-American line, sailed their cabins filled with Americans rushing to Bermuda from cold New York. Charles W. Morse went on board the Oceana and raised a new American flag at the peak of the vessel having been put under United States registry. Among the passengers were forty-five Columbia students and thirty-five from Barnard.

The steel car float, Henry M. Flaxler, building at Cramp's shipyard for the Florida East Coast Railroad, will be given builders trials off the Delaware Capes to-day. The Flaxler is one of the largest vessels of its kind in the world, being 350 feet long, 37 feet beam and with a capacity of thirty-six cars, and will make a speed of twelve knots. When completed the vessel will be placed in service between Key West, Fla., and Havana.

Capt. Skjoldstad of the Norwegian barque Padang sailed nearly right up to Sandy Hook, 135 days out from Sumatra, with coffee and never heard of the war in Europe until he was stopped just outside the three-mile limit by a British cruiser firing a blank shot. After satisfying the British officer that his was a neutral ship he was sailed on until he picked up his pilot. The barque loaded in Batavia, 1,657,077 pounds of the best Java coffee, which is valued at \$246,000, and called at Sumatra. This is the first voyage of the Padang, which is a smart 617 ton clipper.

PAYMENT OF WELLINGTON, GREY AND BRUCE RAILWAY BONDS.

The numbers are announced of bonds of the Wellington, Grey and Bruce Railway which have been drawn and will be paid at par at the offices of the Grand Trunk Railway Company here, or at Dashiwood House, New Broad Street, London, England, on January 1st.

It is also announced that the estimated earnings of the railway for the half-year to the 31st inst. applicable to meet interest on the bonds will admit of the payment of £3 4s 2d per £100 bond, and that this payment will be applied as follows, viz.:—£1 8s 2d in final discharge of coupon No. 62 due July 1st, 1901, and £1 15s on account of coupon No. 63 due January 1st, 1902, and will be paid on and after January 1st at the offices of the company in London.

ILLINOIS TRACTION EARNINGS.

Gross earnings of the Illinois Traction Company for November were \$706,342, a decrease of \$23,604; while net was \$300,506, a decrease of \$23,313. For the eleven months the gross totals \$7,479,121, an increase of \$291,692. Net in eleven months shows a decrease of \$12,556, being \$2,932,192.

POOR STREET CAR SERVICE.

Hamilton, Ont., December 29.—The Hamilton Street Railway is in a quandary to know how to better its service. One official gives it as his opinion that, even if it had a thousand extra cars, it would be impossible to keep up to the schedule already devised.

The passengers who have complained about what they term the "rotten" service, have blamed the schedule to a considerable extent, but this is the first official admission that the schedule had something to do with the poor service.

WINNIPEG ELECTRIC.

The Winnipeg Electric Railway in October had gross receipts of \$330,562, as compared with \$357,313 a year ago; working expenses were a little higher than they were in 1913, so that net earnings showed a falling off of \$27,513, the figures being \$123,057, as against \$150,570.

Table with 4 columns: Year, Gross, Expenses, Net. Rows for 1914 and 1913.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) New York, December 29.—Chartering was practically at a standstill in the steamer market, due to the unusual scarcity of unchartered boats in position to give January delivery.

Orders for boats are very plentiful, particularly in the trans-Atlantic trade. Rates are decidedly buoyant in all trades, and are the highest point reached during the recent rise, and the indications are that they will still hold higher.

For sailing vessels the prevailing demand is confined almost wholly to trans-Atlantic trade. Orders in the coastwise and West Indian departments being comparatively scarce.

Chartering Miscellaneous—Norwegian steamer Kingston, 190 tons, from Savannah, etc., to a Scandinavian port with cotton, etc., p.t., January.

INTERCOLONIAL'S TIME TABLE APPEARS IN A NEW DRESS

And a Number of Features Have Been Introduced Which Will Prove Distinctly Advantageous to the Traveller.

A time table folder is perhaps the target and most direct medium of intercourse between the Passenger Department of a railway and the traveller, actual and prospective. It is necessary the information the railway wishes to impart should be accurate and comprehensive. So the proposition in the preparation of a time folder resolves itself into reducing mass of figures, instructions, general information and advice to an easily found, read and quickly understood basis.

