RAILROAD REVENUES GREATLY DECREASED

Loss in 1913 is Estimated to be in the Neighborhood of $25.000.000

REVENUES DECREASE 10.4 p.c.

Operating Expenses Smaller For Same Month of 1913 by $9,921,181—Taxes Heavier—Roads of the Eastern District Show Decrease in Operating Revenues as Compared With May, 1913, of 12.3 Per Cent.

Washington, July 29.—The monthly reports of railroads prepared by the Bureau of Railway Economics summarized the general conditions as follows:

"Returns for May reduced to a per mile of line basis and compared with the returns for May, 1913, show a decrease in total operating revenues per mile of 10.4 per cent. and a decrease in operating expenses per mile of 6.1 per cent. Net operating revenue per mile was less by $70, or 21.7 per cent. than for May, 1913, while that for May, 1913, was 9.8 per cent. greater than for May, 1912."

The analysis further said: "Railways operating 225,858 miles of line are covered by this summary, or about 90 per cent. of all steam railway mileage in the United States. Their operating revenues for the month of May, 1914, amounted to $232,567,938. This amount includes revenues from freight and passenger traffic, from carrying mail and express and from miscellaneous sources connected with rail operation. Compared with May, 1913, total operating revenues show a decrease of $25,038,021. Total operating revenues per mile averaged $1,030 in May, 1914, and $1,150 in May, 1913, a decrease of $120, or 10.4 per cent. There was a decrease of 13.4 per cent. in freight revenue per mile and a decrease of 2.8 per cent. in passenger revenue per mile.

Operating Expenses Per Mile.

"Operating expenses, which include all the costs of maintaining track and equipment, operating trains, securing traffic, and of administration, amounted to $176,029,940. This was $9,921,181 less than for May 1913. These operating expenses per mile of line averaged $779 in May, 1914, and $830 in May, 1913, a decrease of $51 per mile, or 6.1 per cent.

"Net operating revenue, that is, total operating revenues less operating expenses, amounted to $56,537,998, which was $15,116,840 less than for May, 1913. Net operating revenue per mile of line averaged $250 in May, 1914, and $320 in May, 1913, a decrease of $70 per mile, or 21.7 per cent.

"Taxes for the month of May amounted to $11,905,010, or $53 per mile, an increase of 11.2 per cent. over May, 1913.

"Operating income, which is net revenue from rail and auxiliary operations, less taxes, averaged $197 per mile of line, and in May, 1913, $273, thus decreasing $76, or 27.9 per cent. Operating income for each mile of line for each day in May averaged $6.35, and for May, 1913, $8.81. Operating income is that proportion of their operating receipts which remains available to the railways for rentals, interest on bonds appropriations for betterments, improvements, new construction, and for dividends.

Absorbed in Operating Expenses.

"The operating ratio for May, that is, the per cent. of total operating revenues absorbed in operating expenses, was 75.7 per cent., which is comparable with 72.2 per cent. in May, 1913, and 71.4 per cent. in May 1912.

"The railways of the Eastern district show a decrease in total operating revenues per mile of line as compared with May, 1913, of 12.3 per cent.; the railways of the Southern district a decrease of 4.4 per cent., and the railways of the Western district a decrease of 10.2 per cent. Operating expenses per mile decreased 7.3 per cent. in the East, decreased 2.7 per cent. in the South and decreased 5.6 per cent. in the West. Net operating revenue per mile decreased 26.1 per cent. in the East, decreased 9.2 per cent. in the South, and decreased 21 per cent. in the West. Taxes per mile show an increase of 6.3 per cent. in the East, an increase of 13.8 per cent. in the South, and an increase of 15.5 per cent. in the West. Operating income per mile decreased 32.1 per cent. in the East, decreased 12.9 per cent. in the South, and decreased 28.1 per cent. in the West.

Comparison of Returns.

"Comparison of returns for eleven months of the current fiscal year with those of the corresponding months of the previous fiscal year reveals a decrease in total operating revenues per mile of 3.2 per cent., an increase in operating expenses per mile of 0.9 per cent., and a decrease in net operating revenue per mile of 12.4 per cent. This net operating revenue per mile decreased 19.5 per cent. in the East as compared with the corresponding period of the previous year, decreased 0.5 per cent. in the South and decreased 9.5 per cent. in the West.

