

OPPOSITION PLANNING TO OPPOSE THE PENNSYLVANIA

Boston, Mass., January 22.—Minority interests in the Long Island Railroad are planning to oppose Pennsylvania's control of this road at the annual meeting on April 12. Dick Brothers & Co. of New York, in a circular to Long Island stockholders, say in part:

"We own and represent 11,000 shares of Long Island Railroad Company common stock. We have affiliated with us stockholders holding a very large additional number of shares.

"The next annual meeting will take place April 12, and a company will ask you to send your proxy to re-elect the present directors and confirm their acts.

"In the 14 years the Pennsylvania Railroad has controlled this property it has increased the debts over \$50,000,000, and reduced the net earnings from a substantial surplus to a deficit in 1913 of almost \$1,000,000. We have been endeavoring for some years to get them to change their plan of development for the property. This plan, while professing to be for the benefit of the road, is in reality for the benefit of the Pennsylvania Railroad. We hereby solicit your proxy: (1) To be used in voting against a ratification of the acts of these directors; (2) To authorize an examination of the property and books to be made by a competent engineer selected by the minority stockholders, who shall determine to what extent money has been expended for the benefit of the Pennsylvania Railroad, and to pass upon any and all contracts which have been made with the Pennsylvania Railroad where the same set of directors were the contracting parties.

"We believe that such a report will absolutely prove our contention as to the improper expenditure of a large amount of money. In that event we are advised that legal action can be taken against such directors."

IMPORTANT DECISION ON SWITCHING RATES.

Washington, D.C., January 22.—Effective January 25, the Chicago, Milwaukee and St. Paul and other railroads will be allowed to put in effect increased charges for switching in Milwaukee, Wis., according to a decision announced by the Interstate Commerce Commission.

In view of the numerous tariffs on the Great Lakes railroads opposing switching charges, which were filed subsequent to the first decision of the Commission in the 5 per cent. rate advance case, this decision is considered of great importance. It is understood that the disposition of the Milwaukee case will have a bearing upon the decisions forthcoming in other cases involving the reasonableness of switching tariffs. The advances effective in the charges for switching within the Milwaukee district are from \$2.50 to \$3.25 per car, dependent upon distance to 15 per hundred pounds, minimum 50,000 pounds, for repeated switching, and from \$5 and \$4 per car to 150 per hundred pounds, minimum 50,000 pounds for movements between industries.

An investigation into the cost of switching the cars into the Milwaukee district showed, said the report of the Commission, that the existing charges do not pay the operating expenses, taxes and return on investment chargeable to the service which respondent performs.

MUELLER MANUFACTURING CO.

Sarnia, Ont., January 22.—New machinery will have to be installed by the Mueller Manufacturing Company in order to execute an order placed by the Government for war materials.

The machinery has already been purchased in Canada, at a cost of \$20,000, but until it is delivered, two months from now, no men can be taken on.

The war material is mostly in the form of shells.

LACKAWANNA BONDS SOLD.

New York, January 22.—Lackawanna, Morris and Essex 3 1/2 per cent. refunding bonds were sold to Keen, Taylor and Company, and Robert Whitford and Company, jointly, instead of solely to Keen, Taylor and Company, as first announced.

BOOKS CLOSE TO DAY.

Toronto Railway.

SIR WILLIAM MACKENZIE IN NEW YORK.

Sir William Mackenzie, of Toronto, is in New York for a few days, staying at the Biltmore.

BRITISH STEAMER DURWARD IS VICTIM OF GERMAN SUBMARINE

Rotterdam, January 22.—The British steamer Durward was torpedoed and sunk by a German submarine in the North Sea, Thursday.

The crew were rescued by a Dutch pilot boat. The Durward was a 1,301 ton vessel and was bound from Leith, Scotland, to Rotterdam.

NOTHING STRANGE IN

SHARP COPPER ADVANCE.

New York, January 22.—A large copper consumer says: "There is nothing strange in the sharp upward movement in copper prices.