In recent years the railways of Canada and the United States in their march of progress have not neglected the time folder and marked advancement can be noted in the simplification and tabulation of the material published, and the erstwhile rather common expression "as puzzling as a railway time table" is rapidly becoming a misnomer.

Though retaining the familiar red cover, the October issue of the Canadian Government railways' time table folder, to use a printer's expression, appears in a new dress. Each page is now of uniform size, bordered by a fine rule, with an electrolytic heading indicating whether the information contained on that page pertains to the Government Railways in general or a division of the system in particular. The border and rule are printed in red, and the text in black, a combination most pleasing to the eye.

Commencing in logical order, is a table of contents alphabetically arranged according to each of its thirty-eight pages. Following this is an index with the designating letter in prominent and plainer type so that the reader can find any station on the Intercolonial, Prince Edward Island Railway, National Transcontinental, International and New Brunswick & P. E. I. Railway and having found it, is referred to the table in which such station appears.

The table number is another new feature of the October issue and has been adopted with the view of referring the reader more quickly to the relation the station he has in view bears to the other stations and the train runs by which it can best be reached.

A list of the officers of the Government Railways, their sphere of action and office address, with the Canadian ticket agencies the time table on page 5.

Then follows the time table proper. A first glance will show there has been a house cleaning. The odds and ends which had crept into the older issues have disappeared. There has also been a combing out process in the footnotes—where explanations are given as to the particular conditions under which trains will stop at certain stations.

All the reader now has to do is to note the train number and the particular letter prefixed before the time opposite the station in which he is interested, and a heavy faced letter easily picked out in the footnotes will indicate just the conditions under which that particular train will stop at that particular station.

A very plain and up-to-date map occupies the four centre pages.

Still another new feature, and one that will be appreciated by passengers to Portland, Boston, New York, Philadelphia, Ottawa, Toronto, Buffalo, Detroit, Chicago, etc., is the arrangement of condensed time tables of connecting lines. The sleeping, dining and parlor car service is all contained on one page. The general information has been revised with a view to making it more readily understood.

All the reader now has to do is to apply the alphabet to his quest for information and the railway has done the rest. The October folder is certainly a distinct improvement on any previous issue.

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.
Special train service Friday, Jan. 1st.
Lv. Calumet 7.30 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.

MORE REVENUE OUT OF CONSUMERS OF TOBACCO AND LIQUORS.

Ottawa, December 29.—The new war taxes, imposed on spirits, malt and tobacco last session in the shape of an increase in the excise duties, have apparently not had the desired effect.

Inland revenue receipts for November last totalled \$1,602,676.41, as against \$1,905,583.05 for November of 1913, or a decrease of \$351,906.67.

The Department, however, is now endeavoring to collect certain heavy amounts from the firm which withdrew large consignments from the bonded warehouses between the date of the declaration of the war and the time the new taxes were imposed.

By the clause making the increased duties retroactive, such withdrawals become subject to the new taxation.

Considerable investigation, however, is necessary to ascertain what portion of the amounts withdrawn are to fill normal demands, and what portion to evade the new war tax.

It is practically certain that consumers of tobacco, liquors and malts, will be called upon to pay a still larger amount of war taxes by legislation to be brought down next session.

INQUIRY FOR STEEL RAILS.

New York, December 29.—It is estimated that inquiries are in the market for about 100,000 tons of steel rails. This total is small compared with inquiries in normal periods, but is welcomed by steel manufacturers.

GERMAN ELECTRICAL COMPANIES IN RUSSIA.

London, Eng., December 29.—H. M. Consul-General at Moscow reports that, as regards Russia, the German electrical firms had established what was practically a monopoly, as hardly any large electrical installation in Russia had been carried out without their help. The total capital invested in Russo-German electrical companies—six in number—is 10,650,000 roubles. The shares of only two such companies have been quoted on the Russian Bourse, and even then only formally. German capital has been directly interested also in a whole series of electrical concerns in Finland. In this connection it is interesting to note that the realization of Finnish municipal loans in Germany generally has included conditions whereby all municipal orders were to be given preferentially to German firms.

