

SHIPPING NOTES

The Steamship Ellesdale, Captain Whitefield, was the first boat to dock at the new Government Pier at St. John.

The London safety at sea convention was ratified by the American Senate, with amendments to satisfy its opponents.

The McAllister Brothers' shipyard at Staten Island, N.Y., was almost wiped out by a fire that did \$150,000 damage.

Steamship St. Paul, sailing from New York, carried 300,000 pounds of Christmas mail—largest single ocean mail shipment ever made.

Captain T. V. Walker, chairman of the Imperial Merchant Service Guild has been appointed by the Admiralty as base superintendent, with the rank of lieutenant R.N.R.

Steamship Anglian, from Boston for London, with a cargo of 4,000,000 eggs, carries the largest single shipment of eggs ever sent from this country. These eggs were drawn from Chicago cold storage house supply, and are valued at \$80,000.

Two freight steamers, the Lakewood and Lakport, which left the Soo for Duluth Wednesday, were forced to return to port. The vessels became fast in the ice in the St. Mary's River and were released by a tug.

In conversation with visitors President Wilson stated that he was opposed to the immigration bill as it is now drafted. The literary test for one thing, "is not an accurate test," and there are a number of other points in the bill which he thought were not good.

The Albatross, of the Allan Line, has been made the flagship of the Mercantile Cruiser Squadron, Admiral de Chair in command. The Albatross was one of the first steamers to be withdrawn from the St. Lawrence route and fitted for cruiser work. The selection is regarded as a great compliment to the Allan Line.

Orders placed with shipbuilders on the Clyde during November indicated that British ship owners are anticipating ample employment for all cargo steamers in the near future. During the last week of November orders for forty steamers were reported by shipbuilders on the northeast coast of England, while of the Clyde, contracts for twenty-five vessels of about 125,000 tons were placed during the month.

Paul Foguet, general agent of the French Line, in speaking of the steamer Floride, which sailed from Havre November 25, and which, up to the present time, has not been heard from, said that she is a slow boat, taking about fourteen days to make the trip in good weather, and in winter from eighteen to twenty-three days. She is carrying 1,200 tons of cargo, which makes her very light, and doubtless has caused her to be much retarded. Mr. Foguet also said that the restrictions on the use of the wireless, make it impossible for the Floride to signal except in case of distress.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) New York, December 18.—A limited amount of chartering was reported in the charter market, all of which was either for grain or cotton cargoes to various European destinations. Record rates were paid for boats for January delivery and a good demand prevails for additional tonnage for similar business. Tonnage for fairly prompt loading is scarce and the offerings for last half January and later delivery are limited, with owners demanding advances over the rates last previously paid.

In the sailing vessel market nothing of consequence developed and there is no change in the general conditions of the market.

There are inquiries in several trans-Atlantic trades for vessels, but coastwise and West India freights are scarce.

Grain.—British steamer Northam, 26,000 quarters, from Baltimore to Genoa, 88, January. Norwegian steamer Alf, 20,000 quarters, from Atlantic Range to Christiania 88, early January. British steamer Thistledown, 28,000 quarters, from Newport News to St. Nazaire, 78, 3d, January. Greek steamer Prikonisos, 23,000 quarters, from the Gulf to the Mediterranean, 88, 1st, January. British steamer Pacific, 30,000 quarters, from the Gulf to West Coast Italy, 88, 2d, February. British steamer Corinthic, 34,000 quarters, same. Miscellaneous.—British steamer ... tons, (187 feet), from the Gulf to Liverpool, with cotton, 95c, January. Steamer Nebraska, 2,824 tons, from the Gulf to Bremen, with cotton, p.t., December. Steamer Nevada, 2,824 tons, same, January. Schooner Albert W. Robinson, 423 tons, from New York to Jacksonville, with cement, thence to Cardenas, with lumber, p.t.

NEW HAVEN EARNINGS BETTER

New York, December 18.—Only routine business was transacted at the meeting of the New Haven Board on Thursday. Estimated earnings for the second week in December were slightly better than for the first week, although the total for two weeks was considerably below 1913.

At the meeting of the Board of the Ontario and Western, Henry K. McHarg was elected director to fill the vacancy caused by the resignation of Wm. Skinner.

SUPPLYING ICE TO RAILWAYS.