"If the consumers curtail long enough we may have copper up to 25 cents a pound. All they have to do is to continue to operate on a 50 per cent. basis and prices will move up accordingly.

"We hear of enormous exports of copper to Europe but it must not be lost sight of that shipments abroad have been running at the rate of not much more than 50 per cent. of what they were in the first half of 1914.

"We hear of an enormous demand from domestic consumers but do not forget that copper consuming plants are operating on an average of from 50 to 65 per cent. of capacity."

YOUNG MAN!

READ

The Journal of Commerce

MONTREAL

If you desire a newspaper that will cultivate your judgment and give authority for your statements.

SHIPPING NOTES

The Mexican gunboat Guerrero is disabled at Salina Cruz.

The Patria has arrived at New York and the Ancona at Philadelphia.

A Havana cable says several British cruisers are lying off Havana awaiting steamship Dacia, now loading at Galveston with cotton for Bremen.

Thirty-five German and Austrian vessels, with a total tonnage of 182,035, are interned in New York awaiting developments in Dacia test case.

The British government is investigating accusations of extortionate rates charged by ship owners, and the government may decide to regulate freight rates.

After a stormy voyage the Pickford and Black steamer Amanda has arrived at Halifax from the West Indies and anchored in quarantine. She will dock to-day at Pickford and Black's wharf.

The Swedish steamer Drott, according to a Copenhagen despatch, struck a mine off Rauno, Finland yesterday, and sank. The captain and five of the crew were drowned. The others were saved.

Three Boston owned sailing ships, the Vincent, Reynolds and Pass of Baltimore, have been sold to Harris, Ivey & Co. of New York, who will place them in the cotton trade between southern ports and Bremen. The purchase price of each ship is said to have exceeded \$75,000.

Fire which damaged the vessel, forced the British steamer Newstead, from Baltimore for Bordeaux with grain to put into Newport News, Va. for survey. It is not believed the cargo was damaged. The Newstead left Baltimore Sunday and the fire was discovered and extinguished Tuesday.

St. James Lining and Sons, Limited, Sunderland, have launched the steamer Bay State for Messrs. Furness, Withy and Company, Limited, West Hartlepool. She will take the highest class in Lloyd's and has been built on the improved deep-frame principle, leaving clear holds for carrying machinery.

Released by the British admiralty, the Allan liner Corsican is once more on the North Atlantic route and leaves Liverpool to-day as the mail boat for Halifax. She is taking the place of the Pretorian, of the same line. The Corsican was requisitioned by the Imperial government for some time and it is not definite how long she will be released. The Pretorian has been laid off for the trip.

Assistance was given to 1,937 ships carrying 5,295 persons and cargoes valued at \$21,507,850 during 1914 by members of the American life saving service, according to the annual report of the service. Of the persons on the 1,937 ships 38 perished and \$2,724,659 worth of property was lost. One hundred and fifty-six persons were rescued from drowning by beach patrols or from situations of danger on land. It cost \$2,309,237 to run the service last year. The report recommends a system of retirements and pensions for life savers.

The London publications hitherto issued and known as "George Dornbusch's Floating Cargoes Evening List" since 1858, "George Dornbusch's Morning List" since 1854, and "J. E. Beerbohm's Evening Corn Trade List" and "Morning Shipping List" since 1869, have been malaproposately registered and are now published under the new title "The London Grain Seed and Oil Reporter." W. S. Parker, for over thirty years, in charge of the "Beerbohm's List" is manager, and The Proprietors, Ltd., 11 Tokenhouse Yard, London, the proprietors. The New York office is at 15 Beaver St.

Two hawseers have already started in the attempt to tow the Belgian relief steamer Camino, in distress south of Sable Island, to Halifax, and the vessel is not expected to arrive in port until Saturday night.

Yesterday afternoon the second line, at which the Furness liner Kanawha was pulling away, a strong blow having sprung up from the northwest. Three hours later the United States revenue cutter Androscoog, which had been sent from Halifax to the Camino's assistance, succeeded in attaching another and heavier hawser to the disabled ship and the slow voyage was resumed. The Canadian Government steamer Lady Laurier, on the end of a line leading from the Camino's stern, continues to steer the ship. When last heard from, the Camino was still three hundred miles south of Halifax.