RAILROAD NOTES

Panama Railroad awarded contract for Pocahontas to William C. Anweiler & Co., at \$2.70 per ton.

Two persons were seriously injured and seven others slightly hurt when a runaway engine left a roundhouse at Atchison, Mo., and collided with a Missouri-Pacific passenger train.

The Ocala Southern is to build an extension of its line from Nashville, Ga., to Jacksonville, Fla., 60 miles, and from Macon, to Atlanta, about 100 miles. Work will probably begin next spring. The Seaboard Air Line which connects with the road at Rochelle, Ga., is said to be interested in this enlargement.

A new railroad connection has been established between Petrograd, Russia and Torneo, Finland, according to information just received from Kristiania. This will enable passengers to reach Petrograd, from Bergen in four days. This arrangement will appeal to travelers who wish to visit Sweden, Finland or Russia, as the trip can be made from New York to Bergen in less than nine days with the Norwegian-American Line steamers, from Bergen to Petrograd four days by rail or thirteen days from New York to Petrograd.

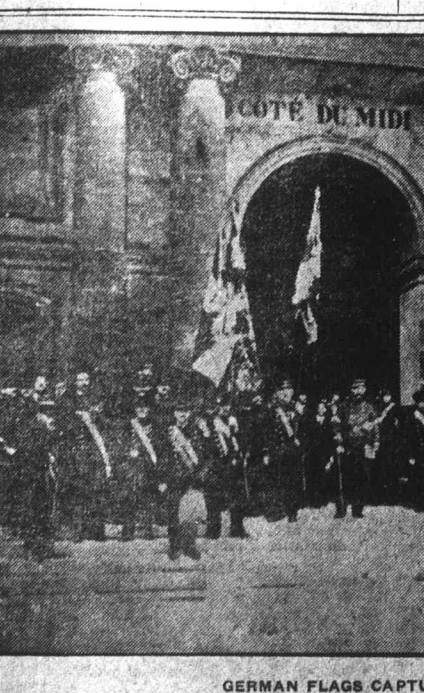
Referring to a story sent from San Francisco recently to the effect that three lines operating between the Atlantic and Pacific, including the Luckenbach Steamship Company, had agreed to advance their freight rates on December 30, the Luckenbach Company have issued an emphatic denial that any agreement to advance rates was entered into by it. "We wish to state that there has been no agreement either entered into or thought of by the lines in question," the statement declares. It is true the rates have been advanced, but this is, however, due entirely to the heavy increase in the amount of freight offered and also to the increase in the charter rates of steamers and not to any so-called agreement between the lines.

The following changes in officials of the Baltimore & Ohio will be made on Jan. 1: C. E. Bryan, superintendent of the Ohio River division, at Parkersburg, W. Va., will become division engineer of that territory; O. H. Hobbs, superintendent of the Baltimore division, will be transferred to Parkersburg as superintendent, succeeding Mr. Bryan; M. H. Cahill, superintendent of the New Castle division, will be transferred to Baltimore, succeeding Mr. Hobbs; J. W. Kelley, Jr., superintendent of the Cumberland division, will be transferred to New Castle Junction, Pa., succeeding Mr. Cahill and C. L. French, assistant general superintendent of the Pittsburgh district, will become superintendent at Cumberland, Md., succeeding Mr. Kelly, and the position of assistant general superintendent will be abolished.

Reports from Philadelphia state that suits for nearly \$10,000,000 may be begun against the Pennsylvania and Reading for reparation covering six years, when the decision of the Public Service Commission of Pennsylvania, ordering a cut of 40 cents in the rate on anthracite becomes effective. The act creating the commission provides that when it makes a decision showing unjust-discrimination or an overcharge, the individual affected may file an action for reparation from the time that the commission was created. At the same time lawyers hold that under the common law the grievance is retroactive for six years. In this connection it is of interest that the railroad companies have made it known that they have no intention of attacking the constitutionality of the law creating the commission, but it is generally expected that they will contest the decision by appealing to the courts.