"When the returns for the five months of the calendar year 1914 are compared with those of the corresponding months of 1913 they show a decrease in total operating revenues per mile of 6.7 per cent., a decrease in operating expenses per mile of 3.9 per cent. and a decrease in net operating revenue per mile of 14.5 per cent. This net operating revenue per mile decreased 23.6 per cent. in the East as compared with the corresponding period of the previous year, decreased 4.1 per cent. in the South and decreased 9.7 per cent. in the West."

NIPISSING TAKES OVER TECK-HUGHES.

On the advice of Mr. R. B. Watson, who has examined the Teck-Hughes property at Kirkland Lake, the Nipissing Mining Co. has decided to acquire possession.

The Nipissing takes over the mine on a working option basis, agreeing to spend a considerable amount of money on the development of the mine with a large payment if it is finally decided to take it up.

The Teck-Hughes is said to be next to the Tough Oakes, the only property in Kirkland Lake which can lay claim to having any actual ore in sight.

BERLIN SUSPEND SETTLEMENT DATE.

Suspension of their monthly settlement was announced by banks of Berlin, this action being due to serious financial situation resulting from war. It was taken upon advice of governors of bourse.

Berlin was reported as a buyer of stocks and that fact was regarded as reassuring.

COMING OF AUTOMOBILE BOON TO GENERAL ASPHALT COMPANY

Destructive Effect of this Form of Travel on Ordinary Broken Stone Roads Renders Essential Use of Some Binding Material.

New York, June 29.—General Asphalt is one of the fortunate companies to which the coming of the automobile has been a great boon. Demand for asphalt the past few years has increased enormously, the destructive effect of automobile travel on the ordinary broken stone road making the use of some binding or cementing material almost a necessity.

Bermudez asphalt immediately found favor for asphaltic macadam and asphaltic concrete construction and Trinidad liquid asphalt for road surfacing. The company has of late years concentrated its efforts on this branch of its business. How successful it has been is amply illustrated by the fact that in 1909, 192,644 tons of crude asphalt were disposed of for $4,920,405, while in 1913, 321,222 tons were sold for $9,742,854. In 1912 300,403 tons were sold.

There was a heavy demand for asphalt and asphaltic products for street and road purposes from the early part of the fiscal year ended Jan. 21, 1913, until October; after which sales for these and miscellaneous purposes showed a marked falling off, owing to the prevailing depression in business, together with the poor market for municipal securities, which had the effect of holding up a considerable amount of street improvement work. However, the market for municipal bonds has improved and present outlook is for a good volume of business in 1914.

In spite of the few poor months at the end of the fiscal year ended Jan. 31, 1914, the company's report was very satisfactory, showing a surplus after 5 p.c. dividends on the $13,140,000 preferred stock outstanding. This was a slightly better exhibit than for preceding year.

Balance sheet of General Asphalt and subsidiary companies as of Jan. 31, 1914, shows total current assets, including $552,235 cash on hand, of $2,243,170 against current liabilities of $1,033,312. Capital stock outstanding was given as $31,000,000, consisting of $14,000,000 preferred and $17,000,000 common. However, of the preferred $860,000 is in the treasury, leaving $13,140,000 outstanding. Of the common $139,000 is in treasury and $7,000,000 is in hands of trustee for conversion purposes, leaving $9,861,000 outstanding. Preferred stockholders have privilege of converting their holdings into common stock on basis of 150 shares of common for each 100 shares of preferred held.

HOWARD ELLIOTT SICK

Boston American says Howard Elliott chairman of the New Haven, is a very sick man and has been sent into the Maine woods by his physician with emphatic orders to look at no telegrams, no letters and no newspapers and forget that there is such a thing as a railroad in the world. He will be gone all summer, according to his daughter, who said: "The doctor told him that if he didn't take a rest now, he would never be able to work again. The strain was killing him. He was on the edge of collapse, the doctor said."

IOWA MORE INTERESTED IN AUTOMOBILES THAN RAILROADS

Newman Erb Sees How Motors Have Developed Into a Factor for Good in Western State.