New York, December 18.—The Illinois Central Railway has let a contract for the building of a 100-ton ice plant at Gull, Missouri, and equipment for re-icing cars. The Railways Ice Company, of Chicago (Illinois Central Railroad), has let a contract for the construction of an ice plant at Nonconah, Tennessee, to have a daily capacity of 150 tons of ice, storage capacity for 5,000 tons, and equipment for re-icing cars.

THE WEATHER.

Cotton Belt.—Fairly cloudy, light to moderate rains in parts of Texas, Mississippi, Arkansas and Tennessee. Temperature 25 to 46. Winter Wheat Belt.—Cloudy. No precipitation of importance. Temperature 24 to 32. American Northwest.—Partly cloudy. No precipitation of importance. Temperature 12 to 24.

WILL NOT BENEFIT BIG COAL CARRIERS

(Continued from Page 1.) These rates to exceed the total advance of 5 per cent. These rates are so few as to be negligible. But railroads have filed schedules of much more important advances such as those of livestock, dressed meats and packing house products which are under suspension. As to these the Commission says that railroads may cancel such suspended tariffs and then make advances in these rates not exceeding 5 per cent. On the whole the railroads have obtained a very substantial part of the increases asked for but the benefits will vary widely as between the different roads. The big coal carriers will get the least. The exclusion of coal, coke and ore and some other items will cut down the revenue gain to be expected from the decision considerably below the \$90,000,000, which it was estimated railroads would have obtained if all what was applied for had been granted.

(Special to The Journal of Commerce.) Washington, December 18.—Rail, lake and rail and lake rates are increased.

The Commission says: "In view of the tendency toward a diminishing net operating income as shown by the facts described, we are of the opinion that the net operating income of railroads in the official classification territory, taken as a whole, is smaller than is demanded in the interests of both the general public and the railroads, and it is our duty and our purpose to aid, so far as we legally may in the rate problem in the course the carriers may pursue to meet the situation."

The Commission did not acquiesce in the carriers' proposal of a general increase as indicated in the tariffs filed by them but suggested various methods by which they might properly conserve their revenues.

The Commission continues: "While we differ as to relative importance to be attached to the various considerations presented, we agree in conclusion that by virtue of the conditions obtaining at present it is necessary that the carriers' revenues be supplemented by increases throughout the official classification territory."

"Whatever the consequences of the war may prove to be we must recognize the fact that it exists, the fact that it is a calamity without precedent, and the fact that by it the commerce of the world has been disarranged and thrown into confusion. The means of transportation are fundamental and indispensable agencies in our industrial life and for the commonwealth could be kept abreast of public requirements."

"The original report besides approving the rate increase in the Central Freight Association territory suggested ten sources of additional revenue for all carriers throughout the official classification territory, the present report recognizing the existence of the new situation since July 29th acquiesces in a territorial extension of the relief granted to the Central agencies in our industrial life and for the commonwealth, providing with certain exceptions specified herein for a horizontal increase in the official classification territory."

"For various reasons we shall except from the proposed increase the following rates:—

- "1.—Rail, lake and rail, lake and rail and rail and lake rates.—It is shown on the record that since the rail carriers acquired ownership and control of the lake lines successive increases have been made in rates via lake tending to lessen the differences between them and the all-rail rates.
- "2.—Rate on Bituminous coal and coke.—Not long since these rates were investigated and maximum rates were prescribed by the Commission.
- "Key rates on Bituminous coal.—The rate from the Pittsburgh district to Youngstown and the rate on lake cargo coal to Ashtabula, have been fixed in the light of various factors which enter into the transportation of such coal. The prevailing rates are remunerative and financial condition of the principal Bituminous coal carriers is in marked contrast with that of many of the other carriers in official classification territory.
- "3.—Rates on Anthracite and iron ore largely because they are before us for review in other proceedings.
- "4.—Rates held by unexpired orders of the Commission.—In our original report we declined for reasons there stated to allow increased rates in Central Freight Association territory on cement, starch, brick, tile, clay and plaster. On further consideration in light of existing situation, these rates may be increased throughout the official classification territory under limitations herein set forth.

"Joint rates between the official classification territory on one hand, and southeastern territory, the southwest and points on or east of the Missouri River on the other may be increased not to exceed 5 per cent of the division of rate accruing to carriers in the official classification territory."

"Inter-State rates to and from New England, from and to points in trunk line, or C. F. A. territory where necessary to preserve the established relationships between points or points in New England and points or points in trunk line territory may be increased not to exceed 5 per cent."