With the completion of the Southern Pacific's double track tunnel through the mountain at Cape Horn a few miles east of Coahuila, travelers are no longer able to enjoy the scenery at that point nor look down 2,000 feet on the American river as the train creeps around a dangerous curve. At the same time the company has also completed a double track from Oakland to Blue Mountain. In the building of the tunnel scenery has been sacrificed for safety. The tunnel is 1,551 feet long and the longest of its kind over the Sierra Nevada. There is another 5,298 feet long, but it has only a single track. The work has taken six months and will facilitate the handling of passengers to and from California after the San Francisco exposition opens. In the past three years the company has expended approximately \$12,000,000 in double tracking from Roseville to Blue Canyon and incidentally no reduction in mileage a large number of curves have been eliminated and the grade lowered establishing conditions which will permit of greater tonnage per train in hauls over the mountains.

From the African Sudan comes a plant that has caused a sensation in agricultural circles throughout the United States. It is known as Sudan Grass. It grows eight or nine feet high, adjusts itself to almost any variation of moisture, and thrives surprisingly well on the semi-arid plains of the southwestern United States, and also in humid sections. The first seed was sent to this country eight years ago and no authentic literature on the plant was in existence until the Agricultural Department of the Rock Island Lines, under direction of Prof. H. M. Cottrell, began an exhaustive examination of crop results that developed some astonishing features. The material gathered during this investigation is now being compiled for publication and distribution among the farmers located on the company's lines in fourteen States. Lucky growers of Sudan Grass during the season 1914 who save their seed, will, in some cases, get the price of a farm from that source alone, for Sudan Grass seed is quoted at \$1 to \$1.50 per pound, and some yields of 500 pound of seed per acre are reported. An estimate of the value of the 1914 crop in the State of Texas, which as yet, ranks first in Sudan Grass production, is \$1,500,000.



GERMAN FLAGS CAPTURED BY THE FRENCH.

P. AND O. HAS HAD DIFFICULTY IN MAINTAINING MAIL SERVICE

Freights Fell Away Even Before the War, and, on its Declaration, Business for a Time Came to a Standstill.

London, England, December 29.—The P. and O. Company's year ends with September, so that the report now forthcoming includes two months of the war period—a manifestly dire contingency for a great shipping enterprise. Before the war broke out the Admiralty had chartered four P. and O. steamers for Indian and Colonial transport work, but immediately hostilities were declared the Admiralty commandeered nearly half the company's fleet as armed cruisers, hospital ships and transports.

No rates of charter money have been fixed, and only small payments on account have been received. The withdrawal of so many vessels has increased the company's difficulties in maintaining a mail service, but the service has been maintained so far without avoidable hitch. Even before the war freights had begun to fall away, and on the declaration business for a time came to a standstill.

The company, moreover, had to pay war risk insurance on its ships—an expenditure which for the last eight weeks of the fiscal year worked out at the rate of £130,000 per annum. It is gratifying in the circumstances that the company is able to show results so good as those disclosed in the report. The gross revenue, including mail money, was, certainly, £1,112,900 less than the previous year's, but there was, however, an increase of £300,500 in external charges.

There is no appropriation this time corresponding to the appropriation of £200,000 applied to contingency fund from the profits of the previous year, which was one of the most prosperous in the shipping world, and the net revenue balance available for distribution is £400 in excess of the previous year—a small gain, which goes to increase the balance forward.

Thus the Deferred dividend, including 5 per cent. bonus, is again at the very satisfactory rate of 15 per cent. The fusion of the British India Company with the P. and O. came into operation on October 1st, and the new directors who consequently joined the board of the P. and O. included the late Lord Roberts, whose death, in circumstances that proved his self-sacrificing patriotism, even in extreme old age, is fresh and poignant in public recollection.

C. P. R. NOVEMBER STATEMENT

The C. P. R. statement for the month of November shows gross earnings amounting to \$8,057,358, and net earnings \$2,644,072. This showing compared with the same month last year is a decrease of 39 per cent. October is slightly better in net but compared with the same month last year is a decrease of 39 per cent. A summary of earnings for the five months of the company's current year shows that decreases in gross and net are slightly in excess of 23 per cent., comparative figures being as follows:—

Table with 3 columns: 1914, 1913, Dec. Rows for Gross, Expenditures, Net.

