

GROSS EARNINGS OF RAILWAYS IN SECOND WEEK OF JANUARY LESS

SHIPPING NOTES

Gross earnings of 35 leading railroads in the United States and Canada for the second week of January, according to figures compiled by the New York "Chronicle," amounted to \$9,918,756, a decrease of \$978,667, or 8.8 per cent., from the corresponding period of 1914. The detailed statement compares as follows:

	1915.	Decrease.
Alabama Great Southern	\$7,709	\$1,905
Ann Arbor	43,152	7,363
Buffalo, Rochester & Pittsburg	176,391	23,945
Canadian Northern	239,099	123,500
Canadian Pacific	1,321,000	242,000
Chesapeake & Ohio	680,278	29,491
Chicago Great Western	286,746	6,633
Chicago, Ind. & Louisville	167,221	18,449
Cin., New Or., & Texas Pac.	176,248	13,296
Colorado & Southern	283,693	16,544
Denver & Rio Grande	346,769	32,600
Western Pacific	76,000	17,400
Denver & Salt Lake	33,600	11,429
Detroit & Mackinac	16,449	1,188
Duluth, So. Shore & Atlantic	58,879	21,252
Georgia Southern & Florida	16,196	10,176
Grand Trunk of Canada	779,745	21,174
Grand Trunk Western	418,336	57,687
Detroit, Gr. Hay, & Mill	644,566	81,511
Canada Atlantic	263,305	178,736
Louisville & Nashville	186,735	186,735
Mineral Range	14,328	21,017
Minneapolis & St. Louis	222,579	12,804
Iowa Central	37,000	37,000
Minn., St. Paul & S. St. M.	418,336	57,687
Missouri, Kansas & Texas Pac.	192,000	50,000
Missouri Pacific	1,029,600	1,029,600
Mobile & Ohio	186,735	186,735
Nevada-California-Oregon	4,983	1,155
Bio Grande Southern	9,155	9,155
St. Louis Southwestern	223,600	37,000
Southern Railway	1,056,834	201,196
Tenn., Alabama & Georgia	1,056	1,056
Texas & Pacific	315,673	121,613
Toledo, St. Louis & Western	31,613	121,613
Total (35 roads)	\$9,918,756	\$978,667
Net decrease (9.8 p.c.)	\$678,667	

* Increase.

BURLINGTON COMPLETES ONE IMPORTANT LINK OF LOW-GRADE TRUNK LINE GROWTH

Boston, Mass., January 26.—The Chicago, Burlington & Quincy has for several years been quietly working on one of the most comprehensive low grade trunk line developments ever projected in this country. The new line will avoid the heavy grades of the present route, and will have practically no greater mileage. It will also open up a large territory in northern Iowa and central Missouri, now entirely without railroad facilities. Briefly the new line includes a low grade route from Billings, Mont., to Paducah, Ky., a distance of 1,500 miles, with a connecting low grade line from Wewoka Junction, Okla., to Denver. This line connects at Lincoln, Neb., with the present main line to Chicago.

Up to the present time it is understood that Burlington has completed only one section of the line, from Billings to Orin Junction—on which it has spent about \$15,000,000. It is doubtful when the balance of the work may be undertaken, because as the line is now connected through by way of Gurney, Wyo., Northport and Alliance, Neb., to Lincoln, a road exists on which the present business can be handled. The necessity for completing the section from Northport to Kearney, Neb., in the Platte river bottom, and the revision of grades across Missouri, will depend entirely on the development of a large volume of traffic which cannot be economically handled on existing lines.

Officials of the Burlington expect that the opening of the Big Horn basin through the construction of the line to Orin Junction will gradually develop a large volume of business, because an important producing territory is thus put in direct touch with the markets. The low grade line cannot fail to contribute in an important way to economy of operation. As the Burlington is controlled jointly by the Great Northern and Northern Pacific, and as it in turn controls Colorado and Southern, this will give the line direct low grade outlets from Puget Sound points to the Ohio river and to Denver, with the possibility also of securing a low grade outlet to Galveston by reducing the roads on the Colorado and Southern.

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