New York, July 29.—The following telegram has been received at Newman Erb's office from Mr. Erb, who is now in the West: "Over 100,000 automobiles are licensed in the state of Iowa. The cost of their maintenance, operation and depreciation annually, exceeds the entire amount of passenger fares expended by the people of that state for travel within its borders. The automobile and public roads questions have become more important and vital than the railroad question. The people are more concerned with the price of rubber than the price of steel rails, more concerned with the price of gasoline than that of coal, more interested in having perfect highways than perfect railroads. They have become vitally interested in having good automobiles and obtaining their money's worth.

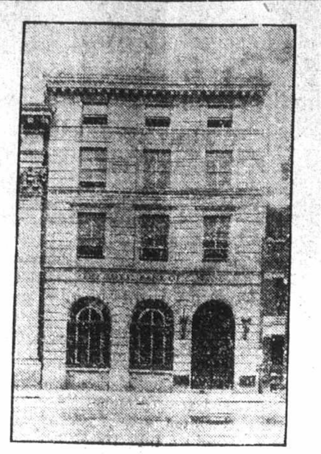
"It is interesting to everywhere hear the discussions of the merits of various makes of machines and whether manufacturers were giving full values or distributing surpluses extravagantly to their shareholders, their labor or in charity. These are all potent factors for good. The man who is concerned with many things is never narrow minded; the citizen who realizes the cost of maintaining and operating an automobile, the cost of perfect highways and their upkeep, also realize what it means to maintain and operate a railroad; he will not deal broadly with one and narrowly with the other."

MARITIME PROVINCE SECURITIES

Quotations furnished by J. C. Mackintosh & Co., Members Montreal Stock Exchange, Exchange Building Halifax.)

	Asked.	Bid.
Banks:—		
British North America	150	145
Canadian Bank Commerce	206	204
Montreal	235	230
Nova Scotia	264	262
Royal Bank of Canada	224	221
Miscellaneous:—		
Acadia Fire Insurance	100	95
Acadia Sugar, Pref.	100	95
Do., Ordinary	63	58
Brandram-Henderson, Com.	30	25
East. Can. Sav. and Loan	145	140
East. Trust Co.	167	158
Mar. Nail, Pref., with 40 p.c. Com. Stock Bonus	100	98
Mar. Tel. and Tel. Pref.	102½	100
N. S. Underwear, Pref.	98	...
Do., Com.	35	30
Stanfield's Ltd., Pfd.	95	90
Trinidad Electric	73	...
Bonds:—		
Brandram-Henderson, 6 p.c.	97½	92
East. Car., 6 p.c.	100	95
Mar. Nail, 6 p.c.	100	98
Mar. Tel. and Tel. 6 p.c.	105	...
N.S.S. and C., 6 p.c. Debenture Stock	98	...
Porto Rico Tel. 7 p.c.	105	100
Stanfield's Ltd., Pfd.	95	90

Bank Buildings in Canada



Branch of the Royal Bank of Canada at Winnipeg, Man.

BANKING HISTORY RAPIDILY CREATED

Difficult Latterly to Keep Pace with Changes in the Sitnation in Great Britain

MOST RECENT BANK FUSION

Merger of Bank of Liverpool and North-Eastern Banking Company Produces a Very Strong Institution for the North of England—Lancashire to Control its Own Banking.

London, July 29.—By the most recent bank fusion here, that between the Bank of Liverpool and the North Eastern Banking Company, there will be produced a very strong institution for the North of England. The deposits of the Bank of Liverpool will be increased from $95,000,000 to $120,000,000, or $125,000,000 by the acquisition, and appearances go to show that it is determined to maintain a position of strict independence. This it will certainly be better able to accomplish by the large addition to its resources and sphere of operations now to be made. Criticism has been levelled from many sides at the extent to which London control over the banking business of this country has grown and the Lancashire institutions seem determined to steer their own course. Banking history is being rapidly created, so much so that it is difficult to keep pace with the changes in the situation of the various institutions. The establishment of rival banking capitals to London, at Liverpool and Manchester, where the head offices of several well known banks are situated, is of considerable interest, and ensures the fullest attention for all local needs. Possibly future developments may see the institution of an active policy of expansion by the Lancashire banks, including, by way of emphasizing their independence, the establishment of London branches, as the Manchester and Liverpool District Bank, has already done. In any case, the disappearance of the North Eastern Banking Company will leave one less provincial bank available for expansion purposes by the London banks, identifying themselves so closely with the absorption policy, and the fact that it is to be acquired by a moderate sized provincial bank, rather than one of the leaders, will give satisfaction in many directions.