RECEIVER FOR TRACTION COMPANY.

Sharon, Pa., January 22.—Youngstown Southern St. Railway Company, operating between Youngstown and Leetonia, Ohio, was placed in the hands of a receiver on Thursday.

Over-capitalization and the resultant financial difficulties are responsible. The line will be operated. David Todd is the receiver.

FIFTIETH ANNIVERSARY OF CANADIAN EXPRESS COMPANY.

Within a few days the Canadian Express Company, as such will celebrate its fiftieth anniversary, letters patent having been granted to the forwarding company under this name by the Federal Government early in February, 1865. The original name of the company was the British American Express, established in the early '50's, when it operated stage lines during the winter months, supplementing these with steamboat connections during the months when water navigation was possible.

With thousands of employees, 2,675 miles of railway lines and inland water routes are served, including the entire system of the Grand Trunk Pacific, the Canadian Government railways and the Central Vermont.

STEAMER MARYLAND BURNED.

Baltimore, January 22.—The steamer Maryland, of the Baltimore, Chesapeake and Atlantic Railway Co., was burned this morning in Chesapeake Bay. The 76 passengers, and the crew of 35, were rescued and brought to this city.

"FISH WEEK" MAY BE TERM BEFORE LONG.

Ottawa, January 22.—Officers of the department of Naval Service are starting a campaign to have fish used more extensively as an article of food, and it is likely that the penitentiaries will be about the first to benefit from the scheme. This will mean, that of the week, seven days will be "fish days."

N. J. CENTRAL UP 30 POINTS.

New York, January 22.—New Jersey Central sold at 225, an advance of thirty points from last previous sale made on January 8th, when 50 shares sold at 295.



LT. COL. GAUDET.

Who is in command of the French-Canadian regiment now training at St. John's, P.Q. The 1,100 men in the regiment were picked from 6,000 applications. Every man is a bachelor.

SOUTHERN RAILWAY IS DOING MUCH DOUBLE TRACKING

Washington, D.C., January 22.—Southern Railway will proceed at once to revise and double track the 28 miles of its Washington-Atlanta line between Orange and Charlottesville, Va., the work to involve an expenditure of \$1,500,000 and to result in a greatly improved line both as to grades and curvature.

Completion of this work, together with other work now under way, will give Southern a continuous stretch of 121 miles of double track out of Washington and a total of 238 miles of double track between Washington and Charlotte, leaving only 41 miles of single track.

The revision between Orange and Charlottesville will eliminate 1,203 degrees of curvature, or nearly four complete circles, and will set a maximum grade northbound of 0.9 per cent. and southbound of 1 p.c. as against 1.41 p.c. in both directions at present.

Work to be done is very heavy and will furnish labor for a large number of men and cause heavy expenditures in the territory immediately affected. In undertaking it at this time when receipts from both freight and passenger traffic are much below normal, Southern Railway is giving striking evidence of President Harrison's faith in the business future of the South, his determination to furnish adequate facilities, the necessary capital fortunately having been provided before the outbreak of the present European war.

NATIONAL RAILWAYS OF MEXICO DISCONTINUE ST. LOUIS OFFICE.

St. Louis, Mo., January 22.—W. H. Richardson, commercial agent in St. Louis of the National Railways of Mexico, announced yesterday that, effective January 21, the St. Louis office of the lines will be closed and all communications and inquiries pertaining to Mexican railway business should be addressed to Frank L. Moe, general Western agent, 78 West Monroe street, Chicago, who will have charge of all territory formerly looked after by the St. Louis office. No official assurances have been received that the Villa and Zapata groups will soon turn back to the United States and officers of the National Railways of Mexico the operation of the property. Rumors to this effect have been in circulation for some time, but they have not been credited by local representatives of the company.