"Subject to the maintenance of the established Atlantic port differentials rate to and from New York may be increased not to exceed 5 per cent, and rates to and from Portland, Boston, Philadelphia and Baltimore may be increased to the extent necessary to maintain the said differentials."

"Except as otherwise above specified, the rates in official classification territory may be increased by not more than 5 per cent, but rates increased since July 29th, 1914, may not now be again increased so as to exceed those then in effect by an aggregate of more than 5 per cent of the intra territorial rate or of the portion or division of inter-territorial rate, according to the road or roads in the official classification territory as this may be."

"Some instances and in part because of pendency of this proceeding we have recently suspension proposed increased rates in this territory. Carriers may, if they so elect, now cancel such tariffs so suspended and file in lieu of other tariffs which conform to limitations above specified. If that is done, such suspension will be vacated."

GREAT MERCHANT DEAD.

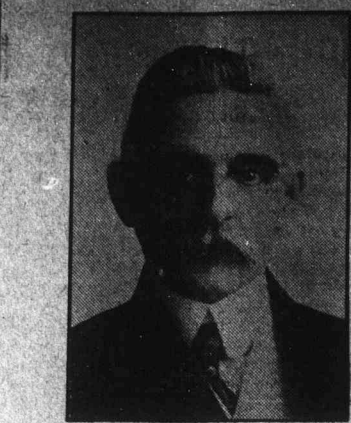
London, December 18.—Sir John Barker, the millionaire department store owner, is dead. He was seventy-two years old.

ELECTED TO COTTON EXCHANGE.

Fritz von Grantzau of Chicago and Milton Lehman of New York have been elected members of the New York cotton exchange.

UNION BANK OF CHICAGO.

Henry Ericsson, building commissioner of the city of Chicago, has been elected a director of the Union Bank of Chicago to fill the unexpired term of the late C. W. Johnson.



Who has just been appointed manager of the Chateau Laurier, the Grand Trunk Hotel at Ottawa. He has been assistant manager of the King Edward, Toronto, and was manager of the Hotel Victoria before securing his present appointment.

RAILROAD NOTES

The Toronto News says: "The rise in 'C. P. R.' confirms Mr. White's assurance that the war has not destroyed fundamental values in Canadian property."

Pressure is to be brought to bear upon the C. P. R. by the business men of Lindsay to have the noon train between that town and Bobcaygeon continued.

Harry Ledge, for nearly 25 years claim agent and tax adjuster of the Chicago & Eastern Illinois, is dead.

William Gourlay will represent the western lines of the American Express Co. in Chicago in the capacity of general traffic agent.

The Cincinnati, Hamilton & Dayton announces the promotion of R. B. Mann from general agent in Toledo to superintendent of terminals at Cincinnati.

Ralph Peters, chairman of the committee of railway mail pay, says the railroads this fiscal year will lose not less than \$8,000,000 in carrying the parcel post.

The provincial government of British Columbia will join with the Canadian Pacific railway in the exhibit which is to be made of the resources and products of this province at the Panama-Pacific fair, as in this way it is believed that a more effective display can be made.

Eric apprentices in the Meadville division are deservedly proud of having built a working model of the company's Class K-1 passenger engine which hauled through trains between New York and Chicago. Its total weight loaded is 623 pounds and on tests has attained a speed of 572 revolutions per minute.

To prevent some competing line getting the business, a shipment from Pittsburgh to Denver, was routed recently via New York by rail, thence by boat to Norfolk, whence it started for destination passing within 100 miles of the point of origin, after having gone about 1,200 miles.

In the matter of a complaint made by the Commercial Club of Joplin, Mo., against the Missouri Pacific and other carriers, the Interstate Commerce Commission has held that "indefinite general attacks upon tariffs, accompanied by mere showing of lack of uniformity in the rates to different destinations on diversified commodities is not sufficient to establish unlawfulness."

The Canadian Northern Railway will be held responsible for the damage done by its blasting in the channel in this way were such as to prevent salmon from reaching their spawning grounds up the river. Last season they resulted in the loss of hundreds of thousands of dollars to the canning industry, but all summer work has been carried on and huge quantities of rock and earth removed from the stream. It is stated that the Railway will be held accountable for the cost of the work.