Up to date the bank dividends declared for the past half year have shown that previous rates have been generally maintained. In one instance—i.e., the London and South-Western—an increase of 1 per cent. per annum is announced, which is the more noteworthy as the total calls on the new shares issued two years ago were only paid up last February. It was indicated fairly plainly by the chairman of this bank at the last shareholders' meeting that an advance in the dividend rate would be made in the near future, provided no untoward events matured; but, none the less, the shareholders will be gratified that the increase has arrived so promptly. This bank has made marked progress for some time past, and has shown considerable enterprise especially in the development of banking in the London district. About twelve years have elapsed since the net rate of distribution was last raised; so that the shareholders may well feel entitled to some tangible evidence of the increased prosperity attending the fortunes of their institution. The London Joint Stock Bank has also slightly advanced its dividend as compared with the corresponding period of last year, but the new rate was instituted in December last; so that up to the present the South-Western is the only one making a real alteration this time.

Comparative Figures of London & South Western Bank, Limited.

Date.	Paid up Capital.	Reserve.	Current Deposit and Other Accounts.	Acceptances.
1903	£ 875,000	£ 750,000	£13,282,962	£ 120
1910	1,000,000	1,000,000	16,680,194	252,389
1911	1,000,000	1,000,000	18,412,454	737,952
1912	1,075,000	1,075,000	20,209,650	999,918
1913	1,175,000	1,350,000	21,521,017	1,254,480

Cash in hand at Bank of England and at Call:—

1903	£2,522,084
1910	4,729,880
1911	5,265,539
1912	6,202,923
1913	6,520,085

Date.	Investments.	Discounts.	Loans.	Premises.	No. of Branches.
1903	£3,694,565	£ 741,108	£7,307,426	£499715	149
1910	3,977,781	1,362,122	8,016,212	559,053	179
1911	3,599,096	2,437,989	8,474,561	590,587	185
1912	3,465,422	2,713,000	9,256,322	599,635	191
1913	3,492,824	3,452,013	9,799,181	647,404	195

NEW PLANTS WILL HAVE DAILY CAPACITY OF 600 TONS ICE

Total Will be 75 Per Cent. of Whole Output of American Ice Company—Prices Below the Scale of Last Summer in New York City.

New York, July 29.—One of the new plants of the American Ice Co. in New York city will be opened this week. This is located on Washington Heights. The other local plant in Elizabeth street now in course of construction will be ready for business by the middle of August.

These two artificial plants will have a combined capacity of 600 tons a day, and will bring the artificial capacity of the American Ice Company up to approximately 75 per cent. of the total output.

Weather conditions this summer as far as the American Ice Company is concerned, have been decidedly unfavorable. That has been particularly true in New York city, where the big part of the company's business is done. The temperature this month up through the twentieth has averaged the lowest for New York city in a period of 44 years.

Prices being charged by the American Ice Company this year average considerably below the scale of a year ago. This means that net earnings outside of New York city where temperature conditions have been more favorable than in New York, are probably not up to the earnings of a year ago, although actual tonnage sales outside of New York are probably up to those of last year at this time.

In view of these unfavorable factors any discussion of an immediate dividend on the stock of the American Ice Securities Company would appear to be premature. In fact there is no reason for the belief that there has as yet been any serious discussion of a dividend, although the matter would probably have been taken up this fall had general conditions been more conducive to large earnings.

As has been repeatedly pointed out by Dow, Jones & Company, the present management of the American Ice Company believes dividends on the stock should not be started until there is reasonable certainty that the initial rate can be maintained.

There is no questioning the fact that the American Ice Company is to-day in the strongest financial condition of its history, but those who are now directing its affairs and who have directed its affairs during the building up process of the last ten years have no desire to risk any possibility of financial weakness again just because of the desire on the part of stockholders to secure immediate dividends.

BANKING CHANGES

June 1914—Branches Opened—34.