Those who are best informed regarding affairs in Mexico believe that the chief business of the special stockholders' meeting next month will be the election of Villa and Zapata directors in place of those elected to represent Carranza when he was in control of the Central Government.

WANT BETTER TRAIN SERVICE.

Peterboro, Ont., January 22.—Manufacturers and merchants of Peterboro have decided to send a deputation to the Canadian Pacific Railway, memorializing them on the absolute necessity of a better train service for Peterboro.

The memorial embodies ten clauses, that are characterized as "Requests and Observations" and great emphasis is placed on the pressing want of a fast train service.

CARPET MARKET CORNERED.

New York, January 22.—A large carpet company has cornered the carpet wool market, according to state-ments made by several carpet yarn spinners, manufacturers and selling agents.

The result of this corner is that there is not enough carpet wool to keep the more than 100 factories in the country running ten days.

Only about 15 per cent. of these factories have been on full time in the last few months, owing to business depression. But now that this depression is lifting, and there is an opportunity to give employment to thousands of men, the fact is made evident that a great share of all the raw material in this country is in the hands of one firm, and that the supply from foreign countries is shut off by Great Britain's war embargo.

If this embargo is not raised the prices of domestic carpets will reach hitherto unheard of prices.

BETTER BASIS FOR TAKING CARE OF ROCK ISLAND FINANCES

New York, January 22.—After the directors meet Thursday, Chairman Elliott, of the New Haven, stated that the board had considered the report made by himself and General Counsel Buckland as to legislation which the company must obtain in Massachusetts, Rhode Island and Connecticut in order to provide a better basis for taking care of financial needs of the company.

The report stated that the Public Service Commissions of these states had met the company in a helpful spirit and that it was hoped that with their approval the necessary laws could be passed during the present sessions of the legislatures.

RUSSELL MOTOR COMPANY.

Every salesman in the employ of the Russell Motor Company is now engaged in a Sales Contest which will cover the first three months of the present year. A choice of substantial prizes is given to the men who are successful in obtaining the required standard. This standard is based on the money value of cars actually sold during this period.

RAILROAD NOTES

John H. Roemer has resigned as a member of the Wisconsin railroad commission, effective Feb. 1.

William Warner has succeeded the late George M. Sargent as general agent of the Salt Lake Route at Chicago.

The Ontario Attorney-General, in an interview, says an effort will be made to secure J. W. Moyes, of the defunct Ontario and West Shore Railway.

President Holden of the Burlington announces road on February 1 will file increase of passenger rates to 2 1/2 cents a mile in all states west of Mississippi River.

Amendment to full crew law, introduced in New York Assembly, would give Public Service Commission right to regulate number of men to constitute full crew.

With the completion of the Buckhannon & Northern the Pennsylvania and the Pittsburgh & Lake Erie next spring will establish a new train service between Pittsburgh and Fairmont, W. Va.

Approximately \$50,000 will be divided among Los Angeles shippers by the Santa Fe, Southern Pacific and Salt Lake route at voluntary reparation of switching charges, following notification to the state railroad commission that such charges will be abolished.

The United States Supreme Court has sustained the imposition of a fine of \$5,000 upon the Wadley Southern by the Georgia railroad commission for not obeying an order of the commission that it accept freight at Rock Ledge, Ga., from the Macon, Dublin & Savannah.

Larz A. Jones is to be advanced from vice-president of the New Orleans & Northwestern at the next meeting of the directors in place of D. D. Curran, who resigned to accept the presidency of the New Orleans Railway & Light Co. Mr. Jones will be succeeded by T. F. Steele, who is now freight traffic manager.

The contract for the new depot of the C. N. R. at New Westminster has been signed. Messrs. Barr, Stride and Barr, of Burnaby, are the successful contractors, while sub-contractors for plastering, wiring, ironwork, etc., will be called for. The architecture is rustic in design and the contract price will reach \$7,000.

Inventory has been practically completed by physical valuation division of Interstate Commerce Commission of Texas Midland, New Orleans, Texas & Mexico, Atlanta, Birmingham & Atlantic, Norfolk Southern, and San Pedro, Los Angeles & Salt Lake railroads. In March a conference will be held by Judge Prosser, director of valuation, with representatives of the state commissions interested and of the five roads.