In line with the policy of the Baltimore & Ohio of furthering the interests of public relations by official co-operation with communities it serves William A. Averell, general superintendent of the Staten Island division, met the advisory committee of the Civic League of Staten Island a few days ago, to discuss with them matters of community development. "One thing which the company is anxious for the people of Staten Island to know," said Mr. Averell, "is that it is trying to serve them to the best of its ability. Much of the money which the railroad takes in goes back into the service in one way or another. However, we are ready to do all in our power under present conditions."

I. C. R. locomotive 204 created some excitement at Moncton when the spirit suddenly moved it to "turn a wheel," with the result that she plunged head first into the turntable pit, making a mess which will keep the wrecking crew busy for some hours. About a year ago there was a regular epidemic of such accidents, and for a long time it was thought "was to chain" the locomotives to prevent them going into the pit. As a rule the locomotives start themselves. There are various reasons for this. One is the "slipping throttle"; the other the leading of steam into the cylinders until sufficient accumulates to put the piston in motion.

A correspondent writing from Levis to a Quebec newspaper suggests that the people of Levis had better consider a site for their L.C.R. station other than that which the old building occupied. He thinks a change of site advisable in view of the projected construction of the St. Lawrence river bridge, remarking that when that structure is completed it will be inadvisable to run the trains in the present main line. He advocates locating the station at a point likely to be intersected by the new line from the bridge.

EXCURSION TO ST. JOHNS.

A review of the Royal French Canadian Regiment takes place at St. Johns, Quebec, next Sunday. As many of the friends of the soldiers and visitors will accompany the military party from Montreal the Canadian Pacific is putting excursion rates in effect, and tickets will be on sale for the trains leaving at 3.25, 8.50 and 9.30 a.m., on Sunday. The tickets will be good for return by trains leaving St. Johns at 8.05, 8.52 and 9.12 p.m.

NORTHERN PACIFIC RAILWAY EMPHASIZES SAFETY FIRST

The Northern Pacific Railway Company, recently placed an order for a large number of steel cars. It includes standard and tourist sleeping cars, dining cars, baggage cars, day coaches, smoking cars and mail cars. All told, about 120 new cars will be added to the company's equipment, at a cost of around \$2,000,000. The cars will be delivered in time for the increased traffic that is expected in connection with the Pacific Coast Expositions in San Francisco and San Diego in 1915.

An official of the company, in discussing the matter, said that this new equipment, together with the steel equipment which the Northern Pacific already has in service, will emphasize the policy of the company to make "Safety First" one of the cardinal principles in the conduct of its business.

Another step in connection with this policy of "Safety First" he drew attention to the fact that during the year just closing additional double track had been laid, and 300 miles more of automatic block signals installed.

A considerable amount of reconstruction and improvement work has been done in 1914, particularly in the Puget Sound region.

A special piece of new work which has been under way for several years, and which has been carried to completion, is the new Point Defiance line at Tacoma. It was opened to traffic on December 15. This work includes a low grade double track line from Tacoma to Tenino, Wash., and a tunnel under Point Defiance, Tacoma, 4,000 feet in length. All the work is in concrete. This new line is for fast and heavy traffic, and will be used jointly by the Northern Pacific and Oregon-Washington Railroad and Navigation Railways.

EXTENDED ITS CHARTER.

Little Rock, Ark., December 18.—The State Board of Railroad Incorporation has granted the St. Louis, Arkansas and Pacific Railroad three years' extension on its charter. The company proposed to construct a railroad from St. Louis to Galveston by way of Mountain Home, Clarksville, Harrison and Texarkana. J. H. Kuder, of Harrison, vice-president and general manager of the company attempting to finance the proposition, appeared before the board and asked the extension. Mr. Kuder expressed confidence that the railroad will be built.

L. AND N. POLICY OF RETRENCHMENT.

Louisville, Ky., December 18.—A reduction in the Louisville and Nashville dividend from 2 1/2 per cent semi-annually to 2 1/4 per cent semi-annually, does not come as a surprise in railroad circles here. For several months the company has been pursuing a vigorous policy of retrenchment. Many passenger and freight trains have been cut off of both main line and branch lines, and in consequence a large number of men have been laid off. It is expected there will shortly be announced a cut in salary for officials and employes getting over a certain amount.

C. P. R. EARNINGS.

Traffic earnings of C. P. R. for the week ending December 14th, were \$1,707,000, as compared with \$2,651,000 last year. This showing is the best since the first week in October.

CANADIAN NORTHERN EARNINGS.