Amos, Que..............Bank d'Hochelaga.
Benson, Sask..........Weyburn Sacurity Bank
Bronte, Ont............Merchants Bank of Canada.
Bruderheim, Alta.......Union Bank of Canada.
Calgary, Alta., 3rd St. W.Royal Bank of Canada.
Cedars, Que...........La Banque Nationale.
Crystal Beach, Ont.....Imperial Bank of Canada.
Dollard, Sas...........Merchants Bank of Canada.
Fitzroy Harbor, Ont....Bank of Nova Scotia.
Fogo, Nfld............Bank of Nova Scotia.
Formosa, Ont..........Molsons Bank.
Fort Frances, Ont......Dominion Bank.
Montreal, Que., Rachel & Cadieux Sts.....Banque d'Hochelaga.
Montreal, Que., St. Denis & St. Catherine Sts.Royal Bank of Canada.
Montreal, Que., Ville Emard............Royal Bank of Canada.
Notre Dame de Stanbridge, Que........Banque d'Hochelaga.
Ottawa, Ont., Somerset Street.............Banque Provinciale du Canada
Quebec, Que., Up. Town.Bank of Nova Scotia.
Robsart, Sask..........Union Bank of Canada.
Roxton Pond, Que......Banque d'Hochelaga.
St. Dominique Sta., Que.La Banque Nationale.
Ste. Germaine Sta., Que.La Banque Nationale.
Ste. Helene de Bagot, Que...............Banque d'Hochelaga.
St. John, N.B., Mill St. & ParadiseRow...Bank of Nova Scotia.
St. Prosper de Dorchester, Que............La Banque Nationale.
St. Williams, Ont.......Bank of Hamilton.
Sault Ste. Marie, Ont., James St...........Imperial Bank of Canada.
Schumacher, Ont........Canadian Bank of Commerce.
Toronto, Ont., Eglington Ave. & Yonge St. ..Canadian Bank of Commerce.
Toronto, Ont., Yonge & Bloor Sts..........Dominion Bank.
Vedora, Sask...........Union Bank of Canada.
Vittoria, Ont...........Bank of Hamilton.
Wesleyville, Nfld.......Bank of Nova Scotia.
Hull, Que."Wrightville" La Banque Nationale.
(Shown closed last month in error..

Branches Closed—11.

Brantford, Ont., Eagle Place...............Standard Bank of Canada.
Bromptonville, Que......Canadian Bank of Commerce.
Bury, Que..............Merchants Bank of Canada.
Calgary, Alta.,1st St. W.Royal Bank of Canada.
Kelvinhurst, Sask......Union Bank of Canada.
Kent Bridge, Ont.......Merchants Bank of Canada.
Ripley, Ont............Bank of Hamilton.
Rosebank, Man.........Bank of Hamilton.
Tilley, Alta............Canadian Bank of Commerce.
Tyvan,Sask.............Bank of Hamilton.
Wroxeter, Ont..........Royal Bank of Canada.

Note—La Banque Nationale shown opened in June Edition at Hudson Heights, Que., should have been Hudson, Que.

Branches of Canadian Chartered Banks.

In Canada ....June 30th, 1914.		3,126
Ontario	1154	
Quebec	628	
Nova Scotia	110	
New Brunswick	83	
Prince Edward Island	17	
Manitoba	206	
Alberta	266	
Saskatchewan	412	
British Columbia	247	
Yukon	3	
In Newfoundland		19
Elsewhere		72
Total		3,217

WARBURG TO APPEAR.

New York, July 29.— Paul M. Warburg has agreed to appear before the Senate Committee on Banking and Currency to testify regarding his nomination as a member of the Federal Reserve Board.

PUTTING FREIGHT ON PAYING BASIS

Difficulties in Way of Handling 400,000 Cars of General Merchandise Traffic a Year

BOSTON AND MAINE

Banker Says That Most of This Business is Done at a Loss of $8 Per Car—Loading and Terminal Costs at Boston Alone Averages $10 Per Car.

Boston, July 29.—A Boston banker says: "One of the most serious problems which presents itself in the rehabilitation of the Boston & Maine is that of putting its freight business on a profitable basis.

"Railroads of the country from the standpoint of freight earnings, can be divided into two classes: those carrying raw material and still enjoying prosperity; those carrying manufactured articles and barely making both ends meet—or worse.