Railway bridge-building on the I. C. R. is proceeding slowly. General overhauling and rebuilding, and repair work of bridges on the Montreal-Halifax route has been going on for some time, as also in Cape Breton, and on account of the slowing down orders over these bridges, trains are very frequently delayed. The Hamilton Bridge Company are re-building slowly. General overhauling and rebuilding, and Foleigh river bridge is being overhauled by the Dominion Bridge Company.

"Buy a Car of Coal" is the slogan the Northwestern is trying to lead the retail coal dealers on its line to adopt. By this the road means that the practice of ordering coal by full carloads instead of a part of a carload at a time would be of advantage to all concerned—the mine operator, the wholesaler, the retailer, the consumer, and the railroad. Railroads have greatly increased the capacity of their cars in recent years, especially coal cars, but they do not get all of the increased efficiency which they expected from the larger cars because the average load has not kept pace with the increased capacity.

SALE OF ST. JOHN HARBOR FRONT LAND FOR \$150,000

St. John, N.B., January 22.—One line in Dun's record issued to-day gives the key to one of the largest property deals put through in St. John for some time. It involves the transfer of the entire Hildyard property on the Strait Shore to J. S. Gregory, who now controls the Harbor front in an unbroken line from Long Wharf to the Savoy property next to the Portland Rolling Mills in Chesley street. The price is said to be in the vicinity of \$150,000, and there are many interesting rumors as to the future of the property, although Mr. Gregory declared to-day that he was acting for himself only in putting through the deal. Among rumors are that the C. P. R. and Lehigh Valley Coal Company have had an eye on part of the property.

The fact that the 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

Sailings from Halifax to Liverpool:—

TRANSYLVANIA (15,000 tons) Jan. 25th, 1 a.m.
ALANIA (13,400 tons) Feb. 5th, after 1 a.m.
PRETORIAN (15,500 tons) Feb. 15, after 1 a.m.
Transylvania (15,000 tons) Feb. 22, after 1 a.m.

For information apply to THE ROBERT REFORM CO., LIMITED, General Agents, 23 St. Francis St., 20 Hospital Street, Steamer Branch, Uptown Agency, 530 St. Catherine Street West.

ALLAN LINE

PROPOSED WINTER SAILINGS—1915.

St. John, N.B. -- Halifax, N.S. -- Liverpool ROYAL MAIL SERVICE

Steamer, From St. John, N.B., to Liverpool, Feb. 11th, 1915.
SCANDINAVIAN, From St. John, N.B., to Liverpool, Feb. 11th, 1915.
CORSIAN, From St. John, N.B., to Liverpool, Feb. 11th, 1915.
HESPERIAN, From St. John, N.B., to Liverpool, Feb. 11th, 1915.
SCANDINAVIAN, From St. John, N.B., to Liverpool, Feb. 11th, 1915.

Steamers call at Halifax the following dates:

St. John, N.B. -- Havre -- London
Steamer, From St. John, N.B., to Havre, Feb. 11th, 1915.
SICILIAN, From St. John, N.B., to Havre, Feb. 11th, 1915.
CORINTHIAN, From St. John, N.B., to Havre, Feb. 11th, 1915.

Boston -- Portland -- Glasgow

Steamer, From Portland, to Glasgow, Feb. 18th, 1915.
CARTHAGINIAN, From Portland, to Glasgow, Feb. 18th, 1915.
PRETORIAN, From Portland, to Glasgow, Feb. 18th, 1915.
MONGOLIAN, From Portland, to Glasgow, Feb. 18th, 1915.
CARTHAGINIAN, From Portland, to Glasgow, Feb. 18th, 1915.

All steamers call Halifax westbound.

For particulars of rates and all further information apply to

H. & A. ALLAN

2 St. Peter Street and 576 St. Catherine West, T. Cook & Son, 530 St. Catherine West, W. H. Henry, 256 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard

RAILROADS.