C. N. R. gross earnings for week ending December 14 \$219,300; decrease \$13,000. From July 1st to date, \$9,350,900; decrease \$2,844,700.

SCALE OF HIRE FOR VESSELS CHARTERED BY THE BRITISH

London, December 10.—(By mail.—) The scale of hire for vessels chartered by the British Government for use as armed cruisers, troopships, hospital ships and other purposes has been drawn up by an Admiralty sub-committee, and from these rates it is possible to make a rough calculation of the earnings in three months of some of the biggest vessels which are well known in the Atlantic trade.

Table with columns: Vessels, Tons, knots, Speed, Earnings in 3 months. Includes Aquitania, Caronia, Carmania, Cedric, Tunisian, Empress of Britain.

In addition the government is recommended to pay the cost of preparing vessels for state purposes, for time lost between end of charter period till restoration of the vessel in normal work and for higher wages.

FOREIGN EXCHANGE EASIER.

New York, December 18.—Foreign exchange market opened easier, with demand sterling 1/4. Sterling—Cables, 4.87 1/2 %; demand, 4.87 to 4.87 3/4. Francs—Cables, 6.15 1/4; demand, 5.16. Marks—Cables, 83 1/4; demand, 88. Guilders—Cables 40%; demand, 40%.

Advertisement for a business man, stating that the fact that a successful business man is an advertiser is usually incidental. He is an advertiser because he is wise and possessed of good, sound business sense and an analytical mind. At some time or other he came to the conclusion that advertising could be made one of the mightiest factors of his business organization, and having arrived at this conclusion, he just naturally went to it and advertised.

STEAMSHIPS

CUNARD LINE CANADIAN SERVICE NEW YEAR'S

SAILING FROM HALIFAX TO LIVERPOOL. Transylvania, 15,000 tons - Dec. 21st 1 a.m. For information apply to THE ROBERT REFORM CO. LIMITED, General Agents, 20 Hospital Street, Steerage Branch, 23 St. Catherine Street West.

DONALDSON LINE

Sailing dates will be announced when arranged. For information apply to THE ROBERT REFORM CO. LIMITED, General Agents, 20 Hospital Street, Steerage Branch, 23 St. Catherine Street, Uptown Agency, 530 St. Catherine Street West.

ALLAN LINE ROYAL MAIL SERVICE 1914-PROPOSED WINTER SAILINGS-1915.

St. John -- Halifax -- Liverpool. Steamers Call at Halifax East and Westbound. "PRETORIAN" Friday 1st Jan. Sat. 2nd Jan. "HESPERIAN" Friday, Jan. 8th. Sat. Jan. 9th. "SCANDINAVIAN" Friday, Jan. 22nd Sat. Jan. 23rd. "PRETORIAN" Friday, Feb. 5th. Sat. Feb. 6th.

Boston -- Portland -- Glasgow. Steamer "VERDUN" From Portland, From Boston. "SARDINIAN" Sat. 19th Dec. "OCEAN MONARCH" Thurs. 24th Dec. "POMERANIAN" Thurs. 14th Jan. "VERDUN" Thurs. 28th Jan. "CARTHAGINIAN" Thurs. 4th Feb.

St. John -- Havre -- London. Steamer. "SCOTTISH MONARCH" Wed. 23rd Dec. "SICILIAN" Thurs. 31st Dec. "CORINTHIAN" Thurs. 14th Jan. \$ These steamers do not carry passengers.

H. & A. ALLAN. 2 St. Peter Street, and 576 St. Catherine Street; Cook & Son, 530 St. Catherine Street; W. H. Henry, 258 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

WHITE STAR DOMINION LINE WINTER SAILINGS FROM PORTLAND & HALIFAX TO LIVERPOOL. Includes ship names and dates.

RAILROADS CANADIAN PACIFIC

MILITARY REVIEW ST. JOHNS, QUE. SUNDAY, DECEMBER 20. Adult 95c. Child, 50c. Winder Hotel, Place Viger and Windsor St. Station.

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRACK ALL THE WAY Montreal - Toronto - Chicago. Includes ticket offices and damage to breakwater information.

DAMAGE TO BREAKWATER. (Special to The Journal of Commerce.) Yarmouth, N.S., December 18.—The new breakwater at Combes Cove on St. Mary's Bay has been seriously damaged in this week's gales. About hundred feet of the cap has gone, large straggle broken, the flooring broken in and the fenders were away. This work was constructed this summer at a cost of \$14,000.