"As a railroad of the second class, Boston & Maine is a good example. It handles about 400,000 cars per year of general merchandise traffic, averaging about five tons to the car. As a result of a recent advance in rates the revenue therefrom is $2.80 per ton; but this means only $14 gross per car. To handle this traffic there is enormous expense for freight houses, switch engines, taxes and interest. The loading and terminal costs at Boston alone averages $10 per car. In addition is the unloading expense at destination. This traffic is carried an average of 60 miles, so that after deducting terminal charges there is left about $4 to pay for the haul.

Done at an Absolute Loss.

"Five tons of freight of this character is carried in a car of 40-ton capacity. It is a similar proposition to carrying one passenger in a trolley car with accommodations for 80 persons and attempting to collect from the single passenger a rate which will compensate for the service.

"General merchandise traffic business of the railroads is being done at an absolute loss—not less than $8 per car.

"An examination of one of our Western roads about to be reorganized, where the gross earnings have increased from $12,000,000 to $18,000,000, without proportionate increase in net results, shows that the property handles yearly 174,000 cars of this merchandise averaging only five tons to the car, and the management figures that over $1,000,000 per annum is being lost in handling this class of traffic.

"In England, with its dense population, the situation is similar to that which exists here, namely: The general merchandise business is produced and shipped in small amounts. But there they use eight and ten-ton cars instead of 40-ton cars as on this side. Furthermore, in England there is terminal charge allowed the railroads, called 'Dock and Town Dues,' and the freight rate is two and one-half times that in the United States.

Institute a Fast Freight.

"One way for American railroads to make this kind of freight pay is to institute a fast freight or express service, divided into classes. One, the express matter as carried to-day; and the second, a slower service handled also by the passenger trains where the charges would be one-half or one-third those for the fast service. This business could be accumulated during the day, and deliveries made after the peak of the passenger load was passed. For example, take a shipment to a point about 20 miles from Boston on the Boston & Maine, to which point there is forwarded one freight car each day. This business earns $10 to $12 per car, and average load is five tons going and three tons returning, meaning a loss of at least $10 per car. The express rate is 55 cents per 100, or $11 per ton—five tons to a car, or $55. Between $12 per car and $55 per car there ought to be a rate which would be fair to both shipper and railroad.

"The financial reorganization of a property is a bankers' proposition, but a most important point is to reorganize the method of handling the general merchandise freight, on which the Boston & Maine is losing $3,000,000 to $ 4,000,000 a year, and other roads in proportion.'

THE CLAFLIN FAILURE.

New York, July 29.— Judge Hand in the United States Court, will be asked to-morrow to name a separate minority committee with its own attorneys for mercantile creditors who hold upward of $1,000,000 worth of claims against H. B. Claflin Company.

The effect of to-morrow's fight is expected to mean embarrassment for receivers Martindale and Juilliard, as well as delay in final adjustment of Claflin Company's affairs, upsetting hopes of announcement of a re-organization plan before the close of this week.

Directors of the United Dry Goods Companies decided not to declare a dividend on common stock, because of present conditions affecting the H. B. Claflin Company. A statement explained this action was agreed on, although the treasurers' report showed the net earnings of the subsidiary companies have been more than sufficient to meet dividend requirements. Three new members were added to the board of directors. They are, Thomas Cochrane, Jr., vice-president of Astor Trust Company; S. W. Rayburn, and Theron S. Atwater.

LONDON FAILURES.

London, July 29.—Failures of White Metaxa & Co. and G. H. Craven, doing business under the name of Tilford and Jackson, brokers, have been announced. They are not regarded as important.

Paris, July 29.—President Poincaire, who cancelled his visit to foreign countries, owing to the serious European situation, arrived in Paris to-day.

Washington, July 29.—$800,000 Casino at Monterey, Mexico, was destroyed by fire early to-day, according to a despatch received at the State Department.

London, July 29.—A meeting of the Cabinet was held to-day to discuss measures to prevent spread of the Austro-Servian war.

Madrid, July 29—One hundred persons are reported to have been killed by a bomb explosion last night at Tadela, a town in the province of Navarre. No details as yet.

Amsterdam, July 29.—Stock Exchange is closed.