CANADIAN PACIFIC

TORONTO -- CHICAGO.
Via Belleville, Cobourg and Port Hope.
\$8.45 a.m. to \$10.00 p.m.

TORONTO (YONGE STREET).
Via Tweed and Peterboro.

\$7.25 a.m. to \$10.00 p.m.

Compartment Observation and Standard Sleepers Night Trains.

* Daily. * Daily, ex. Sunday.

TICKET OFFICES: 141-143 St. James Street. Phone Main 8123.

Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY

DOUBLE TRACK ALL THE WAY

Montreal -- Toronto -- Chicago

THE INTERNATIONAL LIMITED.

Canada's Train of Superior Service.

Leaves Montreal 9:00 a.m., arrives Toronto 1:30 p.m.

Leaves Toronto 9:55 p.m., Chicago 9:00 a.m. daily (except Pullman, Observation, Library, Sleeping Car, Montreal to Chicago).

OTTAWA WINTER FAIR.

FIRST CLASS FARE AND ONE-THIRD.

Going Jan. 18 to 21; return until Jan. 25.

CITY TICKET OFFICES: 122 St. James St., cor. Front St. N. Y. Hotel, Windsor Hotel, Bonaventure Station.

Phone Main 1111. —Phone Up. 1111. —Main 1111.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce)

New York, January 22.—A limited amount of business was reported in steamship chartering, but the market was for boats for grain cargoes to European ports at top rates. Tonnage is wanted for cargo of different kinds to South America, Australia and the Far East, and for periods of time in the West India and other trades. Rates in all directions are fully up to the highest terms quoted, and owners are asking further advances. The sail tonnage market is firm, with a good demand prevailing in the off shore trades. Freight rates also offer more favorably with rates tending better. Very little was done in chartering in either the offshore or coastwise trades.

Charterers.—Grain.—British steamer Katharine, 20,000 quarters from Philadelphia to Malta, 115, through Boston to Norway, p.t. prompt.

British steamer Noya, 25,000 quarters, from Portland to Avonmouth, 75, 6d., February.

Steamer (guarantee), 33,000 quarters from the Atlantic Range to Papeete, 10s., February.

British steamer Birkhall, 30,000 quarters, from the Gulf to Leghorn and Spezia, 10s., 9d., February.

Petroleum.—Foreign steamer (guarantee), 160,000 cases from New York to Chinkiang, or Shanghai, 40 cents, option two ports, Japan, Korea or Yung Ts. River, 44 cents, June-July.

Norwegian bark Padang, 25,000 quarters, from New York to Fremantle, 38 cents, prompt.

Lumber.—British steamer Nasopie, 1,000 tons from Halifax to West Britain or East Ireland, with deals p.t. prompt.

Coal.—Norwegian steamer Vinland, 661 tons from Norfolk to Manzanillo, p.t. prompt.

Norwegian steamer — tons from Virginia to Bermuda, \$4, prompt.

Schooner Ellen Little, 807 tons, from Virginia to Bermuda, p.t.

WILL COMPLETE RAILWAY.

Chicago, January 22.—A despatch from Denver quotes President Hale Holden, of Burlington, as saying the road will spend \$1,000,000 immediately to complete the Gurney Branch in Wyoming.

COMPENSATION BOARD MADE PROPOSALS ON LIBERAL BASIS

At the meeting of the Fire Brokers' Association of New York, an amended plan of service to be rendered by the Compensation Board, was submitted from the Compensation Board. The new proposals were upon the basis of more liberal basis and met with general approval from those present. They were considered reasonable and it was the sentiment of the meeting that the board's latest proposal is as follows:

The compensation board's latest proposal is as follows: It will furnish without charge to any broker on application of the assured, when the broker presents an application for the assured a copy of the rating form and will furnish a counter service for the explanation and discussion of such rating form. In addition the board will in free service, will, upon order from the assured, furnish the broker with a copy of the rating form, making a reasonable charge for the clerical work of copying same, with a minimum of fifty cents.