VOL. XXIX, No. 191 MISSOURI HAS REJECTED STATE RATE

Commission Recommends Legalising Compulsory and Company Operated Rate. All Rates Must be Open to Public Inspection.

The Commission, appointed by Governor Missouri to consider and report on the fire situation in that State, has just completed its report. It shows that Missouri has rejected the State rate making, and has refused to follow the plan of the Kansas and Texas, where the rates are fixed by the State, and in which the rates are made by State officials.

The recommendations of the Commission, legalising company maintained and operated rates, are made by State officials. The recommendations of the Commission, legalising company maintained and operated rates, are made by State officials. The recommendations of the Commission, legalising company maintained and operated rates, are made by State officials.

PAID MANY WAR CLAIMS. One of the best advertisements of the good done by life assurance institutions just now needs to be a list of claims paid to the service of their country. Such a list (a statement only, as it is pointed out that the "with many others" have recently been paid) has been published by the Liverpool Victoria Friendly Society. The Society paid twenty claims in connection with the sinking of H.M.S. Hogue, in connection with the loss of the Pathfinder, the sinking of the Aboukir entailed the settlement of twenty other claims and that of the Cressy, seven claims. In addition to these, the list in 101 claims in respect of policyholders killed, the identifying dwelling places of these and that the Society gathers in members north, south and west in the British Isles.

WANT LOWER RATES IN BIRMINGHAM. The committee of local agents sent to Atlanta before the South Eastern Underwriters' Association reasons for withdrawing the fifteen per cent rate and restoring the old tariff in Birmingham returned much encouraged as a result of the reference. Local underwriters recognized the probability, if rates are reduced in the face of losses of the year, that many companies will be distressed with the situation and retire altogether.

PAID \$1,808,923 IN ACCIDENT CLAIMS. A total of \$1,808,923 has been paid out by the Great Government of the United States during the past five years to more than 14,000 of its own men who met with accidents in the course of their employment under the Federal compensation act of 1906. According to a report by the Bureau of Labor Statistics, the total number of accidents reported during the operation of the law was 12,293. Nearly one-half of the accidents and compensation paid refer to employees of the Panama Canal.

EXPOSED ARSON TRUST. Chicago, December 18.—Mrs. David Korshak, a husband has confessed to setting fire to many of the houses in the interest of the alleged arson trust, told a witness stand that for \$10,000 and \$50 a week had contracted to expose the arson ring and her husband to confess. The statement came in trial of Joseph Fish, fire insurance adjuster and alleged millionaire, who is accused of complicity in arson fires.

HAD A SURPLUS OF \$200,000. Toronto, Ont., December 18.—At the regular meeting of the Canadian National Exhibition, a surplus of \$200,000 was announced from the recent exhibition. The total receipts were \$386,150.04, and expenditures were \$186,150.04. "Admission fees to the grounds, grand stand, amounted to \$142,589.45. The special show receipts were \$56,024.20. The Art Gallery, \$3,194. The fireworks and special attractions cost \$34, and percentages paid at the Midway were \$29,411. Electrical power cost \$49,998.90.

Regarding the Fair, President Jos. Oliver said: "The financial statement is, on the whole, eminently satisfactory. Although there is a marked falling in the total receipts, it will be noticed that the increase is mainly in what might be termed 'unconventional receipts,' that is, in gate and grand stand admissions, which naturally felt the panic caused by the declaration of war. 'Controllable' receipts, such as those received from space fees and the sale of concessions, are better than ever before. The last showed an actual increase of \$6,663, notwithstanding the fact that contracts to the value of \$8,870 were cancelled because of the war. Space fees show a decrease of \$44, but this was caused by the cancellation of 28 applications, for a total of \$140, after the opening of the war. "After paying all the expenses of the year, a surplus of \$200,048.51 remains."

CRANMORE DEVELOPMENT CO. Victoria, B.C., December 18.—The only local company incorporated in the past few days is the Cranmore Development Company, capitalized at \$10,000, with head offices here. The business will be that of underwriters and brokers.

INSTITUTES SUIT AGAINST EXCHANGE AND TELEGRAPH CO. Pittsburgh, December 18.—John L. Moore, trading here as John L. Moore and Company, has begun suit against the Western Union Telegraph Company, an exchange company to furnish stock quotations to his office. His suit attacks the legality of the agreement between the telegraph company and the exchange whereby no quotations are to be furnished to persons not approved by the exchange.