The following table gives gross and net earnings of the company by months for the calendar year:—

Table with 3 columns: Month, Gross, Net. Rows for January through November.

The changes from a year ago which these figures represent follow:—

Table with 3 columns: Month, Gross, Net. Rows for January through November.

The bullion shipments from Cobalt during the past week were normal or a little better, but one shipment showed a falling off. With the price of silver below, there was no reason to anticipate a repetition of the full shipping list generally seen in the last two weeks of the year. The shipments from the Cobalt camp for the week ended December 25 in pounds were: La Rose, \$5,300; Mining Corporation of Canada, \$37,430; McKinley-Darragh, 73,610; O'Brien, 62,700; Dominion Reduction, \$4,700; Temiskaming, \$2,500; Total, \$27,260. Bullion shipments for the week are as follows:

Table with 3 columns: Quantity, Value. Rows for Nipissing, Crown Reserve, Crown Reserve, Dom. Red., Drum-Frac., Totals.

THE WEATHER.

Cotton Belt—Rather general rains throughout. Temperature 32 to 62. Winter Wheat Belt—Rains east of the River, scattered snows west. Temperature 18 to 42. American Northwest—Partly cloudy, light scattered snow. Temperature 12 below zero to 20 above. Canadian Northwest—Partly cloudy, light scattered snow. Temperature 18 below zero to 20 above.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—FRANCONIA (18,100 tons) ... Jan. 11th 1 am. After ORDUVA (15,500 tons) ... Jan. 18th 1 am. TRANSYLVANIA (15,000 tons) ... Jan. 25th 1 am.

For information apply to THE ROBERT REFORM CO., LIMITED, General Agents, 20 Hospital Street. Storage Branch, 23 St. James Street, Uplown Agency, 530 St. Catharines Street West.

RAILROADS

CANADIAN PACIFIC

NEW YEAR HOLIDAYS. SINGLE FIRST CLASS FARE. Going Dec. 31, and Jan. 1; Return limit Jan. 3. 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. Phone Main 8123. 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. 30, Jan. 1; return Jan. 1. SPECIAL TRAIN SERVICE. For Fort Covington and intermediate stations will leave Montreal 4.10 p.m. December 31.

MONTREAL MINING CLOSE

(Reported by E. L. Doucette.) Cobalt Stocks—Bld. Asked. Bailey ... 17 1/2. Beaver ... 21 1/2. Buffalo ... 11 1/2. Chambers ... 12 1/2. City Cobalt ... 12 1/2. Cobalt Lake ... 25 1/2. Coniagas ... 25 1/2. Crown Reserve ... 65 1/2. Foster ... 5 1/2. Gould ... 1 1/2. Great Northern ... 17 1/2. Harpave ... 1 1/2. Hudson Bay ... 37 1/2. Kerr Lake ... 4 1/2. La Rose ... 25 1/2. McKinley-Darragh ... 25 1/2. Nipissing ... 27 1/2. Peterson Lake ... 27 1/2. Rochester ... 1 1/2. Silver Leaf ... 2 1/2. Tremblaying ... 19 1/2. Trelway ... 15 1/2. Wetlawler ... 3 1/2. Porcupine Stocks—Apex ... 12 1/2. Cons. M. and S. ... 30 1/2. Doble ... 12 1/2. Dome Mines ... 6 1/2. Dome Lake ... 2 1/2. Foley O'Brien ... 20 1/2. Hollinger ... 24 1/2. Jupiter ... 24 1/2. McIntyre ... 19 1/2. Motherlode ... 19 1/2. Pearl Lake ... 4 1/2. Percupine Crown ... 29 1/2. Rea Mines ... 19 1/2. Teck Hughes ... 9 1/2. Preston ... 2 1/2. West Dome ... 5 1/2. Vipond ... 22 1/2.

CALL MONEY AT NEW YORK.

New York, December 29.—Call money 2 1/2 per cent.

COBALT SHIPMENTS.

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SUE INSURANCE BY ANTI-TRUST

Washington Property Owner Home Insurance of New York Violating Clayton Act

FAR-REACHING RESULT

Will Affect Co-operation in Making of Fire Rates—Allege Underwriters' Association is Unlawful Combination.

Washington, D.C., December 29.—Litigation promises to have a far-reaching effect upon insurance business in its relation to co-operation in the making of fire insurance rates has been instituted in the District of Columbia, Jesse C. Washington property owner has brought the District Supreme Court against the Insurance Company of New York charging violation of the Clayton anti-trust law, in attempt to collect an increased premium for insurance property. The company has been ordered to issue on January 9, why an injunction should be issued.

Behind this lies a fight against the new fire Underwriters' Association of the District of Columbia, alleged by its opponents to be a combination in restraint of trade. The desire to test the efficacy of the Clayton law.

If the case goes against the fire insurance matter will probably be appealed to the States Supreme Court. This court will be the first time that the question as to whether or not fire insurance companies or insurance agents of any kind have the right to delegate to another the business of naming the rates they will accept business.

Heretofore, the court has been asked what states have had the right to impose limits. The court has always held that inasmuch as insurance is not commerce the states are well within their rights in imposing any conditions they see fit. A number of states have enacted laws like New York, legalizing rating bureaus and then under the jurisdiction of the insurance courts. This arrangement has worked so favorably to the property owners and no case of unfairness or of excessive rate-making has been heard.

The Washington Rating Association was organized on October 20. The organization is modeled that of New York City.

SCHOOL BURNED WITH \$50,000 LOSS

The Christian Brothers' School at Yamacraw, was completely destroyed by fire on Christmas Eve. The building is one of the oldest of the village and was valued at \$50,000. The school, which was occupied the situation was burned down on Christmas Eve, 1872. From the flames spread to the house of Mrs. H. G. which considerable damage was done. Only insurance was carried on the school, and \$50,000 adjoining.

INSURANCE SHARES NOT NEGLECTED

Though the London Stock Exchange is closed, insurance shares are not neglected. On the 29th they have been receiving special attention. The whole thing compares well with other securities regarding the maintenance of selling value. In present, therefore, that investors are not worried about the depreciation of securities held by the banks or the consequent reduction of bonuses to holders.

MARINE UNDERWRITERS MAY ALLOW USE OF SAILING

Cotton Freight Rates Have Advanced to 3 Pounds and Steam Tonnage is Scarce.

The constant repetition of the requests to insurance companies to allow the use of sailing vessels in the transatlantic trade, so that owners of these vessels can take advantage of the high rates now obtainable for the transport of all merchandise, is expected to result in permission to certain types of sailing craft.

Since the opening of the German cotton trade demand for American tonnage has caused in charter rates to such an extent that cotton rates have advanced to three cents a pound. The war cotton was shipped to Germany at a hundred pounds.

With practically all the available American tonnage under charter, shippers interested in movement of cotton to Germany, have from time turned their attention to sail tonnage. Several instances chartering arrangements for use of sailing vessels had been completed with the approval of the marine insurance companies, however, declined to give their approval to such cases.

The hull underwriters have steadfastly adhered to their belief, that the schooner rigged type of vessel was not suitable for the transatlantic trade, but have indicated that they would give consideration to the use of brig rigged vessels. The new rig of brig vessels is, however, very small and therefore negotiations for the chartering of vessels has been limited.

PRESIDENT SAYS POSITION IS UNDEBATABLE

Washington, December 29.—President Wilson affirmed the reports that a protest had been sent from Great Britain by the United States against the recent given to American shipping on the high seas has yet been received.

The President made it clear to his callers that the position taken by the United States Government is undebatable so far as the theory of international law is concerned.

It was the same stand that Great Britain has taken in former wars, he stated. There is no treaty violation involved in the position which is based purely on international law.

The President also stated to his visitors that cases of detention of a vessel had been made ground of protest almost from the start of the war and that the present note was merely combative cases.

The protest dealt with other phases of the matter beyond the fact that the damages will have to be paid by Great Britain in all cases of detention, regard of the outcome of the present negotiations.